

stream of commerce. At the time, the Corridor needed to develop a financing package, and given Mr. Thomas' well-known expertise in public finance, he was appointed to the Governing Board specifically to develop the financing concepts to underpin the Corridor.

Utilizing his expertise, Mr. Thomas has played a vital role in developing a unique financing package for the Alameda Corridor. In fact, this package has become a model for other major public works projects across the country. Mr. Thomas was also instrumental in generating political support for the project when it was little more than a concept.

This body identified the Alameda Corridor as "a project of national significance" in 1995. The Ports of Long Beach and Los Angeles comprise our nation's busiest port complex, and cargo volumes are projected to triple by the year 2020. The Alameda Corridor will link the ports to the transcontinental rail yards near downtown Los Angeles, creating a more efficient and timely way to distribute cargo into the stream of commerce, thus allowing our ports and our mainstream economy to maintain competitive advantages.

It is a testament to the distinguished service of Jonathan Y. Thomas that the Alameda Corridor is now in full-scale construction, on budget and on schedule to open in April, 2002.

We owe a debt of gratitude for his dedicated service.

TRIBUTE TO EARL MIDDLETON

HON. JAMES E. CLYBURN

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. CLYBURN. Mr. Speaker, I rise today to pay tribute to Mr. Earl Middleton of South Carolina, who was recently named Orangeburg South Carolina's Citizen of the Year. Mr. Middleton is recognized for his noteworthy contributions to the community as a successful realtor, businessman, political history-maker, and respected citizen of South Carolina.

Along with having served the country during World War II as one of the Tuskegee Airmen, Mr. Middleton has displayed incredible service to his church and college. After returning to his hometown after his service during World War II, Mr. Middleton embarked on a career in business and politics. His hope was that through his career he could overcome the social inequalities that faced him as an African American during that time.

In 1974, he became the first African-American to represent Orangeburg County in the South Carolina State House of Representatives since the Post Reconstruction Era. He would go on to serve in the legislature for 10 years.

Mr. Middleton worked as a barber and an insurance salesperson while contributing his time and effort toward various social causes and political campaigns. Later, his business grew to include real estate sales. In 1985 his real estate business, Middleton Agency, would grow to include a franchise of Coldwell Bank-

er, becoming its first black-owned affiliate. Honorably, Mr. Middleton accepted an invitation to serve on the governing committee of Middleton Place, a plantation near Charleston, South Carolina where his great grandfather had been held in servitude before the Civil War.

Mr. Middleton is a life member of the NAACP. He has served on the trustee board of The Methodist Home, the mayor's and the governor's commission on employment of the handicapped and the Salvation Army board. His many awards include: being named to the Claffin University Hall of Fame and becoming a recipient of the Edisto Award.

Mr. Speaker, I ask you and my colleagues to join me today in honoring my good friend and confidant, Earl Middleton for the dedicated service he has provided to the citizens of South Carolina and the noteworthy contributions he has made in the real estate business. I sincerely thank Mr. Middleton for his service to the country and to the state. I congratulate him on his recent recognition as Orangeburg's Citizen of the Year and truly wish him good luck and Godspeed in all of his future endeavors.

TRIBUTE TO LISTON RAMSEY

HON. CHARLES H. TAYLOR

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. TAYLOR of North Carolina. Mr. Speaker, I rise to honor the memory of the Honorable Liston B. Ramsey, a resident of the Eleventh Congressional District of North Carolina, who died on September 2, 2001.

Rep. Ramsey served nineteen terms as a Democrat in the North Carolina State House of Representatives, including an unprecedented eight years as Speaker of the House. Liston Ramsey put Western North Carolina on the political map and used his influence in the legislature, for the benefit of his constituents.

Rep. Liston Ramsey was first elected to the legislature from Madison County in 1961. In those days, before the interstate highway system served our region, legislators from Western North Carolina faced an eight-hour drive from the mountains across the state to Raleigh. Liston Ramsey faithfully made that trip for years in order to be a voice and a force for the mountain region.

In rankings by the North Carolina Center for Public Policy Research, Rep. Ramsey consistently ranked as one of the most powerful legislators in the state. Ramsey ranked as the most powerful lawmaker during his four terms as speaker, was eleventh in 1989, twelfth in 1991, ninth in 1993, twenty-third in 1995, and nineteenth in 1997.

Among projects that Rep. Ramsey played a key role in funding for Western North Carolina were: Haywood Community College; Southwestern Community College; Western Carolina University; UNC-Asheville; the North Carolina Arboretum; the Western North Carolina Farmers' Market; and countless roads.

I know all my colleagues join me in expressing condolences to his family members: daughter Martha Louise and her husband, Robert Donald Banks of Marshall; two sisters, Marie Prichard and Grace Castelloe, both of Asheville; one stepsister, Edna Sprinkle of Asheville.

HONORING CALIFORNIA RESTAURANT ASSOCIATION'S 2001 DIAMOND CUISINE AWARD WINNERS

HON. GEORGE RADANOVICH

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. RADANOVICH. Mr. Speaker, I rise today to honor and congratulate Tom and Doris Chester, Lloyd and Leona Beiderwell, and Kenny and Myrna Hook for being the recipients of the Central Valley Chapter of the California Restaurant Association's 2001 Diamond Award.

In 1946, Lloyd and Leona Beiderwell opened a Foster's Freeze restaurant in Visalia, California. Today, 55 years later, the Beiderwells are still serving food at Foster's Freeze to their friends and neighbors in Visalia.

Tom and Doris Chester have owned and operated the Wagon Wheel Steak House in Visalia since 1975. In 1984, the Chesters expanded their business and began growing oranges. Most recently, the Chesters added a pizza operation to their restaurant.

Estrada's Spanish Kitchen was a Visalia landmark from the time it opened, in 1912, until its closing eighty years later, in 1992. Kenny and Myrna Hook were an integral part of Estrada Kitchen's long tradition of service and unique cuisine. The Hooks, along with numerous other members of their extended family, worked at Estrada's Spanish Kitchen for 34 years.

I am pleased to take this opportunity to congratulate Kenny and Myrna Hook, Tom and Doris Chester, and Lloyd and Leona Beiderwell on their receipt of the California Restaurant Association's 2001 Diamond Award. Furthermore, I would like to thank them for their hardwork and dedication to providing quality food and outstanding customer service to the people of California's Central Valley.

CONGRESSMAN KILDEE HONORS LORRAINE STONE

HON. DALE E. KILDEE

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. KILDEE. Mr. Speaker, I rise today and ask my colleagues to join me in honoring a

woman who has been a loyal friend and a tireless advocate of America's workers. On September 26, Lorraine Stone will celebrate 33 years and one month with the United Auto Workers. In appreciation for her long dedication, the next day, Ms. Stone will be the guest of honor at a retirement celebration organized by both family and friends.

Lorraine began working for the International Union, UAW Region 1-C Office, on August 26, 1968, in Owosso, Michigan. In 1973, she was transferred to the Lansing Sub Regional Office until 1980, where she then returned to the Flint Regional Office, where she has remained to this day. Over three decades, Lorraine has been a vital component to Region 1-C, helping to establish a solid foundation for the progress of America's labor movement, and a better way of life for autoworkers everywhere. She has worked under several Directors and International Representatives, and has worked as Secretary to the Educational Director and Secretary to the Assistant Director, the position she has held since 1998.

Lorraine's work with the UAW extends outside the office as well. She has been an important part of the Region I-C Bowling Tournament for 29 years, and an organizer of the annual Sit Downers Dinner for 15 years. She has served as Chairperson of the Sam Duncan Scholarship Committee and as a member of the Fred Meyers Scholarship Board of Trustees. Earlier this year, Lorraine was selected as one of Region I-C's three Corporate Women of Achievement.

As a Member of Professional Secretaries International for more than 25 years, Lorraine has helped represent clerical workers throughout the state. She has held several executive positions within the organization, and in 1986 was recognized for her stellar contributions by being selected Secretary of the Year.

Mr. Speaker, we in Genesee County have been extremely fortunate to have someone like Lorraine Stone live in our community. Lorraine believes that the UAW must play a role in the larger community and I am appreciative for efforts in making a positive impact in the fields of scholarship and community activism. As we in Michigan are proud of our reputation as the automotive capital of the world, we are as equally proud and grateful for the men and women who day in and day out work to provide these quality products and bolster our pride. Lorraine Stone is one of those people. I ask my colleagues to join me in wishing Lorraine, her husband Harold, and their family, all the best.

EXTENSIONS OF REMARKS

A TRIBUTE TO JOHN NEECE

HON. MICHAEL M. HONDA

OF CALIFORNIA

HON. FORTNEY PETE STARK

OF CALIFORNIA

HON. ANNA G. ESHOO

OF CALIFORNIA

HON. SAM FARR

OF CALIFORNIA

HON. ZOE LOFGREN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. HONDA. Mr. Speaker, today I join with my colleagues, Representatives STARK, ESHOO, FARR, and LOFGREN in honoring the retirement of a dedicated public servant, John Neece. John's retirement as Chief Executive Officer of the Santa Clara and San Benito Counties Building and Construction Trades Council ends 21 years of exemplary service to his community.

A native of San Jose, California, John Neece attended Lowell Elementary and Roosevelt Junior High, and graduated from San Jose High in 1962. After becoming a member of the Ironworker's Apprenticeship Program, John went on to join the Santa Clara and San Benito Building and Construction Trades Council in 1979. John became the youngest Chief Executive Officer of any council in the State, as well as the youngest delegate from the State of California to the International Iron Workers.

Through John Neece's visionary leadership, the Building and Construction Trades Council became the important organization that it is today: a source of strong advocacy for workers and labor. A former ironworker himself, John utilized his insight, energy and vision to become the Trades business agent. As an organizer and a leader, John has been successful in creating growth in the union movement and cooperation with other local unions and developers. His efforts made the Trades Council a crucial force within the Bay Area.

However, John Neece's service has not been limited to the building and construction industry. John has participated in various community programs in Santa Clara County and volunteered his time on numerous boards throughout Silicon Valley. John is an Executive Board Member and Second Vice President of the South Bay AFL-CIO Labor Council, and serves on the Board of several agencies such as the Valley Medical Center Foundation and the Joint Venture Silicon Valley Board and Visioning Council. John has also served in the past on the Boards of the Red Cross Capital Campaign Committee and the Red Cross Disaster Relief Program.

Mr. Speaker, John Neece leaves behind a life-long legacy of excellence and professionalism. It has been a great pleasure for my fellow Members and I to work with him, and it is an honor to be able to pay tribute to him here. John Neece has been a great friend to us all, and we wish him well.

September 25, 2001

ON THE INTRODUCTION OF THE RAIL INFRASTRUCTURE DEVELOPMENT AND EXPANSION ACT FOR THE 21ST CENTURY ("RIDE-21")

HON. DON YOUNG

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. YOUNG of Alaska. Mr. Speaker, Today, I introduce the Rail Infrastructure Development and Expansion Act for the 21st Century. RIDE-21 is the first truly workable proposal for developing high-speed passenger rail infrastructure in the United States.

As Chairman of the Transportation and Infrastructure Committee I have made easing congestion on the ground, in the air and on the water the top priority this Congress. I believe that construction of a true high-speed passenger rail system in the United States is an integral piece of that solution.

The United States needs safe and efficient high-speed rail, whether it is steel wheel or magnetic levitation. It will help reduce congestion on America's highways and air lanes by connecting urban centers. It will also provide the traveling public more options.

The tragedies of September 11, and the resulting short-term cessation of air travel, demonstrated the need for transportation alternatives for passengers. The increase in the amount of time it will now take to clear airport security has added to the time it takes to travel by air, potentially making high-speed rail a competitive alternative in some regional markets. Simply stated, it is time for the United States to make high-speed passenger rail a transportation priority.

RIDE-21 is not the only proposal before Congress that makes federal dollars available for the development of high-speed passenger rail. Other bills, such as H.R. 2329 in the House and S. 250 in the Senate, are well intended and are designed to address high-speed rail infrastructure needs as well; but those bills fall short. There are three significant reasons why other proposals will not get our nation any closer to a comprehensive national system of high-speed passenger rail corridors: (1) They do not provide enough funding, (2) they do not provide sufficient flexibility in the hands of States in making transportation decisions, and (3) what little money is provided comes at too high a cost to the Federal Treasury.

HIGHER INVESTMENT

RIDE-21 generates more than \$71 billion for high-speed passenger rail infrastructure through the sale of bonds and the approval of federal loans and loan guarantees. In the hearing held by the Subcommittee on Railroads of the Committee on Transportation and Infrastructure on July 25, we learned that Amtrak estimates that it would cost up to \$70 billion to build high-speed rail in the United States. That's what I mean when I say that RIDE-21 is the first truly credible high-speed passenger rail proposal. It gets the job done.

In addition, I am very concerned that states may misunderstand the scope of other bills.