

through diversification, expansion and a solid commitment to high quality architectural design, is a valued and recognized leader in the world of architecture and the Houston community. Furthermore, be it resolved that Morris Architects continually improves the quality of life through their visionary and innovative architectural works that create a lasting impression on Houston and other cities.

THE HONORABLE CLIFF STEARNS,  
M.C. HONEST BALANCED BUDGET  
ACT OF 1998

**HON. CLIFF STEARNS**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 10, 1998*

Mr. STEARNS. Mr. Speaker, I want to let my colleagues know about legislation I have introduced called the "Honest Balanced Budget Act of 1998." It is identical to the bill introduced by Senator FAIRCLOTH earlier this year.

The Social Security Trust Fund's surplus shouldn't be used to fund other programs. AND it should not be used to mask our nation's debt.

Did you know that the Social Security Trust Fund will be running a \$100,000,000,000 Surplus for fiscal year 1999? How is this possible when we keep hearing that the Trust Fund is in trouble?

Let's restore the trust for our seniors. We must ensure that the purpose for which the trust fund was set up is not violated.

No other bill does this this simply.

HONORING ARCHBISHOP SUMBAT  
LAPAJIAN FOR A LIFETIME OF  
PUBLIC SERVICE

**HON. JAMES E. ROGAN**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 10, 1998*

Mr. ROGAN. Mr. Speaker, our nation is as diverse in character as it is in geography. Our communities are held together by faith, spirit, and a commitment to a bright future for our children. Recently many of my constituents celebrated an important anniversary by saluting a prominent religious leader who has exemplified those values. Today, I echo those same sentiments by honoring the life's work of Archbishop Sumbat Lapajian.

A native of Beirut, Sumbat was ordained to the priesthood in 1958 and began a distinguished career of public service. His work was recognized by his peers, and he was soon appointed to serve as rector at the Armenian Apostolic Holy Cross Church of Los Angeles, a position he held until June of 1973 when he was consecrated Bishop by His Holiness Khoren I of Cilicia.

Already well established in his own parish, his work in our community continued to expand. Bishop Lapajian was instrumental in establishing after school and weekend programs for children and worked throughout Southern California to build a strong faith-based educational system. He also worked to build from the ground up three of the largest Armenian Apostolic churches in the Los Angeles area, of which one, St. Mary's Church, is in my home-

town of Glendale, California. All continue to flourish today.

In April of 1981, Bishop Lapajian was honored by Catholicos Khoren I with the title of Archbishop in the Armenian Apostolic Church—one of its highest honors.

Mr. Speaker, for 40 years, Sumbat Lapajian has dedicated himself to educating our youth, comforting the sick, inspiring students, and unconditionally working for others. His faith, devotion, and life's work are an inspiration to us all. For his lessons of love, compassion, and humility, and in honor of his lifetime of public service, I ask my colleagues here today to join me in saluting His Eminence Archbishop Sumbat Lapajian.

TRIBUTE TO HEIDY PEREZ

**HON. JOHN F. TIERNEY**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 10, 1998*

Mr. TIERNEY. Mr. Speaker, I rise to salute Ms. Heidy Perez of Lynn, Massachusetts who has received an award from the Lynn Hispanic Scholarship Fund, Inc. for academic excellence.

I hope Heidy appreciates and is proud of her accomplishments. She has continually challenged herself and graduated sixth in her class. By not taking the easy path, she has given herself the tools to advance her hopes for the future. I trust that she understands the value of continuing her education and hope that she will continue her hard work. In choosing nursing as a career path, she is following her desire to provide care to many who need it most, and I have no doubt she will do so with compassion. Her dedication and commitment are to be commended, and I am certain that she will be successful in her future endeavors.

Indeed, Ms. Perez has worked hard to achieve her goals. Mr. Speaker, I am proud to stand here to recognize the accomplishments of Heidy Perez, and I hope my colleagues will join with me today in wishing Ms. Perez the very best as she continues her education.

THE HIGHWAY BILL

**HON. LEE H. HAMILTON**

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 10, 1998*

Mr. HAMILTON. Mr. Speaker, I would like to insert my Washington Report for Wednesday, June 3, 1998 into the CONGRESSIONAL RECORD.

IMPROVING OUR TRANSPORTATION SYSTEM

Last week, Congress, with my support, significantly boosted investment in our nation's transportation system by passing a six-year highway bill. This bill increases federal funding for transportation by 40%, and provides special funding for key projects in southern Indiana, including the Ohio River bridges project in the greater Louisville area and the U.S. 231 project in Spencer County. This highway bill will improve the quality of services throughout our state, and is one of the most important pieces of legislation for Indiana in decades.

The measure includes funding for construction and maintenance of highways and

bridges, highway safety programs, and expansion of mass transit systems. It will also help improve air quality, enhance recreational bike and pedestrian trails, assist current and former welfare recipients get to work, and further innovative "intelligent transportation" projects to help move our transportation system into the 21st century.

The transportation bill is of vital importance to Indiana. Maintaining the 93,198 miles of highway in Indiana is a difficult challenge, but the highway bill will help us improve the network of roads and bridges in our state.

THE NEED FOR GOOD ROADS

Indiana is known as the "crossroads of America", a few other states are as dependent on highways. Economic development is not possible without good infrastructure. It helps businesses grow and expand and means more jobs for Hoosiers. I often hear from Hoosier business leaders about how the improvement of a local road has helped community businesses and community development.

Across our state, however, we can see a lot of problems with the condition of our roads. According to one recent study, 57% of Indiana roads are rated as being in poor, mediocre, or fair condition. There are two primary reasons for this situation. First, a growing Indiana population means more drivers and higher road use, causing more wear and tear on the roads. Second, over the years, funding for highways has persistently lagged far behind the amount needed just to maintain top condition. The combination of these two forces—more drivers and less money—has made the upkeep of our highways difficult.

The concern is that without greater investment in our transportation system, the long-term prospects for our economy will suffer. The global competitiveness of our economy depends in large part on the efficiency of our infrastructure, especially transportation. Our ability to move goods and services to market must be second to none.

FUNDING INCREASES

The bill will benefit Indiana in two important ways. First, the bill boosts our overall share of federal highway funds. Under the old highway formula, Indiana and other so-called "donor" states were paying in more in go as taxes than what they were receiving in federal highway funds, and were thereby subsidizing highway spending in other "donee" states. In particular, Indiana was getting back about 78 cents from every dollar of gas pump taxes. The new highway bill, however, changes the formula so that every state is guaranteed a 90.5% return in highway funding on gas taxes paid by the state. Indiana's share under the new bill equals about 91%.

Second, the highway bill increases overall funding for the federal highway program by 40% over current levels. It provides \$204 billion over six years for all transportation programs, including \$167 billion for highways. As a result of the new formula and the bill's higher spending levels, Indiana will receive an average of \$617 million annually, which is a 52% increase over the approximately \$405 million Indiana received on average from 1992-1997. This increased funding will likely accelerate major highway and bridge projects in southern Indiana and throughout the state.

The bill will benefit our state and the nation in other ways as well. Mass transit projects, including commuter rail and bus systems, will receive at least \$36 billion over six years. Also, a total of \$500 million in grants has been set aside for states which implement anti-drunk driving initiatives.

SOUTHERN INDIANA PROJECTS

Passage of the highway bill will help meet the infrastructure needs of southern Indiana

and provides special funding for three important initiatives in our region. First, the bill includes \$40 million for the Ohio River Major Investment Study (ORMIS) project, which will entail construction of two new bridges in the greater Louisville area as well as building Spaghetti Junction in downtown Louisville. The funding will enable Indiana and Kentucky, working jointly on the project, to complete required design work on the project and begin acquisition of right-of-way.

Second, the highway bill includes \$600,000 for continued design work on the U.S. 231 project in Spencer County. This project involves the construction of a new four-lane highway linking I-64 in Indiana with the Natcher Bridge and the Kentucky Parkway system to the south. Indiana has completed initial environmental work on the project, and aims to move to construction by 2001.

Third, the highway measure includes at least \$27 million for continued work on the I-69 project, which will connect Indianapolis to Evansville. The new highway promises to bring growth and development to the southwestern portion of the state and to provide the Evansville area with a critical link to Indiana's interstate system.

#### ASSESSMENT

I believe the highway bill takes an important step in meeting our crucial transportation needs in Indiana and throughout the nation. One recent study pegged the cost of bringing our nation's transportation system into top condition at \$437 billion, including \$80 billion to repair the one of every three bridges in the nation that is structurally deficient. This measure will help us start to address these critical problems.

I am especially pleased that the highway bill achieves a more equitable distribution of revenues from the gas tax, thus sending more resources back to the states and increasing the flexibility of state and local governments to meet their most pressing transportation needs. The Indiana congressional delegation has worked in a bi-partisan fashion over the years to address this problem, and these efforts have now paid off.

Investment in our infrastructure is vital to maintaining the high quality of life Hoosiers and all Americans have come to expect. An excellent highway system will make our economy more productive and more competitive. The highway bill recently approved by Congress serves those important goals.

### COMMEMORATING 100 YEARS OF RELATIONS BETWEEN PEOPLE OF THE UNITED STATES AND PEOPLE OF THE PHILIPPINES

SPEECH OF

**HON. LUIS V. GUTIERREZ**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, June 9, 1998*

Mr. GUTIERREZ. Mr. Speaker, I rise today in support of House Resolution 404. I also take the floor to call on my colleagues to do more than simply commend the Philippine people on this historic occasion. I also ask that we pass the Filipino Veterans Equity Act—House bill 836—this year.

House bill 836 does more than offer cursory thank yous to the thousands of Filipino veterans who fought with us during World War Two. This bill provides the real compensation and veterans benefits that our government promised to these brave veterans in 1946.

100 years ago the people of the Philippines won their independence from Spain. Since

that time, the Philippines has remained one of our nation's closest allies in Southeastern Asia. I commend the people of the Philippines for reaching this important milestone.

The resolution before us today thanks the people of the Philippines for fighting on our side during the Second World War, Korea and Vietnam. Indeed, thousands of Filipinos died fighting for the freedoms that both our peoples now enjoy.

At the terrible battles of Bataan and Corregidor, Filipino soldiers defended the American flag. They fought side by side with boys from Chicago, the plains of Kansas and other small towns and cities in America. They also suffered the brutality and inhumane treatment that the Japanese army inflicted on allied troops throughout 1941.

These are historical facts that we recognized in resolutions passed in both chambers of Congress last year.

Yet today, as we move to recognize our close ties to the people of the Philippines, we sadly fail to honor the real debts we owe to these Filipino veterans who helped us keep the world free.

It has been more than a half century since Congress rescinded veterans benefits to members of the Philippine Commonwealth Army and Special Philippines Scouts. This is a half century too long. So today, as we commemorate 100 years of relations between the United States and the Philippines, I ask that we correct the injustices of the past by committing ourselves to greater action for Filipino veterans in the future.

Let us pass House Resolution 404 today and let us pass House bill 836, the Filipino Veterans Equity Act, later this session.

#### TRIBUTE TO J. WILLIARD (BILL) LINEWEAVER

**HON. FRANK R. WOLF**

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 10, 1998*

Mr. WOLF. Mr. Speaker, I rise today to honor J. Williard Lineweaver, better known in his community as Bill, who recently retired as Mayor of the Town of Warrenton, Virginia, after 39 years of public service. Bill's dedication to the community has resulted in the preservation of Warrenton's small-town charm, and there is little doubt that his legacy will continue for many generations to come.

Bill has served the Town of Warrenton as an elected official since 1955 and became Mayor in 1974. Born in Rockingham County, "the Mayor" moved to The Plains/Middleburg area in 1929 and graduated from Marshall High School in 1939. He is a former president of the Virginia Municipal League, an organization which represents local governments before the General Assembly. Bill has also served as moderator of a televised debate for the United States Senate and as a member of the Governor's Advisory Council. Currently, he is serving on the Vint Hill Economic Development Authority, the Fauquier County Airport Committee, and as a member of a number of other town groups.

President Theodore Roosevelt once said that "The first requisite of a good citizen in this Republic of ours is that he shall be able and willing to pull his weight." Bill Lineweaver is a

man who has pulled many times his weight for nearly four decades. Those of us who have had the privilege to know him and work with him over the years know that he exemplifies what a good public servant should be.

Mr. Speaker, I ask my colleagues to join me in applauding Bill Lineweaver for his work and commitment. He will always be "the Mayor" in the hearts of the citizens of Warrenton.

#### RECRUITING SKILLED TECHNOLOGY WORKERS

**HON. JON CHRISTENSEN**

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 10, 1998*

Mr. CHRISTENSEN. Mr. Speaker, I rise today to introduce new legislation that will help cure a problem that is widespread across our nation. I speak of the difficulties that American businesses are faced with in recruiting skilled, information technology (IT) workers. In my district of Omaha, Nebraska, we recently lost a company due to the fact that they could not recruit enough information technology workers to fill key positions.

As the turn of the century quickly approaches and technology throughout the world continues to progress at a rapid pace, the need for skilled, information technology workers grows as well. A study released by the Department of Commerce, entitled "America's New Deficit: The Shortage of Information Technology Workers," made light of the desperate need for new information technology workers. As a result of this report, the Information Technology Association of America (ITAA) released a study conducted by Virginia Tech—"Help Wanted 1998: A Call for Collaborative Action for the New Millennium." This study estimated that 346,000 information technology positions were currently vacant in three core information technology occupational clusters (programmers, systems analysts, and computer scientists/engineers). In addition, there were 129,000 vacancies in 5,874 information technology companies and 217,000 vacancies in 97,733 noninformation technology corporations with more than 100 employees. Moreover, the need for information technology workers will only get worse as technology continues to progress while the pool of skilled workers continues to decrease.

In response to these concerns, I would like to introduce legislation today that would create a tax credit for employers who provide technological training for their employees. I am confident that this legislation will encourage employers to make an investment in the future of their employees and our nation.

The credit would be an amount equal to 20 percent of information technology training program expenses; however, not to exceed \$6,000 per trainee in a taxable year. The value of the credit would increase by 5 percentage points if the IT training program is operated in an empowerment zone or enterprise community, in a school district in which at least 50 percent of the students in the district participate in the school lunch program, or in an area designated as a disaster zone by the President or Secretary of Agriculture.

Mr. Speaker, let me conclude by saying that I encourage all members of this chamber to consider cosponsoring this piece of legislation