

early waves of the Peace Corps. President John F. Kennedy asked our nation's citizens to "ask not what this country could do for you, but what you can do for your country." Sargent Shriver was a living demonstration of the way to serve and the spirit it took to launch the new and bold idea of the Peace Corps.

Peace Corps began under Sargent Shriver's directorship on March 1, 1961. Today, over 170,000 Americans, including six members of Congress, have served in 136 countries. Many volunteers who served under Sargent Shriver have become Ambassadors, Presidents of Universities, and Chairmen of major corporations.

Sargent Shriver began his public service in the United States Navy where he earned the rank of Lieutenant Commander. Following his naval career, Sargent Shriver dedicated himself to the societal problems facing the youth of the country—organizing the National Conference on Prevention and Control of Juvenile Delinquency in Washington and serving as the President of the Chicago Board of Education. He continued to foster quality social programming through the creation of VISTA, Head Start, Community Action, Foster Grandparents, Job Corps, Legal Services, Indian and Migrant Opportunities and Neighborhood Health Services. In addition, Sargent Shriver has served on the Board of many humanitarian organizations, including as President of the Special Olympics.

Sargent Shriver's dedication to living his ideals, and making them a reality has inspired subsequent generations to do the same. His invaluable contributions to the formation and longevity of the Peace Corps has brought hope to people around the world and has educated generations of Returned Peace Corps Volunteers, such as myself, in the necessity and value of public service. The Peace Corps continues to be a means for understanding the cultures, and languages of the world while recognizing the differences between different countries.

The vision of peace that Director Shriver has committed so much time and energy to has only become more important during this time of war. Director Shriver once wisely said, "I say what our nation needs now is a call to peace and service—peace and service on a scale we have scarcely begun to imagine." Mr. Speaker, today I honor Sargent Shriver and wish him the very best in the coming year.

RECOGNIZING THE CONTRIBUTIONS OF BOB SINCLAIR TO SAVING LIVES IN TENNESSEE

HON. JOHN S. TANNER

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Friday, November 21, 2003

Mr. TANNER. Mr. Speaker, I rise today to recognize the accomplishments of a tireless public servant, Mr. Bob Sinclair. The service he has provided over the years through the Henry County Ambulance Service has touched—and saved—many lives in our community.

Mr. Sinclair is a decorated veteran of World War II and a former employee of the Tennessee Valley Authority, but it is his dedicated work for the Henry County Ambulance Service that makes him stand out among the rest.

He started his service on January 1, 1969, the first day of operation for the ambulance service, which was one of the first countywide ambulance services in Tennessee to also offer an emergency medical technician training program. Sinclair volunteered for rotating shifts so his workers could get the training they needed to become paramedics. The service was originally based in the Paris Fire Department, and hearses purchased from the Ridgeway Morticians were used as ambulances.

Mr. Sinclair remained diligent, however, and helped the ambulance service grow, becoming director in 1970 and remaining there until 1985, when the service was assigned to the Henry County Medical Center. Mr. Sinclair is now a member the HCMC Board of Trustees and has also been a longtime member of the Henry County Commission.

Mr. Sinclair continued to give his time and devotion to the Henry County Ambulance Service and overcame many obstacles, such as funding and vehicle replacement issues. He helped make the ambulance service what it is today.

Time and time again, Mr. Sinclair has given his time and dedication to his community, and this will continue to be appreciated. Mr. Speaker, please join me in honoring the accomplishments and dedication of a fine leader, Mr. Bob Sinclair.

PERSONAL EXPLANATION

HON. LUIS V. GUTIERREZ

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, November 21, 2003

Mr. GUTIERREZ. Mr. Speaker, I was unavoidably absent from this chamber on September 3, 2003. I would like the record to show that, had I been present, I would have voted "yea" on rollcall votes 460, 461 and 462. On September 4, 2003, I missed rollcall vote 467 and would like the record to show that, had I been present, I would have voted "nay."

INTRODUCTION OF THE "METROPOLITAN CONGESTION RELIEF ACT"

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, November 21, 2003

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I am pleased to introduce legislation that strengthens our commitments to the public and their local decision-makers in both urbanized and rural areas of this nation.

The "Metropolitan Congestion Relief Act" proposes a number of simple adjustments to the TEA-21 law, which as you know is now under discussion in the House Transportation Infrastructure Committee. Two days ago, the leaders of the Committee introduced legislation setting forth a six-year reauthorization plan for TEA-21, legislation that I am proud to cosponsor.

My legislation compliments the Committee legislation and proposes key adjustments to current congestion-related programs. This legislation would ensure that our national policy

more fully engages and supports local elected leaders and the communities they represent. We need to engage the public and local decision-makers to address the nation's many transportation challenges.

The proposals in this legislation include two initiatives that follow the basic thrust of the Committee's TEA-21 renewal package.

First, this legislation invests more in our local decision-makers, those who now lead our nation's very important metropolitan economies and those in non-urbanized areas. Secondly, it further strengthens the partnership set forth in the 1991 ISTEA law that began devolving resources and decision-making to the nation's larger metropolitan areas. Finally, this legislation continues to place more responsibility where it belongs, with local community leaders and metropolitan planning organizations. These are the entities most challenged by pressing transportation needs, be it traffic congestion, air quality degradation or the rising demands of global competition.

These selected reforms and adjustments will yield results for all areas of our states. In those provisions targeted to metropolitan areas, all taxpayers and areas will benefit as these additional commitments will improve the performance of our existing assets and help us use available transportation dollars more efficiently.

Mr. Speaker, let me talk for a minute about the key features of this legislation and what it does and does not do.

First, it does not affect the allocation of resources from any of TEA-21's formula highway programs to the states, which is to say that it is policy neutral on the donor/donee issue. For the record, I am one member who has an interest in seeing more equity among the states, and this legislation does not disrupt any of these important efforts.

Second, the law this legislation amends is the Transportation Equity Act for the 21st Century. As we make progress on equity among the states, we should also make some greater strides in providing some modest assurances of equity to local areas and local taxpayers within our states. Here in this chamber and in the Transportation Committee we talk often about "fair share" among the states, and yet there is nothing in current law that addresses how equity is assured at the sub-state level.

Let me illustrate this point further from the perspective of my district and the Dallas-Fort Worth region. As each new fiscal year arrived under TEA-21, local decision-makers in my region were certain that they would determine the fate of about 2½ cents of every highway formula dollar coming to the State of Texas. This is an inadequate commitment to a region that accounts for nearly one out of every five Texans and, in recent years, more than one out of every three new jobs in the State. By the donor/donee yardstick, this amounts to my local decision-makers having the certainty and direct control over about 10–12 cents on every federal highway dollar that is generated from local taxpayers and returned to the state. This is simply inequitable and can no longer be justified.

My legislation proposes to deliver more certainty to all areas of the state, both large and small, helping make some modest gains in ensuring more funding equity for the public in their local areas.

The legislation directs that Surface Transportation Funds provided to each of the states,