

Margareta moved in 1979 to the Graphic Arts International Union, serving as the financial recording secretary and membership reviewer.

During the 1960s and 1970s, she was an active member of the Office of Professional Employees International Union (OPEIU), Local 2, and became the first woman to be elected First Vice-President of her local in 1974.

She served as chair or co-chair of numerous committees in her local, including the educational committee, the COPE committee, and the organizing committee. She also served as the chair of the Young Trade Unionists No. 2 from 1969 to 1984, and as the recording secretary of the Young Trade Unionists No. 1 from 1970 to 1973.

In 1980, Margareta was appointed as the Director of COPE for the Maryland State and District of Columbia AFL-CIO, and earned a well-deserved reputation through the years as a determined advocate for all workers and a gritty political organizer.

She has worked on numerous political campaigns at the local, state and national levels, and it's more than fair to say that her unrelenting work across the state on behalf of working families built enduring relationships between the labor community and elected officials at all levels of government.

Margareta's boundless energy helped her balance her dedication to improving the lives of working men and women, with her love and devotion to her children, Brenda and Philip, and her grandchildren.

And as she enjoys semi-retirement, she should do so with the knowledge that her efforts over the last 40 years have changed and improved people's lives, and that her labor continues the activism, stretching all the way back to notables as Susan B. Anthony, Sojourner Truth and Mary Harris "Mother" Jones—who understood that labor fairness was rooted in morality and inspired by the American quest for equality, justice and fairness.

As Mother Jones said many years ago: "The cause of the worker continues onward. . . . The future is in labor's strong, rough hands."

That future, today, is much brighter for working men and women, in large part due to the hard work of trade unionists like Margareta Crampton. To her, we owe a deep gratitude and offer our thanks and deep appreciation.

WHITESIDE SCHOOL NAMED AS
NATIONAL SERVICE-LEARNING
LEADER SCHOOL

HON. JERRY F. COSTELLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 12, 2002

Mr. COSTELLO. Mr. Speaker, I rise today to ask my colleagues to join me in honoring the Whiteside School District in Belleville, Illinois which is one of 16 schools in the United States to serve as a 2002 National Service-Learning Leader School. This honor demonstrates the school's strong commitment to service-learning in its curriculum.

Whiteside has undertaken many projects which demonstrate its exceptional efforts in service. Students at the school have created a garden area, an outdoor science lab and a pond, including a fountain and fish. Also, sixth-

grade students at the school have converted a courtyard into an outdoor classroom and put new landscaping in the area.

The children have restored the Whiteside Cemetery, which had been abandoned and vandalized. In addition, they have done genealogical research on the people who are buried in the cemetery and have published an extensive Whiteside family history. They are taking photographs of other Civil War gravesites in St. Clair County, and they are in the process of putting together a web site that will include the genealogical information and other Civil War information. The students have assembled a CD-ROM that will be sent to the Library of Congress.

The teachers and administrators at Whiteside have been a great asset for these children, as they have combined service and education in a way that is fun and creative. There are 412 students in 5th through 8th grade at the school, and they have all been involved with service-learning projects. The children have not only found a new enthusiasm for their education, but they have performed valuable work for the community as well.

Whiteside continues to make a significant contribution to Southwestern Illinois and the entire nation. Mr. Speaker, I urge my colleagues to join me in expressing appreciation to the Whiteside School District for its dedication to service.

A SPECIAL TRIBUTE TO JIM STREACKER ON HIS SEVENTIETH BIRTHDAY

HON. PAUL E. GILLMOR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 12, 2002

Mr. GILLMOR. Mr. Speaker, I rise today to pay special tribute to an outstanding gentleman from Ohio's Fifth Congressional District. Jim Streacker of Tiffin, Ohio, will celebrate a milestone seventieth birthday on June 15, 2002.

Mr. Speaker, Jim will be celebrating this monumental occasion with family and friends, all who have known of his selfless contributions to the local community. Serving the community was not only Jim's duty but also his honor. These chances to give back to the community have brought him a lifetime of both personal and professional achievement. Jim truly is a valued asset to the City of Tiffin.

Jim has served Tiffin well throughout his years both, professionally and philanthropically. In his state of semi-retirement from Streacker Tractor Sales, he continues to serve the agricultural community as Secretary of the Tractor Sales Association. He also holds a seat on the Seneca Industrial Environmental Development Commission, and is a member of the local chamber of commerce, the local business boosters, and the Key Bank Advisory Board.

Jim serves charitable interests of the Saint Francis Foundation, and the Betty Jane Advisory Board. Through Jim's work in the Calvert Foundation, he has helped manage the investments of the local school system in an effort to keep the schools properly financed and maintain a high standard of education for the community's children. He is also active in the local VFW, American Legion, and AMVETS

since serving his country in the U.S. Air Force in the Korean War.

Mr. Speaker, I ask my colleagues to join me in paying special tribute to Jim Streacker. Our communities are served well by having such honorable and giving citizens, like Jim, who care about the well being and stability of their communities. We wish him the very best on this special occasion.

CONGRATULATIONS TO LINCOLN HIGH SCHOOL IN DALLAS, TEXAS

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 12, 2002

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, whereas on March 9, 2002, the Lincoln High School Tigers boys varsity basketball team in Dallas, Texas completed its 2001–2002 season undefeated, with 40 wins, 0 losses;

Whereas the Lincoln High School Tigers won the 2002 Texas State Championship;

Whereas the Lincoln High School Tigers were ranked number one by USA Today national high school ranking poll;

Whereas the coach of the Lincoln High School Tigers, Mr. Leonard Bishop, has also been awarded the national Coach Awards by USA Today and the Black Coaches Association, as well as the Dallas All Sports Awards area Coach of the Year;

Whereas the Lincoln High School Lady Tigers girls' team won the District 12-4A Championship in Dallas, Texas, having completed the 2001–2002 season undefeated with 12 wins, 0 losses;

Whereas the Lincoln High School Lady Tigers continued to win their regional championship and were also state finalists;

Whereas the Lincoln High School Football team won their district championship, finishing the season undefeated with 6 wins, 0 losses; and

Whereas the Lincoln High School National Society of Black Engineers (NSBE) Jr. Club won the 2001 Dallas Boosting Engineers, Science & Technology (BEST) award, including the Most Elegant Robot award;

Be It Proclaimed, That I—

(1) congratulate—the Lincoln High School Tigers boys varsity basketball team for winning the 2002 Texas State Championship;

The Lincoln High School Lady Tigers girls basketball team for winning their 2002 district and regional championships;

The Lincoln High School Football team for winning the 2001 district championship; and

The Lincoln High School NSBE Jr. Club for winning the BEST award;

(2) commend the Lincoln High School Tigers boys varsity basketball team, the Lady Tigers girls basketball team, the football team and the NSBE Jr. Club for their outstanding performance during the entire 2001–2002 season and for their commitment to high standards of character, perseverance, and teamwork; and

(3) recognize the achievements of the players, coaches, and support staff who were instrumental in helping the athletic teams and clubs win their respective championships and awards.

INTRODUCTION OF H.R. 4914, THE CENTER FOR COMMERCIAL DEPLOYMENT OF TRANSPORTATION TECHNOLOGY DEVELOPMENT AUTHORIZATION ACT OF 2002

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 12, 2002

Mr. HORN. Mr. Speaker, I rise today to introduce the Center for Commercial Deployment of Transportation Technology Development Authorization Act of 2002. The Center for the Commercial Deployment of Transportation Technologies (CCDoTT) is a chartered university center at California State University Long Beach (CSULB) functioning as a partnership of academic institutions, government, and commercial corporations.

The CCDoTT project is operated by the CSULB Foundation in conjunction with the Department of Defense, the United States Transportation Command (USTRANSCOM), and the Department of Transportation, through the Maritime Administration (MARAD).

CCDoTT was organized to pursue a broad range of defense and commercial technologies, to analyze transportation problems and environmental impacts, and to develop technological, procedural, computer, or equipment solutions. CCDoTT and its associates are well versed in transportation technologies, computer simulation and modeling, defense, electronic commerce, economic and cost modeling, state-of-the-art training and educational solutions, and advanced manufacturing technologies.

Recent developments with respect to national security issues and more specifically maritime related security issues, have introduced a new dimension to a number of CCDoTT program undertakings. These initiatives seek to advance the technology, procedures and equipment associated with improved surveillance and security of cargo movement to and from domestic and foreign marine ports and terminals.

Working with its partners, CCDoTT will continue to help our Armed Forces meet their rapid deployment needs for the new millennium while concurrently advancing the competitive capability of U.S. based shipping interests and maritime security related efforts currently under consideration.

Mr. Speaker, it is my hope that my colleagues will join me in supporting H.R. 4914, The Center for Commercial Deployment of Transportation Technologies Authorization Act of 2002.

H.R. 4914 is printed below:

H.R. 4914

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Center for Commercial Deployment of Transportation Technology Development Authorization Act of 2002".

SEC. 2. JOINT DEPARTMENT OF TRANSPORTATION/DEPARTMENT OF DEFENSE PROGRAM TO DEVELOP TRANSPORTATION TECHNOLOGIES FOR COMMERCIAL AND MILITARY APPLICATIONS.

Section 8 of the Merchant Marine Act, 1920 (46 U.S.C. App. 867) is amended—

(1) by designating the text as subsection (a); and

(2) by adding at the end the following new subsection:

(b)(1) Notwithstanding any other provision of law, from amounts made available to carry out this subsection, the Secretary of Defense, in cooperation with the Secretary of Transportation, shall carry out a program under this subsection to develop and deploy dual use transportation technologies for commercial and military applications, including but not limited to the following:

(A) Agile port.

(B) High-speed sealift.

(C) Advanced cargo and passenger vessel hull design, propulsion systems, and construction employing national defense features.

(D) Rapid deployment.

(E) Command and control, and decision support.

(F) Maritime, port, and cargo security.

(2) The Secretary of Defense shall carry out such program in cooperation with the Secretary of Transportation under section 2358(b)(4) of title 10, United States Code.

(3) The program required by paragraph (1) shall be carried out pursuant to a cooperative agreement to be entered into by the Secretary of Defense, the Secretary of Transportation, and the Center for Commercial Deployment of Transportation Technology of California State University, Long Beach.

(4) Of amounts appropriated or otherwise made available for the use of the Department of Defense for research, development, test, and evaluation, Defense-wide, the following amounts shall be available for a task and delivery order contract under section 2304(c) of title 10, United States Code, to carry out this subsection, to remain available until expended:

(A) \$10,000,000 for fiscal year 2003.

(B) \$15,000,000 for each of fiscal years 2004 and 2005.

(C) \$20,000,000 for each of fiscal years 2006 and 2007.

Below is a letter of June 11, 2002, from five Presidents of the marine unions who want to see the dedicated ship-building in high-speed passenger and cargo vessels.

JUNE 11, 2002.

Hon. STEVE HORN,
House of Representatives,
Washington, DC.

DEAR CONGRESSMAN HORN: On behalf of the undersigned maritime organizations, we are writing to express our support for your legislation, H.R. 4914, the "Center for Commercial Deployment of Transportation Technology Development Authorization Act of 2002." We are especially pleased your legislation would specifically authorize the development and deployment of dual use transportation technologies for commercial and military applications in the area of high-speed passenger vessels.

As you may be aware, our organizations have been working with Voyager Holdings, a U.S.-owned venture that has contracted to build two very high-speed trimaran passenger vessels at Baltimore Marine Industries. These vessels will incorporate a new, highly stable hull design developed by Kvaerner Masa Marine with technology support from Science Applications International Corporation (SAIC), David Taylor Research Center, and Band Lavis & Associates. In addition, these vessels will be capable of conversion for national emergency support due to their innovative militarily useful features designs. Significantly, these design enhancements are based on the cooperative development between the California State University at Long Beach and the Center for the Commercial Development of Transportation Technologies (CCDoTT).

The CCDoTT program enables the Department of Defense, through the United States Transportation Command, and the Department of Transportation, through the Maritime Administration, to leverage advanced transportation technologies to address de-

fense and commercial transportation requirements. Voyager's proposed trimaran high speed cruise vessels, in addition to representing the next step in the evolution of cruise vessel design, offer distinct advantages for both commercial and defense sealift missions. In fact, a representative of the Department of the Navy has told Voyager Holdings that they are "particularly pleased that [this] design includes a number of features that will greatly enhance the defense related value of your vessel . . . These high-speed long range vessels . . . will significantly enhance our nation's United States-flag commercial sealift capability."

We believe CCDoTT's mission to pursue dual use defense and commercial technologies will, as in the case of the high-speed trimaran cruise vessels, help the United States gain worldwide leadership in the advanced high-speed ocean transportation market. Your legislation, by providing CCDoTT with a multi-year authorization, will enable CCDoTT to continue to pursue its mandates over the long term with the knowledge that its work can proceed in an uninterrupted fashion.

We again express our support for your legislation and look forward to working with you and your colleagues for its enactment this year.

Sincerely,
Captain Timothy Brown, Masters, Mates & Pilots; Ron Davis, Marine Engineers' Beneficial Association; Henry Disley, Marine Fireman's Union; Gunnar Lundeberg, Sailors' Union of the Pacific; Michael Sacco, Seafarers International Union.

THE BRACERO JUSTICE ACT OF 2002

HON. LUIS V. GUTIERREZ

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 12, 2002

Mr. GUTIERREZ. Mr. Speaker, I rise today to announce the introduction of my bill, the Bracero Justice Act of 2002. I am joined by Representatives FARR, FILNER, PASTOR, NAPOLITANO, SOLIS, BACA, ROYBAL-ALLARD, SERRANO, McGOVERN, RODRIGUEZ, FRANK, MENENDEZ, MILLENDER-MCDONALD, SCHAKOWSKY, GONZALEZ, ORTIZ, VELÁZQUEZ, ACEVEDO-VILÁ, REYES, LIPINSKI, BECERRA, MCKINNEY, DAVIS (IL), and BERMAN.

I am very pleased to introduce legislation that offers relief to people who have long sought help. My bill would allow people to seek recourse in a venue that so often has protected the most vulnerable in our society: the federal judicial system. In short, my bill would give a deserving group of people their day in court and to have their case heard on the merits.

Bracero workers have been waiting for their day in court for nearly six decades. Sixty years ago, in 1942, the U.S. Government entered into a program that was designed to help America get through the economic challenges that accompanied World War II. Under the program, nearly 5 million workers came to the United States from Mexico, to carry out the back-breaking labor that kept our Nation going. They filled in where labor was in short supply—especially in agriculture. Their work