

Southern California where he held notable positions in various colleges. For over 4 years, Mr. Doffoney served as the President of Saddleback College of South Orange Community College District; he was the Dean of Academic Affairs at Los Angeles Southwest College as well as the Dean of Admissions; and he served as the Assistant Dean of Admissions and Financial Aid at Los Angeles Trade-Technical College. In addition to his administrative positions, he was also a teacher at California State University, Dominguez Hills. On July 1, 2002, Fresno City College welcomed Dr. Doffoney as its new President.

With a wide variety of leadership experience, Dr. Doffoney has received numerous recognitions and has earned the respect of many education institutions. In 2003, he was invited to participate in the National Community College Working Group organized by the U.S. Department of Education's Office of Vocational and Adult Education. Dr. Doffoney was the only community college representative from California who was invited to join a distinguished group of 15 community college Presidents and Chancellors that were given the task of discussing issues and opportunities that affect the community college mission. He was a strong advocate for students with disabilities and was able to provide the group with insight into historic measures made to service those with disabilities in California.

Aside from being a strong advocate for students with disabilities, Dr. Doffoney has also worked tirelessly to promote the role of community colleges as a portal to higher education for California's ethnic majority. His efforts earned him the 2004 New California Media "Exceptional Communicator Award," highlighting the shared values of ethnic media and representing the interest of people from all of the various ethnic communities in the Valley. Dr. Doffoney is a proud recipient of this award and continues to bring new opportunities for education to the millions of underserved people in California.

Dr. Doffoney acknowledges the role of college education in his life and has worked to help those who are also in need of support; through his encouragement of the crucial role of education in shaping the lives of individuals. This work has earned him the 2005 TRIO Achievers Award where he was honored for his leadership and dedication in establishing and promoting effective and powerful learning environments. He continuously exemplifies the benefits of education to the Fresno City College community.

In addition to his dedicated service to Fresno City College, Dr. Doffoney has also made it a priority to establish a presence in community organizations. "As we continue to grow, my top priority is to find new ways to serve the needs of our community. It is our mission to help communities learn and find innovative ways to engage learning at all levels," he says. He is a member of the Rotary Club of Fresno and a board member for the Fresno Metropolitan Museum and Commission on Athletics. He has also recently served as a board member for the Public Safety Commission, Fresno Fire Chiefs' Foundation and Break the Barriers.

Dr. Ned Doffoney continues his quest for excellence and has established a core philosophy of student service at Fresno City College. He has stated, "This is a time to dare to be great. Although higher education faces

many challenges, we must be undaunted in our task to provide the best educational experience to our students." Dr. Doffoney's dedication in the promotion of education and his invaluable service to Fresno City College and its surrounding communities are accomplishments worthy of honor and recognition.

IN HONOR AND RECOGNITION OF
THE CUYAHOGA VALLEY SCENIC
RAILROAD

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 3, 2006

Mr. KUCINICH. Mr. Speaker, I rise in appreciation of the Cuyahoga Valley Scenic Railroad for its stewardship of the historic rail line through the Cuyahoga River Valley.

For thousands of years Indians used the Cuyahoga River and Valley in northern Ohio as a north-south transportation corridor. Later the Ohio and Erie Canal provided the early settlers a slow but easy way to move bulk goods and people. In 1880, the first steam engine chugged its way down the new Valley Railway, signaling an era of progress and prosperity for the Cuyahoga Valley residents. Primarily built to transport coal from south of Canton to Cleveland's growing industries, the Valley Railway also served the farmers, merchants and factories along its route. Depots piled high with farm produce dotted the valley section of the railroad line.

Financial difficulties in 1894 led to the Valley Railway's acquisition by the Cleveland Terminal & Valley Railroad (CT&V). The Baltimore and Ohio Railroad bought the CT&V in 1915 and continued to provide freight and passenger service between Akron and Cleveland. However, the popularity of the automobile caused a decline in passenger traffic on the line. Passenger service ended in 1963. The last freight train operated by the Chessie System ran in 1985.

Today, the historic rails are owned by the National Park Service as part of its goal to preserve the significant cultural resources in the Cuyahoga Valley. The CVSR operates the excursion train through the Cuyahoga Valley National Park in cooperation with the National Park Service.

Mr. Speaker, I ask that my colleagues join me in recognizing the CVSR, which is holding its annual fundraising event this weekend, the "All Aboard Ball." Recognition is due not only for this railroad's history, but also for its current enhancement of the Cuyahoga American Heritage River and its role in perpetuating passenger rail and excursion rail in Ohio's 10th Congressional District and nationwide.

RESTRICTIONS TO TAIWANESE
PRESIDENT CHEN SHUI-BIAN'S
TRAVEL IN THE U.S.

HON. ROBERT E. ANDREWS

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 3, 2006

Mr. ANDREWS. Mr. Speaker, as you may know, this morning, the democratically elected president of Taiwan, Mr. Chen Shui-bian fi-

nally received permission to stop in Anchorage—but not spend the night—on his way to South America. This is quite a change in plans for President Chen, who had hoped to meet with Members of Congress in New York on his way to Paraguay and Costa Rica, but whose trip was delayed for a day because the administration at first refused even this brief stopover. If you have been following this case, you would probably agree with me that this is no way to treat the democratically elected president of one of our staunchest allies in the Pacific.

There are no laws or regulations that prevent leaders from Taiwan visiting the United States, but simply a policy of the administration that forbids President Chen and other Taiwanese officials from officially visiting the United States. What is the source of this restriction? Concern that the Chinese government will be displeased by any welcome of a Taiwanese official on our soil. However, this most recent self-imposed restriction goes even further than the previous policy I have spoken against.

Last week, the Chinese urged us NOT to allow President Chen to land in the United States at all. I suppose that we can therefore view this Alaskan stop as a victory for U.S. sovereignty and relations with Taiwan. However, in the past President Chen has been allowed stops in Los Angeles, Houston, and New York. The final agreement allowed him to touch down and refuel in Alaska, but not even get off the plane—what an insult to a friend and partner of the U.S.A.

I understand that President Chen will be allowed to pass through Honolulu, HI, next week on his way home from South America. I mean no disrespect to the fine States of Hawaii and Alaska, but the symbolism of keeping President Chen as far away from Washington, DC, as possible is unmistakable.

Mr. Speaker, I believe that this is no way to treat the elected president of one of our fellow democracies which happens to be one of our best friends in the region.

Last month we invited the unelected leader of China to the White House. We presented with a 21 gun salute, and laid out the red carpet for him. But the democratically elected President of Taiwan we do not even let set foot on U.S. soil.

What is wrong with this picture?

I believe that we should work towards lifting all restrictions on high level visits from Taiwan including the President. This would have several benefits for both the United States and our friend Taiwan. First, we would for once and for all eradicate the necessity of complex, lengthy and, truly, humiliating-for-Taiwan negotiations about where and when President Chen would be able to refuel or travel in the United States. Secondly, being able to hear first-hand from Taiwanese officials would promote a balanced understanding of both sides of the Taiwan Strait issue for Congress, the Administration and the American public. Thirdly, we would reduce the ability of Beijing to politicize our valid relations with Taiwan. Finally, and perhaps most importantly, we would extend to the President of Taiwan—and thus to the people of Taiwan—the respect and dignity they deserve.

Next week, when President Chen travels home to Taiwan, I hope the administration will change its plans and allow President Chen to make a stopover in New York as he initially planned.