

Now that Sue has handed the keys of the Register's office over to Kay Pesnell, so that she can spend more time with her daughter, Sandra, son-in-law, Terry, and three grandchildren—Paige, Kalia and Tyler—it is fitting, Mr. Speaker, to include in today's RECORD a recent article from the Lawrence Journal-World that reviews the tenure and accomplishments of this dedicated and deservedly popular Kansas public servant. On behalf of the citizens of Douglas County, I wish her all the best upon her much deserved retirement and ask unanimous consent to reprint the article below.

[From the Lawrence Journal-World, June 4, 2002]

REGISTER OF DEEDS LEAVES LEGACY OF
GROWTH, EFFICIENCY
(By Mark Fagan)

Sue Neustifter is closing the book on a 43-year career at the hub of Douglas County's development industry.

Make that the disk drive.

"We've gone from typewritten to photostat to microfilm to scanning now," said Neustifter, who has overseen the recording of thousands of land transfers as the country's register of deeds. "It's easier now, but the work has tripled."

Neustifter, in her ninth term as the county's elected register of deeds, said Monday that she would retire effective July 1. She will leave behind an office that generated an unprecedented \$2.46 million in revenues last year for the county, bolstered by a record year for taxes on new and refinanced mortgages throughout the growing community.

And the tally is poised to grow even stronger.

Beginning the day Neustifter leaves office, mortgage-registration fees will go up by \$2 per page, as mandated by the Kansas Legislature. The extra money will be used to upgrade technology in her office, which already has started transferring hundreds of rolls of microfilm onto dozens of compact discs for posterity.

For an office that records pages at break-neck speed—1,000 pages last Friday alone—Neustifter's efficiency and proclivity will be missed, said Craig Weinaug, county administrator.

The information kept in Neustifter's office forms the basis of virtually every land transfer in the county, and is relied upon by Realtors, title companies and property owners alike.

Last year Neustifter and her seven employees faxed, photocopied and pulled enough documents—at \$1, 50 cents and 25 cents a pop, respectively—for customers to add \$20,930 to the county's budget.

"I've never heard one peep of complaint about anything out of your office," Commissioner Charles Jones said, after joining a standing ovation to applaud her work. "And you're the cast cow."

Neustifter joined the register of deeds office June 1, 1959, just days after graduating from Eudora High School. She started as a clerk, and worked her way up before quitting in 1972—for six months—only so that she could run for the top job.

A Democrat, she won that race and every one since, including the last seven without any formal opposition. Neustifter intends to recommend that Kay Pesnell, who has worked for her for the past 12 years, be appointed by the county's Democratic Central Committee to serve out the remaining two years of Neustifter's term.

Her 30 years in office marks one of the longest tenures of any elected official in Kansas—a testimony to her competence, work ethic and community involvement."

said Carrie Moore, chair of the county's Democratic Party.

The party's central committee is scheduled to meet June 17 to appoint a new register of deeds.

A few weeks later, Neustifter, 63, intends to be on the road to Michigan to visit her daughter and three grandchildren.

"I'm ready to retire," she said.

PAYING TRIBUTE TO PATRICK
SULLIVAN

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 16, 2002

Mr. McINNIS. Mr. Speaker, I would like to take this opportunity to pay tribute to Sheriff Patrick Sullivan, Jr. of Arapahoe County, Colorado and thank him for his extraordinary contributions to his community and to his state. As a resident of Arapahoe County, Patrick has dedicated his career to protecting the community by selflessly devoting his time and energy to his job, his family, and his community. His remarkable nineteen years as sheriff serve as a symbol of the commitment that Patrick feels for the Arapahoe County Sheriff's department and the protection of Colorado residents. As we celebrate the accomplishments of his fine career, let it be known that I, along with the people of Colorado, applaud his efforts and are eternally grateful for all that he has done for his community.

Sheriff Sullivan received his law enforcement training from several institutions including the FBI National Academy Sheriffs' Institute; the Juvenile Officers' Institute, California Specialized Training Institute, Special Tactical Firearms Course, and the Special Weapons and Tactics Course (SWAT). During his tenure as sheriff of Arapahoe County he led the department in becoming the first sheriff's office to national accreditation under the 908 professional standards established by the commission on Accreditation for Law Enforcement Agencies.

During Patrick's time as Sheriff, Arapahoe County has hosted several Presidential events and a Papal visit, as well as co-hosting the 1997 G-8 summit with the City of Denver. Each of these events presented security and terrorist threats that required significant preparation and uncommon diligence. In every event, Sheriff Sullivan and his men met the challenges presented by such high profile security details; professionalism and skill have been their hallmark throughout Patrick's tenure. Here in Washington, Sheriff Sullivan has shared his expert knowledge with me and my colleagues, having advised and testified before subcommittees of this House that deal with Crime and Trade, areas in which he has been able to provide us with invaluable guidance and wisdom.

Mr. Speaker, it is clear that Sheriff Patrick Sullivan is a man of unparalleled dedication and commitment to his job, his community and his country. It is his dedication to hard work, as well as the spirit of integrity and selflessness, that I wish to bring before this body of Congress, and our nation. Sheriff Sullivan has honorably served his state and nation, and it is my privilege to extend to him my sincere congratulations on his retirement and to wish him all the best in his future endeavors.

TRIBUTE TO WALTER L. JOHNSON

HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 16, 2002

Mr. LANTOS. Mr. Speaker, it is with great pleasure that I rise today to invite my colleagues to join me in paying tribute to an extraordinary man and a dear friend of mine, Mr. Walter L. Johnson, a member of the San Francisco Labor Council, who is to be honored by the San Mateo Labor Council at its annual banquet on July 18th, 2002.

Mr. Speaker, Walter Johnson was raised in North Dakota, and like many men of his generation he gallantly served our country during World War II. After his discharge in 1946, like many wise men of that day, he moved to San Francisco, where he obtained a job as an appliance salesperson with Sears Roebuck, and immediately joined the Department Store Employees' Union Local 1100.

From his earliest working days, Walter showed a deep commitment to racial equality, which is best highlighted by the key role he played in 1958, when he was instrumental in helping the first African American woman work behind the counter at Woolworth's. That same year, he was elected President of Local 1100. By 1964, he was elected to a senior leadership position: Secretary Treasurer of the Department Store Employees Union. He was re-elected a remarkable eleven times. In 1965 he became Executive Officer of the Union.

In the spring of 1985, Walter Johnson was elected Secretary Treasurer of the San Francisco Labor Council, a position he has held since that time. Under his guidance, the Council continues to work for the laudable goal of providing employment, advantageous wages and benefits for its members. Serving over 100 Unions and over 75,000 workers in San Francisco, Walter Johnson is the voice of labor in the Bay area.

Mr. Speaker, Walter Johnson and his lovely wife Jane are residents of South San Francisco, which is in my congressional district. They are the proud parents of three children and five grandchildren. Aside from working closely with many union leaders, he also interacts with community groups, elected officials, and religious leaders to promote issues that enhance the quality of life for working people. Strengthening his position as an advocate for working men and women, he serves on various boards and committees, including the United Way of the Bay Area, the Bay Area Sports Organizing Committee and Our Redeemers Lutheran Church.

Walter is the recipient of numerous awards, which are far too many to enumerate, but I will mention a few key ones. He has provided valuable direction as President of the James F. Housewright—United Food and Commercial Workers International Union (UFCW), Scholarship Fund, and he is a member of the UFCW Advisory Board, the International's Foreign Affairs Committee, and its National Department Store Committee.

Moreover, Walter has been a member of the board of directors of the San Francisco Private Industry Council, Arriba Juntos, the Bay Pacific Health Plan, the Council for Civic Unity, KQED-TV, the Organized Training Center, the Board of the San Francisco Bay Area Girl Scout Council, the Center for Ethics and Social Policy, the Shelter Network, the Death

Penalty Focus Board, the Advisory Board of Nature Conservancy, the Western Opera Theatre, and the San Francisco Organizing Project. Walter has distinguished himself as founder and President of San Francisco Renaissance. In addition, he has been an active member of the Advisory Board of the Labor Archives and Research Center and the President's Advisory Board of San Francisco State University. In 1988, Mr. Johnson was chosen to receive the Bay Area Union Labor Party's "1988 Leadership Award" as an appreciation of his exemplary record of achievements.

Mr. Speaker, I invite my colleagues to join me in commending Walter L. Johnson for his dedication to our nation's working men and women, his exemplarily record of civic achievement, and his determination to better the condition of working people. Walter's service has shown us the meaning of courage, courtesy, compassion and commitment.

H.R. 3479, THE NATIONAL AVIATION CAPACITY ACT

SPEECH OF

HON. JERRY F. COSTELLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Monday, July 15, 2002

Mr. COSTELLO. Mr. Speaker, I rise today in support of H.R. 3479, the National Aviation Capacity Act. This legislation was introduced by my good friend, Mr. LIPINSKI, and I would like to thank him for his hard work. I am pleased to join him as a cosponsor of this legislation.

O'Hare is a tremendously important airport in not only to Chicago and the Midwest, but also our entire national aviation system. It recently reclaimed the title of the world's busiest airport and is the only airport to serve as a hub for two major airlines. O'Hare serves 190,000 travelers and operates 2,700 flights daily, employs 50,000 people and generates \$37 billion in annual economic activity.

However, O'Hare needs to be redesigned to meet today's demands. It is laid out with seven runways, six of which intersect at least one other runway. The modernization plan would add one new runway. The seven existing runways will be reconfigured to include a southern runway for a total of eight runways, of which six would be parallel. These improvements would have a significant impact on reducing delays and cancellations: bad weather delays would decrease by 95 percent and overall delays would decrease by 79 percent.

On December 5, 2001, Mayor Daley and Governor Ryan reached a historic agreement to expand and improve O'Hare airport. The agreement would modernize O'Hare, create western access to the airport, provide additional funds for soundproofing home and schools near O'Hare, move forward with the construction of a third Chicago airport at the Peotone site and keep Meigs Field open until at least 2006, and likely until 2026.

H.R. 3479 would simply codify the deal so that a future governor does not rescind the agreement. Illinois is in a unique situation because the governor does have veto power. If this legislation is not enacted, it is possible that a future governor could undo all the hard work that the current governor and mayor of Chicago have done to reach this agreement.

There is some concern that this legislation sets a precedent by involving the federal government or creating a short-cut around environmental laws. Again, O'Hare is an exceptional situation which requires this limited federal action. Other cities and airport authorities do not have a governor with veto authority over this issue. The city of Chicago does not want the federal government to take over the modernization of O'Hare but the language is included in case the State delays the State Implementation Plan (SIP) of the Clean Air Act to slow down the project. The language granting priority consideration for a Letter of Intent from the FAA for Peotone is no different than language that can be found in any Transportation Appropriations bill.

Regarding environmental concerns, the bill says that implementation shall be subject to federal laws with respect to environmental protection and analysis, and that the environmental reviews will go forward in an expedited way. There is no attempt to go around existing state or federal environmental laws, and this legislation has the support of many environmental groups.

Mr. Speaker, this legislation will allow the much-needed expansion of O'Hare to move forward. I urge my colleagues to join me in supporting this bill.

INTRODUCTION OF BENEFICIAL USE OF DREDGED MATERIAL LEGISLATION

HON. WALTER B. JONES

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 16, 2002

Mr. JONES of North Carolina. Mr. Speaker, I rise today to inform the House of Representatives about the introduction of legislation to allow for the transfer of dredged material onto our Nation's beaches.

In my home state of North Carolina, our beaches are economic engines, providing thousands of jobs and millions of dollars in revenues. However, beach erosion threatens the existence of these economic engines and frankly the federal regulatory and statutory regimes do not move quickly enough to replace this lost infrastructure.

The current standard used by the U.S. Army Corps of Engineers requires the disposal of dredged material obtained from a Federal navigation project in the least costly manner. This method almost always results in the offshore placement of sand. However, when these facilities are dredged, the disposal of the dredged material offshore may not be the least cost disposal method. The offshore disposal option increase the costs of erosion so the regional and national economies are damaged by a reduction in recreation spending.

Therefore, I have introduced legislation today making it easier to place sand dredged from authorized navigation projects onto beaches in order to provide shore protection for years to come. My legislation would amend the least cost disposal method to allow municipalities to take these dredged spoils and place them on nearby beaches while adhering to the current 65/35 cost-share ratio.

Mr. Speaker, I would ask my colleagues to join me today in cosponsoring this legislation. Four times more Americans visit the Nation's

beaches than our National Parks every year. Beach nourishment is good economic policy and this proposal will allow the Army Corps of Engineers to supplement its effective shore protection programs.

TRANSPORTATION OF NUCLEAR WASTE HAS IMPRESSIVE SAFETY RECORD

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 16, 2002

Mr. BEREUTER. Mr. Speaker, this Member commends to his colleagues the following editorial from the July 15, 2002, Omaha World-Herald. The editorial offers insightful comments on the issue of transporting nuclear waste and highlights the impressive safety record of shipments which have been made over the years. For instance, 3,000 shipments of high-level nuclear waste have been safely completed over the past three decades. The containers for the waste have been subjected to numerous tests to ensure their strength and durability even in the most extreme circumstances.

Unfortunately, many opponents of the Yucca Mountain site have tried to use emotional scare tactics about the transportation of nuclear waste in hopes of derailing the entire project. However, as the editorial makes clear, central depository would greatly enhance safety.

[From the Omaha World-Herald, July 15, 2002]

HOW SAFE IS IT?

Now that the Senate has voted to allow the construction of a national high-level nuclear waste storage facility at Yucca Mountain, Department of Energy officials will have to confront a key issue: Transportation.

Officials expect up to 77,000 tons of dangerous radioactive material such as spent nuclear plant fuel rods to be transported to the remote Nevada desert for indefinite storage. That waste will come from all 39 states, encompassing 131 sites, that currently store the material in mostly above-ground facilities. The sites include not only nuclear power plants but also military weapons facilities and research institutions.

The waste will travel by truck and rail. It will have to pass through some of the nation's most populous areas. Some will come through the Midlands, on its Interstate highways and its many rail lines. The government has projected that as many as 100 truck or rail accidents might occur over the 25-year life of the project.

The question of safety is key.

Opponents of the project tried to attack transport of the waste before the Senate decision because methods and routes had not yet been specified. But they were premature. It's only now, as DOE applies for a license for the facility from the Nuclear Regulatory Commission, that such issues can be addressed.

Many critics of Yucca Mountain, by the way, aren't necessarily being open about their motives. Some may honestly believe approval of the site is potentially dangerous. Others, however, are simply anti-nuclear. They realize that without a disposal site, nuclear power in this country will likely die—"choking on its own waste," as one senator put it.

When critics raise their objections, they will have to overcome this fact: In the past