

November 28, 2001

TRIBUTE TO KAREN STEIN—OUTGOING MAYOR, CITY OF CORONA

HON. KEN CALVERT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 28, 2001

Mr. CALVERT. Mr. Speaker, I rise today to honor and pay tribute to an individual whose dedication to the community and to the overall well-being of my hometown of Corona, CA, is exceptional. The city of Corona has been fortunate to have dynamic and dedicated business and community leaders who willingly and unselfishly give time and talent to making their communities a better place to live and work. Karen E. Stein is one of these individuals.

On December 4, 2001, Karen Stein will be honored as the outgoing 2001 City of Corona Mayor, after serving two terms on the city council. Currently serving on the Corona City Council's Infrastructure and Economic Development Committees, Karen was first elected to the Corona City Council in 1994. Previously she was a member of the Corona/Norco Unified School District Board of Trustees, the Corona Parks and Recreation Commission and the Corona Chamber of Commerce.

As a past chairwoman of the Regional Water Quality Control Board-Santa Ana Region, Karen Stein spearheaded a successful effort in 1995 to expand the city of Corona's wastewater treatment plant.

Karen Stein's leadership has been instrumental in strengthening the bonds between the city and business community. A person with passion and principles, who has strived to have a positive effect upon her local community, her other community activities include: the Fender Museum of the Arts Foundation Board of Directors, member of the Corona Historic Preservation Society, charter member of UNITY (United Neighbors Involving Today's Youth) and more.

Unquestionably a leader of women in her community, Karen has received numerous awards including being named "Woman of Distinction" by the Inland Empire Business Press and Soroptimist International.

Karen's tireless, engaged action have propelled the city of Corona forward in a positive and progressive manner. Her work to promote the businesses, schools and community organizations of the city of Corona make me proud to call her a fellow community member, American and friend. I know that all of Corona is grateful for her contribution to the betterment of the community and salute her as she departs. I look forward to continuing to work with her for the good of our community in the future.

RECOGNIZING VICKI WILLIAMS AND DEBBIE McMICHEN, BOSTON ELEMENTARY SCHOOL, CHEROKEE COUNTY, GEORGIA

HON. BOB BARR

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 28, 2001

Mr. BARR of Georgia. Mr. Speaker, the teachers of today are extraordinary human

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beings, dedicated to educating America's youth. Today I would like to recognize two teachers in Georgia who are a step above extraordinary, especially to one little boy.

Just before 8:00 a.m. during the before-school program at Boston Elementary School in Cherokee County, Georgia, Vickie Williams looked over the children watching television and noticed that something was not right with one of the first-grade boys. When the boy began to clutch his throat and became discolored, Ms. Williams realized the child was choking; she responded immediately. While Ms. Williams preformed the Heimlich maneuver, Ms. Debbie McMichen dialed 911 and alerted the appropriate individuals. The two teachers, both CPR certified, successfully dislodged a small hairclip from the first-grader's throat.

Both Mrs. Vickie Williams and Ms. Debbie McMichen were recognized at a Board of Education meeting on October 9, 2001, and today I recognize them for not only being extraordinary teachers, but now, life-savers.

METROPOLITAN WASHINGTON REGIONAL TRANSPORTATION ACT

HON. JAMES P. MORAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 28, 2001

Mr. MORAN of Virginia. Mr. Speaker, today I am introducing the "Metropolitan Washington Regional Transportation Act" with my colleagues Delegate NORTON and Representative WYNN.

Mr. Speaker, the metropolitan Washington D.C. region now faces some of the longest and most expensive commutes in the nation. The commuting hours have grown in length to include not just morning and evening rush hour but a growing segment of the entire workday and weekends as well. Moreover, our congestion problems are more than just a transportation problem. They are an economic problem, a quality of life issue, and now, an environmental issue as well. Automobile exhaust is now complicating this region's compliance with requirements of the Clean Air Act.

Unfortunately, as we look to the future, the situation only grows worse. For the period of 1990 through 2020, this region can expect both a 43 percent increase in population and 43 percent increase in employment. This growth and increased dependency on the automobile is expected to increase by 79 percent the number of vehicle miles traveled in the region by 2020. The Metropolitan Washington Council of Government estimates that transportation spending is falling short of this region's transportation needs by more than \$1.43 billion annually.

Any solution to current and future congestion demands strategic investment in both our road and mass transit system. It demands better land use and planning decisions and better interjurisdictional cooperation. And, it also demands that this region come together and raise additional revenue to finance priority transportation projects that will provide immediate congestion relief. Now, may finally be the time for this region to come together in a

shared vision to raise new revenue and finance specific congestion relief projects that otherwise will not be built.

It may not be a popular idea, but this region needs to do more. I think the key to public support is identifying a list of priority projects that could be completed on a fast track providing the public with the assurances that their additional tax dollars will buy specific congestion relief. A large number of urban communities have already established a dedicated funding source for their transit systems. Where is this region's?

This region needs to look long term and embrace the vision its predecessors did when they created the regional agreements and compacts that created Metro or the Metropolitan Washington Airports Authority. The Metropolitan Washington Regional Transportation Act I am introducing today will help fulfill a new vision and help bring relief to the current gridlock:

(1) It empowers the National Capital Region Transportation Planning Board in consultation with local jurisdictions and the public to produce a list of critical transportation projects and revenue sources that will address this region's growing congestion crisis;

(2) It establishes a Corporation with the power to accept revenue and issue debt to provide timely funding for projects that have been agreed to by the region;

(3) It grants congressional approval of a regional compact needed to help meet the region's long-term transportation needs; and

(4) It provides \$60 million in matching federal grants as an incentive to encourage the creation of the federal corporation.

The Metropolitan Washington Regional Transportation Act will help create the political structure and funding priorities needed to implement a new vision.

WORLD PEACE PRIZE AWARD FOR 2001

HON. JAMES A. LEACH

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 28, 2001

Mr. LEACH. Mr. Speaker, today the World Peace Prize Awarding Council will award its highest honor, the World Peace Prize, to the Vice President of Taiwan, Annette Lu. The Vice President will be the first woman to receive the award.

Ms. Lu has had a distinguished career in public service, and has been concerned in particular to promote democracy and open, accountable government in Taiwan and to further women's rights. In 1979, when Taiwan still had an authoritarian government, she made a brief speech on human rights during a public demonstration later known as the Kaohsiung Incident. Along with many other opposition figures, she was sent to prison for 12 years. After five years in prison she was released to undergo medical treatment, and promptly resumed her campaign for progressive political change on Taiwan. By the early 1990s, Taiwan had largely completed its successful transition to democratic governance. Ms. Lu entered politics in 1993 and became