

Anyone who knew Celia knows how witty, energetic and intelligent she was. She thoroughly understood the legislative process and the workings of this institution, and she met every challenge head on. In fact, the motto by which she operated was that the impossible only takes a bit longer to achieve. When Celia took on a task that usually proved to be true. It is the standard she set for my office—an admirable goal indeed, and one which we have always sought to live up to.

She was above all a woman who knew how to get things done, who never accepted the mediocre and who always believed that we were all here to serve and to make a difference. That is exactly what Celia did. As my administrative assistant she made a difference in the quality of life in the 15th District of Texas which I am privileged to represent. To my constituency back home Celia was known as "our lady in Washington." She lived up to that title and more.

Celia Hare Martin truly was a maverick in her time, and I should add a local legend by virtue of the fact that she has had the longest tenure of any employee in one congressional office. As far as I am concerned there has never been anyone like her and there never will be again. She is going to be greatly missed.

HONORING JOE ALEXANDER

HON. JAMES P. MORAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 13, 1995

Mr. MORAN. Mr. Speaker, I rise today to pay tribute to one of the Nation's best known and most revered public transportation professionals, who is retiring after 25 years of service. Joe Alexander resigned from the Washington Metropolitan Area Transit Authority Board of Directors on June 26, 1995. The Metro Board will honor him for his quarter century of service to Metro and the transit industry at a reception on September 15, 1995.

Joe Alexander is synonymous with the planning, financing, and construction of the 103-mile Metrorail system. He was appointed to the Metro Board in 1971 and assumed a leadership role in persuading the citizens of Fairfax County to approve bonds to finance their share of the Metrorail system. He went on to become chairman of the Metro Board four times: 1975, 1981, 1987, and 1993. But those titles only scratch the surface of his achievements.

On his watch, the Metrorail system took shape: the initial opening of service on the Red Line from Farragut North to Union Station (1976), followed by the Blue Line from Stadium-Armory to National Airport (1977); the Orange Line from Rosslyn to Ballston (1979); the Yellow Line from Gallery Place to the Pentagon (1983); the Blue Line from National Airport to Huntington (1983); the Orange Line from Ballston to Vienna (1986); and the Green Line from Ft. Totten to Greenbelt (1993). The Metrorail system now encompasses 89.5 miles and 74 stations and will add 3.3 miles and the Franconia-Springfield Station in 1997. This facility will add the last planned station in Fairfax County and the Commonwealth of Virginia, a 3,600-space parking garage and the only Metrorail station in Joe Alexander's magisterial

district. Joe Alexander made sure his job was complete before he decided to move on.

Metrorail has earned the nickname "America's Subway" for its unparalleled design, convenience, and the highest cost recovery ratio of any heavy rail system in the Nation—71 percent. Over 500,000 trips per day, including many Members of Congress, staff and most importantly our constituents, are taken on Metrorail. It represents among the highest level of accomplishment to which elected officials can aspire and is embodied by the career of Joe Alexander.

Joe Alexander was not content, however, to confine his activities in the transit industry to Metro. He was a founding member of the Northern Virginia Transportation Commission [NVTC] in 1964. NVTC consists of the cities of Alexandria, Fairfax, and Falls Church and the counties of Arlington, Fairfax, and Loudoun and is responsible for coordinating the financial and service plans of these localities who are included in the Metro service area. He served as chairman of NVTC in 1970, 1971 and 1972. His chairmanship was highlighted by NVTC's receipt of the Shirley Highway Demonstration Project grant from U.S. DOT in 1971. This project was the first of its kind in the Nation to demonstrate the enormous benefits of express bus service on grade-separated high-occupancy-vehicle lanes and is now a common transportation demand management strategy in metropolitan areas around the country.

In 1974, Joe Alexander was among the regional leaders to organize and implement the takeover of four private bus companies to form the Metrobus system. The Metro board acquired 600 new buses, restructured routes and fares and delivered great improvements for the regional bus system in a few short years.

Joe Alexander was a major player at the State level, also. He served as chairman of the Virginia Association of Public Transit Officials [VAPTO] for 4 years. His tenure was highlighted by the VAPTO-created Commonwealth Mass Transit Fund at the 1986 Virginia General Assembly. This fund guarantees mass transit a fixed percentage of the Transportation Trust Fund and for the first time created a stable and reliable source of State funds for Metro and transit systems throughout Virginia.

Joe Alexander did not stop there. He has been very active at the American Public Transit Association [APTA], serving as chairman from 1982 to 1984. There is no person in this country who knows, has worked with or enjoys the respect of as many people in the transit industry as Joe Alexander.

And if all of this is not enough, Joe Alexander will finish out his term on the Fairfax County Board of Supervisors in January, 1996, after serving 32 years as supervisor of Lee District. When Joe Alexander took office in Fairfax, the beltway did not exist and Fairfax had more cows than people. Today, Fairfax is approaching 1 million in population and is the home of one of the highest-rated public education systems and high-technology business sectors in the country.

Joe Alexander is an icon in the transit industry locally and nationally. His service has been marked by dedication; a commitment to excellence; and an unwavering determination to achieve the highest goals for public transit and government service. We recently celebrated the lifelong achievement of Cal Ripken,

Jr. as he broke Lou Gehrig's record for consecutive games played in Major League Baseball. Joe Alexander's lifetime record in the transit field is no less worthy of the same recognition accorded Cal Ripken.

Mr. Speaker, I know my colleagues join me in honoring Joe Alexander for his many years of service and contributions to the transit industry. We wish him and his family continued success in the years ahead.

A TRIBUTE TO JACK STONE, AGRICULTURALIST OF THE YEAR

HON. CALVIN M. DOOLEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 13, 1995

Mr. DOOLEY. Mr. Speaker, I rise before my colleagues today to pay a special tribute to Jack Stone, a fellow Kings County farmer and rancher who has been honored by his community.

A true pioneer of the San Joaquin Valley's west side, Jack is an especially appropriate choice as the first ever Lemoore Chamber of Commerce Agriculturalist of the year. Before World War II, Jack began farming land on the westside, growing grain and cotton. In those days his land was irrigated with well water pumped from underground.

With construction of the San Luis unit of the Central Valley Project in 1968, Jack and his fellow west side farmers realized a life-long dream of bringing fresh surface water to their farms. That change helped transform the west side into one of the most productive agricultural regions in the Nation. But this transformation could not have been possible without the farsighted and stubborn commitment of farmers like Jack Stone.

As one of the visionaries who helped make the VCP a reality, Jack was appointed to the Wetlands Water District Board of directors in 1972, and was elected president 4 years later. He led the district through years of significant change, including two severe droughts, the Reclamation Reform Act of 1982, the Kesterson Reservoir controversy, and the CVP Improvement Act of 1992.

Jack also has served on the boards of more than 20 community, farm, academic, and water-related organizations. He is past chairman of its producers steering committee; a past member of the International Cotton Advisory Committee; and past president of the Western Cotton Growers Association.

He was the Irrigation Institute's Man of the Year in 1989; was inducted into the Cotton Hall of Fame in 1992; and is an active member of the Kings Country sheriff's posse.

Jack Stone is a dedicated valley and west side resident who has played a significant role in the development of Kings County agriculture. I applaud the Lemoore Chamber of Commerce for Recognizing his contributions.

DEFICIT REDUCTION

HON. LEE H. HAMILTON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 13, 1995

Mr. HAMILTON. Mr. Speaker, I would like to insert my Washington Report for Wednesday,