

The legacy of Washington cannot be overestimated. Noble in spirit, honorable in deed, George Washington was a just leader, whose firm moral character provided an enduring example for the young nation he had fought so courageously to win. Over the past two centuries, the traditions Washington set forth for his country—patriotism, generosity, honesty, and diplomacy—became the paragons for countries attempting to inaugurate democracy throughout the world. Perhaps President Lincoln, an ardent admirer of Washington, said it best in his remarks,

Washington is the mightiest name of earth . . . To add brightness to the sun or glory to the name of Washington is alike impossible. Let none attempt it. In solemn awe pronounce the name, and in its naked deathless splendor, leave it shining on.

Despite his role in the founding of our Nation, and the high esteem in which all Americans hold our first President, less and less in known about this great leader. Educators lament that history textbooks are woefully inadequate in documenting the strong and engaging constitution of Washington, and the many lesser known aspects of his life. Washington was an innovative farmer, a skillful surveyor, a gifted debater and orator, as well as a courageous and indeed visionary soldier and President. In an era when role models in the United States and the world at large, possessing good judgment and character, are in decline, let us further examine the life of one so fervent in his convictions.

As the bicentennial of Washington's death approaches, I ask the Senate to join me in celebrating the life of our distinguished first President, and dedicate this year long commemoration to learning more about his fascinating life and career. On December 14th, 1999, let flags throughout our great Nation be lowered to commemorate this life of this heroic man. Let bells everywhere extoll his steadfastness. Let the entire year of 1999 be the year in which we rediscover the legacy of the man who is still "First in War, First in Peace, and First in the Heart of his Countrymen."

SENATE RESOLUTION 194—DESIGNATING "NATIONAL KICK DRUGS OUT OF AMERICA WEEK"

Mrs. HUTCHISON submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 194

Whereas the overwhelming problems in our country resulting from drug abuse are staggering;

Whereas youth violence and gangs are serious problems in America today;

Whereas in inner-city and suburban schools drug and gang related peer pressures are at an all time high;

Whereas tragically, many young people today receive little or no guidance or direction from family, role models, or schools; and

Whereas one method of helping fight the war on drugs and youth violence is to sup-

port educational and motivational programs aimed primarily at the youth of America that help guide young people and support their decisions to reject drugs and violence: Now, therefore, be it

Resolved, That the Senate designates the week of April 20 through April 26, 1998, as "National Kick Drugs Out of America Week".

SENATE RESOLUTION 195—DESIGNATING "NATIONAL CORROSION PREVENTION WEEK"

Mrs. HUTCHISON submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES 195

Whereas corrosion undermines the physical integrity of structures and endangers the public and environment;

Whereas corrosion leads to catastrophic failures and wastes scarce resources;

Whereas corrosion is the deterioration of a material resulting from a reaction with its environment and costs the United States over \$300,000,000,000 every year, which amounts to more than 4 percent of the gross national product;

Whereas it is estimated that over 1/3 of the costs from corrosion (approximately \$100,000,000,000) are preventable through the application of existing corrosion control technology;

Whereas corrosion engineers in the United States and around the world save taxpayers money through the application of state-of-the-art, time-proven corrosion control technology; and

Whereas corrosion engineers are committed to protecting public safety, preserving the environment, and preventing the premature deterioration of infrastructure facilities: Now, therefore, be it

Resolved, That the Senate designates the week of March 22 through March 28, 1998, as "National Corrosion Prevention Week" in order to raise public awareness of the problems associated with it and the measures available to prevent it.

AMENDMENTS SUBMITTED

THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1998

SESSIONS AMENDMENT NO. 1939

(Ordered to lie on the table.)

Mr. SESSIONS submitted an amendment intended to be proposed by him to amendment No. 1676 proposed by Mr. CHAFEE to the bill (S. 1173) to authorize funds for construction of highways, for highway safety programs, and for mass transit programs, and for other purposes; as follows:

On page 88, line 13, after "greater" insert "and for States in which administrative jurisdiction over federally owned land has been or is at any time transferred to the United States Fish and Wildlife Service for the preservation of rare botanical ecosystems (including long leaf pine ecosystems)".

ALLARD (AND GRAMS) AMENDMENT NO. 1940

Mr. ALLARD (for himself and Mr. GRAMS) proposed an amendment to

amendment No. 1931 proposed by Mr. D'AMATO to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 68, line 21, strike "The next" and all that follows through "(7)" on page 70, line 1.

SPECTER (AND OTHERS) AMENDMENT NO. 1941

Mr. SPECTER (for himself, Mr. SANTORUM, Ms. MOSELEY-BRAUN, and Mr. D'AMATO) proposed an amendment to amendment No. 1931 proposed by Mr. D'AMATO to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 55, strike line 12, and insert the following:

"SEC. 14. JOB ACCESS AND REVERSE COMMUTE GRANTS."

On page 56, line 13, strike "and".

On page 56, line 18, strike the period and insert "; and".

On page 56, between lines 18 and 19, insert the following:

"(9) many residents of cities and rural areas would like to take advantage of mass transit to gain access to suburban employment opportunities."

Beginning on page 57, strike line 9 and all that follows through page 58, line 4, and insert the following:

"(2) ELIGIBLE PROJECT AND RELATED TERMS.—

"(A) IN GENERAL.—The term 'eligible project' means and access to jobs project or a reverse commute project.

"(B) ACCESS TO JOBS PROJECT.—The term 'access to jobs project' means a project relating to the development of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, including—

"(i) capital projects and to finance operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs under this section;

"(ii) promoting the use of transit by workers with nontraditional work schedules;

"(iii) promoting the use by appropriate agencies of transit vouchers for welfare recipients and eligible low-income individuals under specific terms and conditions developed by the Secretary; and

"(iv) promoting the use of employer-provided transportation including the transit pass benefit program under subsections (a) and (f) of section 132 of title 26.

"(C) REVERSE COMMUTE PROJECT.—The term 'reverse commute project' means a project related to the development of transportation services designed to transport residents of urban areas, urbanized areas, and areas other than urbanized areas to suburban employment opportunities, including any project to—

"(i) subsidize the costs associated with adding reverse commute bus, train, or van routes, or service from urban areas, urbanized areas, and areas other than urbanized areas, to suburban workplaces;

"(ii) subsidize the purchase or lease by a private employer, nonprofit organization, or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;

"(iii) otherwise facilitate the provision of mass transportation services to suburban employment opportunities to residents of urban areas, urbanized areas, and areas other than urbanized areas."

On page 59, line 20, insert "access to jobs grants and reverse commute" before "grants".

On page 60, line 15, insert "in the case of an applicant seeking assistance to finance an access to jobs project," after "(2)".

On page 61, line 7, insert "in the case of an applicant seeking assistance to finance an access to jobs project," before "presents".

On page 61, line 13, strike "and".

On page 61, line 16, strike the period and insert "; and".

On page 61, between lines 16 and 17, insert the following:

"(8) in the case of an applicant seeking assistance to finance a reverse commute project, the need for additional services identified in a regional transportation plan to transport individuals to suburban employment opportunities, and the extent to which the proposed services will address those needs."

On page 62, strike lines 13 through 18, and insert the following:

"(2) COORDINATION.—Each application for a grant under this section shall reflect coordination with and the approval of affected transit grant recipients. The eligible access to jobs projects financed must be part of a coordinated public transit-human services transportation planning process."

On page 64, strike lines 1 through 4 and insert the following:

"(1) IN GENERAL.—There is authorized to be appropriated to carry out this section, to remain available until expended, \$250,000,000 for each of fiscal years 1998 through 2003, of which—

"(A) \$150,000,000 in each fiscal year shall be used for grants for access to jobs projects; and

"(B) \$100,000,000 in each fiscal year shall be used for grants for reverse commute projects."

On page 8, line 16, strike "\$100,000,000" and insert "\$250,000,000".

On page 11, line 16, strike ", except" and all that follows through line 20 and insert a period.

THOMAS (AND JOHNSON) AMENDMENT NO. 1942

Mr. THOMAS (for himself and Mr. JOHNSON) proposed an amendment to amendment No. 1931 proposed by Mr. D'AMATO to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 10, line 24, and page 11, lines 1 through 7, strike "\$500,000,000" each time it appears and insert in lieu thereof "\$470,000,000."

On page 12, lines 3 through 7, strike "\$100,000,000" each time it appears and insert in lieu thereof "\$80,000,000."

On page 13, lines 19 through 23, strike "\$50,000,000" each time it appears and insert in lieu thereof "\$100,000,000."

NICKLES AMENDMENT NO. 1943

Mr. D'AMATO (for Mr. NICKLES) proposed an amendment to amendment No. 1931 proposed by Mr. D'AMATO to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

At the appropriate place, insert the following:

SEC. . INTERCITY RAIL INFRASTRUCTURE INVESTMENT FROM MASS TRANSIT ACCOUNT OF HIGHWAY TRUST FUND.

Section 5323 of title 49, United States Code, is amended by adding at the end the following new subsection:

"(O) INTERCITY RAIL INFRASTRUCTURE INVESTMENT.—Any assistance provided to a State that does not have Amtrak service as

of the date of enactment of this subsection from the Mass Transit Account of the Highway Trust Fund may be used for capital improvements to, and operating support for, intercity passenger rail service."

BOXER (AND HARKIN) AMENDMENT NO. 1944

Mr. REED (for Mrs. BOXER, for herself and Mr. HARKIN) proposed an amendment to the bill, S. 1173, supra; as follows:

On page , line , insert "and provides non-fixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143)" after "for mass transportation".

GRAHAM (AND MURRAY) AMENDMENT NO. 1945

Mr. GRAHAM (for himself and Mrs. MURRAY) proposed an amendment to amendment No. 1931 proposed by Mr. D'AMATO to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

At the appropriate place, insert the following:

SEC. . NEW START RATING AND EVALUATION.

(a) CRITERIA FOR GRANTS AND LOANS FOR FIXED GUIDEWAY SYSTEMS.—Section 5309(e) of title 49, United States Code, is amended to read as follows:

"(e) CRITERIA FOR GRANTS AND LOANS FOR FIXED GUIDEWAY SYSTEMS.—

"(1) The Secretary of Transportation may approve a grant or loan under this section for a capital project for a new fixed guideway system or extension of an existing fixed guideway system only if the Secretary decides that the proposed project is—

"(A) based on the results of an alternatives analysis and preliminary engineering;

"(B) justified based on a comprehensive review of its mobility improvements, environmental benefits, cost effectiveness, and operating efficiencies; and

"(C) supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing sources to construct, maintain, and operate the system or extension.

"(2) In evaluating a project under paragraph (1)(A), the Secretary shall analyze and consider the results of the alternatives analysis and preliminary engineering for the project.

"(3) In evaluating a project under paragraph (1)(B), the Secretary shall—

"(A) consider the direct and indirect costs of relevant alternatives;

"(B) account for costs and benefits related to factors such as congestion relief, improved mobility, air pollution, noise pollution, congestion, energy consumption, and all associated ancillary and mitigation costs necessary to carry out each alternative analyzed;

"(C) identify and consider mass transportation supportive existing land use policies and future patterns, and the cost of urban sprawl;

"(D) consider the degree to which the project increases the mobility of the mass transportation dependent population or promotes economic development;

"(E) consider population density, and current transit ridership in the corridor;

"(F) consider the technical capability of the grant recipient to construct the project;

"(G) adjust the project justification to reflect differences in local land, construction, and operating costs; and

"(H) consider other factors the Secretary considers appropriate to carry out this chapter.

"(3)(A) The Secretary of Transportation shall issue guidelines on the manner in which the Secretary will evaluate results of alternatives analysis, project justification, and the degree of local financial commitment.

"(B) The project justification under paragraph (1)(B) shall be adjusted to reflect differences in local land, construction, and operating costs.

"(4)(A) In evaluating a project under paragraph (1)(C), the Secretary shall require that—

"(i) the proposed project plan provides for the availability of contingency amounts the Secretary of Transportation determines to be reasonable to cover unanticipated cost overruns;

"(ii) each proposed local source of capital and operating financing is stable, reliable, and available within the proposed project timetable; and

"(iii) local resources are available to operate the overall proposed mass transportation system (including essential feeder bus and other services necessary to achieve the projected ridership levels) without requiring a reduction in existing mass transportation services to operate the proposed project.

"(B) In assessing the stability, reliability, and availability of proposed sources of local financing, the Secretary of Transportation shall consider—

"(i) existing grant commitments;

"(ii) the degree to which financing sources are dedicated to the purposes proposed;

"(iii) any debt obligation that exists or is proposed by the recipient for the proposed project or other mass transportation purpose; and

"(iv) the extent to which the project has a local financial commitment that exceeds the required non-Federal share of the cost of the project.

"(5)(A) Not later than 120 days after the date of enactment of the Federal Transit Act of 1997, the Secretary of Transportation shall issue guidelines on the manner in which the Secretary will evaluate and rate the projects based on the results of alternatives analysis, project justification, and the degree of local financial commitment.

"(B) The project justification under paragraph (1)(B) shall be adjusted to reflect differences in local land, construction, and operating costs as required under this subsection.

"(6)(A) A proposed project may advance from alternatives analysis to preliminary engineering, and may advance from preliminary engineering to final design and construction, only if the Secretary of Transportation finds that the project meets the requirements of this section and there is a reasonable likelihood that the project will continue to meet the requirements.

"(B) In making any findings under subparagraph (A), the Secretary shall evaluate and rate the project as either highly recommended, recommended, or not recommended, based on the results of alternatives analysis, the project justification criteria, and the degree of local financial commitment as required under this subsection.

"(C) In rating each project, the Secretary shall provide, in addition to the overall project rating, individual ratings for each criteria established under the guidelines issued under paragraph (5).

"(7)(A) Each project financed under this subsection shall be carried out through a full funding grant agreement.

"(B) The Secretary shall enter a full funding grant agreement based on evaluations and ratings required under this subsection.

“(C) The Secretary shall not enter into a full funding grant agreement for a project unless that project is authorized for final design and construction.

“(8)(A) A project for a fixed guideway system or extension of an existing fixed guideway system is not subject to the requirements of this subsection, and the simultaneous evaluation of similar projects in at least 2 corridors in a metropolitan area may not be limited, if the assistance provided under this section with respect to the project is less than \$25,000,000.

“(B) The simultaneous evaluation of projects in at least 2 corridors in a metropolitan area may not be limited and the Secretary of Transportation shall make decisions under this subsection with expedited procedures that will promote carrying out an approved State Implementation Plan in a timely way if a project is—

“(i) located in a nonattainment area;

“(ii) a transportation control measure (as that term is defined in the Clean Air Act (42 U.S.C. 7401 et seq.)); and

“(iii) required to carry out the State Implementation Plan.

“(C) This subsection does not apply to a part of a project financed completely with amounts made available from the Highway Trust Fund (other than the Mass Transit Account).

“(D) This subsection does not apply to projects for which the Secretary has issued a letter of intent or entered into a full funding grant agreement before the date of enactment of the Federal Transit Act of 1997.”

(b) LETTERS OF INTENT, FULL FINANCING GRANT AGREEMENTS, AND EARLY SYSTEMS WORK AGREEMENTS.—Section 5309(g) of title 49, United States Code, is amended—

(1) in the subsection heading, by striking “FINANCING” and inserting “FUNDING”;

(2) by striking “full financing” each place it appears and inserting “full funding”; and

(3) in paragraph (1)(B)—

(A) by striking “30 days” and inserting “60 days”;

(B) by inserting “or entering into a full funding grant agreement” after “this paragraph”; and

(C) by striking “issuance of the letter” and inserting “letter or agreement. The Secretary shall include with the notification a copy of the proposed letter or agreement as well as evaluations and ratings for the project”.

(c) REPORTS.—Section 5309 of title 49, United States Code, is amended by adding at the end the following:

“(p) REPORTS.—

“(1) FUNDING LEVELS AND ALLOCATIONS OF FUNDS FOR FIXED GUIDEWAY SYSTEMS.—

“(A) ANNUAL REPORT.—Not later than the first Monday in February of each year, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report that includes a proposal on the allocation of amounts to be made available to finance grants and loans for capital projects for new fixed guideway systems and extensions to existing fixed guideway systems among applicants for those amounts.

“(B) RECOMMENDATIONS ON FUNDING.—Each report submitted under this paragraph shall include—

“(i) evaluations and ratings, as required under subsection (e), for each project that is authorized or has received funds under this section since the date of enactment of the Federal Transit Act of 1997 or October 1 of the preceding fiscal year, whichever date is earlier; and

“(ii) recommendations of projects for funding, based on the evaluations and ratings and

on existing commitments and anticipated funding levels for the next 3 fiscal years and for the next 10 fiscal years, based on information available to the Secretary.

“(2) SUPPLEMENTAL REPORT ON NEW STARTS.—On August 30 of each year, the Secretary shall submit a report to Congress that describes the Secretary’s evaluation and rating of each project that has completed alternatives analysis or preliminary engineering since the date of the last report. The report shall include all relevant information that supports the evaluation and rating of each project, including a summary of each project’s financial plan.

“(3) ANNUAL GAO REVIEW.—The Comptroller General of the United States shall—

“(A) conduct an annual review of—

“(i) the processes and procedures for evaluating and rating projects and recommending projects; and

“(ii) The Secretary’s implementation of such processes and procedures; and

“(B) report to Congress on the results of such review not later than April 30 of each year.”

ROBB AMENDMENT NO. 1946

(Ordered to lie on the table.)

Mr. ROBB submitted an amendment intended to be proposed by him to amendment No. 1748 submitted by him to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 15, line 8, insert the following:

(7) STATE AND DISTRICT OF COLUMBIA APPROVAL OF ACTION BY THE CORPORATION.—

Any exercise of the powers granted under Section _____ 006(b)(6) of this title must be approved by the state departments of transportation in Virginia and Maryland, and the Department of Public Works of the District of Columbia.

SESSIONS AMENDMENTS NOS. 1947–1948

(Ordered to lie on the table.)

Mr. SESSIONS submitted two amendments intended to be proposed by him to amendment No. 1931 proposed by Mr. D’AMATO to the bill, S. 1173, supra; as follows:

AMENDMENT No. 1947

On page 54, strike line 19 and all that follows through page 55, line 11, and redesignate sections 14 through 20 as sections 13 through 19, respectively.

AMENDMENT No. 1948

On page 49, strike lines 10 through 20 and insert the following:

“(2) HYBRID ELECTRIC AND BATTERY-POWERED BUS PROGRAM.—

“(A) ESTABLISHMENT.—The Secretary shall establish and conduct a program to deploy and operationally test hybrid electric- and battery-powered buses, and to assist in the manufacture of such buses and the facilities and equipment required to service such buses.

“(B) DUTIES OF THE SECRETARY.—To carry out the program established under subparagraph (A), the Secretary—

“(i) shall develop performance and safety standards for the hybrid electric- and battery-powered buses that are acquired or used in the deployment and testing program;

“(ii) shall, not later than 6 months after the date of enactment of the Federal Transit Act of 1998, issue a request for proposals to undertake battery-powered or electric hybrid bus deployment and testing projects;

“(iii) shall request proposals that shall include—

“(I) the amount of cost-sharing to be provided by the party making the proposal, including non-Federal funding or in-kind services equal to or greater than 40 percent of the total eligible costs of the project, if Federal funding for the acquisition of electric or hybrid electric buses for the project is equal to not more than 80 percent of such capital costs;

“(II) a description of—

“(aa) the parties involved in the project, including involvement of appropriate public transit authorities with jurisdiction to service the territory in which the buses are to be deployed and State and local agencies;

“(bb) the buses to be used; and

“(cc) the infrastructure, including necessary battery charging or battery changing facilities, that will be installed or utilized in support of the project; and

“(III) a description of the information expected to be obtained from the project, the manner in which the buses will be used after project completion, and the manner in which such information will be disseminated to other organizations and parties determined by the Secretary to have an interest in electric or hybrid electric buses; and

“(iv) may, with respect to projects to include the manufacture of buses, prescribe such cost-sharing and other requirements as the Secretary deems necessary.

“(C) GRANT AWARDS.—Not later than 9 months after the date of enactment of the Federal Transit Act of 1998, the Secretary shall award grants to not fewer than 10 qualifying projects.

“(D) NUMBER OF TESTS.—Each project selected for an award under this paragraph shall seek to deploy and test not fewer than 4 electric or hybrid electric buses. Projects selected shall test buses in a diversity of applications and demonstrate a variety of technologies, including battery-powered, fuel cell, and hybrid electric applications.

“(E) LIMIT ON FUNDING.—No project selected may receive more than ¼ of the funds made available for grants under this paragraph. In no case shall any State receive more than 15 percent of the total funds made available under this subsection.

BOXER AMENDMENT NO. 1949

(Ordered to lie on the table.)

Mrs. BOXER submitted an amendment intended to be proposed by her to the bill, S. 1173, supra; as follows:

At the end of the title entitled “Revenue”, add the following:

SEC. ____ LARGE ELECTRIC TRUCKS, VANS, AND BUSES ELIGIBLE FOR DEDUCTION FOR CLEAN-FUEL VEHICLES.

(a) IN GENERAL.—Paragraph (3) of section 179A(c) (defining qualified clean-fuel vehicle property) is amended by inserting “, other than any vehicle described in subclause (I) or (II) of subsection (b)(1)(A)(iii)” after “section 30(c)”.

(b) DENIAL OF CREDIT.—Subsection (c) of section 30 (relating to credit for qualified electric vehicles) is amended by adding at the end the following new paragraph:

“(3) DENIAL OF CREDIT FOR VEHICLES FOR WHICH DEDUCTION ALLOWABLE.—The term ‘qualified electric vehicle’ shall not include any vehicle described in subclause (I) or (II) of section 179A(b)(1)(A)(iii).”

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to property placed in service on or after the date of enactment of this Act.

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON AGRICULTURE, NUTRITION, AND FORESTRY

Mr. D'AMATO. Mr. President, I ask unanimous consent that the Committee on Agriculture, Nutrition, and Forestry be allowed to meet during the session of the Senate on Tuesday, March 10, 1998, at 9 a.m. in SR-328A. The purpose of this meeting will be to examine the current Federal Crop Insurance Program and consider improvements to the system.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON BANKING, HOUSING, AND URBAN AFFAIRS

Mr. D'AMATO. Mr. President, I ask unanimous consent that the Committee on Banking, Housing, and Urban Affairs be authorized to meet during the session of the Senate on Tuesday, March 10, 1998, to conduct a hearing on S. 1405, the "Financial Regulatory Relief and Economic Efficiency Act (FRREE)."

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

Mr. D'AMATO. Mr. President, I ask unanimous consent that the Committee on Commerce Science, and Transportation be authorized to meet on Tuesday, March 10, 1998, at 9:30 a.m. on the nominations of Orson Swindle and Mozelle Thompson—FTC, Robert J. Shapiro—Under Secretary of Commerce, John C. Horsey—Associate Deputy Secretary of DOT, Christy Carpenter—Corporation for Public Broadcasting.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON FOREIGN RELATIONS

Mr. D'AMATO. Mr. President, I ask unanimous consent that the Committee on Foreign Relations be authorized to meet during the session of the Senate on Tuesday, March 10, 1998, at 10:00 a.m. to hold a hearing.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON GOVERNMENTAL AFFAIRS

Mr. D'AMATO. Mr. President, I ask unanimous consent on behalf of the Governmental Affairs Committee to meet on Tuesday, March 10, 1998, at 10:00 a.m. for a business meeting and markup. Agenda items will include: markup of S. 981, the Regulatory Improvement Act of 1998; and markup of S. 1364, the Federal Reports Elimination Act.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON THE JUDICIARY

Mr. D'AMATO. Mr. President, I ask unanimous consent that the Committee on the Judiciary be authorized to meet during the session of the Senate on Tuesday, March 10, 1998, at 10:00 a.m. in room 226 of the Senate Dirksen Office Building to hold a hearing on "The United States Marshals Service: A Selection Process for the 21st Century."

The PRESIDING OFFICER. Without objection, it is so ordered.

SUBCOMMITTEE ON SEAPOWERS

Mr. D'AMATO. Mr. President, I ask unanimous consent that the Subcommittee on Seapower of the Committee on Armed Services be authorized to meet at 10:00 a.m. on Tuesday, March 10, 1998, in open session, to receive testimony on littoral warfare missions in the 21st century in review of the Defense authorization request for fiscal year 1999 and the future years defense program.

The PRESIDING OFFICER. Without objection, it is so ordered.

ADDITIONAL STATEMENTS

TRIBUTE TO HUGH THOMPSON, LAWRENCE COLBURN, AND GLENN ANDREOTTA

• Mr. CLELAND. Mr. President, I rise today to honor Hugh Thompson, Lawrence Colburn, and Glenn Andreotta, who helped save the lives of 11 Vietnamese civilians during the My Lai massacre in Vietnam thirty years ago. Hugh Thompson and Lawrence Colburn received the Soldier's Medal for bravery on March 6, 1998 for their gallant efforts during the My Lai massacre. Their comrade Glenn Andreotta, who passed away three weeks after the My Lai massacre, was honored as well, and his family will receive his medal at a later date. The Soldier's Medal is presented by the Army to those who show "the highest standards of personal courage and ethical conduct."

After their helicopter landed amongst firing U.S. troops and fleeing Vietnamese civilians, Thompson, protected by Colburn and Andreotta, went to confront U.S. forces. The efforts of these three men led to the eventual cease-fire at My Lai and an end to the killing.

Hugh Thompson and Lawrence Colburn are both natives of Georgia. Hugh Thompson, a veterans counselor, hails from Stone Mountain, Georgia, and currently resides in Lafayette, Louisiana. Lawrence Colburn, now a salesman, lives in Woodstock, Georgia.

Mr. President, I would like to honor Hugh Thompson, Lawrence Colburn and Glenn Andreotta for their heroic efforts during the My Lai massacre, and for their outstanding commitment to American values. These three men are true examples of American patriotism at its finest. •

TRIBUTE TO MR. FRED HITZ

• Mr. SPECTER. Mr. President, on the occasion of the retirement of Fred Hitz as the Central Intelligence Agency's first Presidentially-appointed Inspector General, I want to offer my comments and congratulations. Since the position of an independent Inspector General for the CIA was created at my initiative in the FY 90 Intelligence Au-

thorization Act and since I have come to know Fred Hitz during my tenure as Chairman of the Senate Select Committee on Intelligence, it is fitting that I recognize his contributions.

By way of background, it became clear during the Iran-Contra investigations that the Central Intelligence Agency lacked an effective Office of Inspector General which not only could conduct thorough and objective internal investigations of CIA activities, but even more so, could exercise authority and independence to ensure that its investigative recommendations regarding individual accountability and systemic shortcomings would be followed through and implemented. The proposal to create a Presidentially-appointed and Senate-confirmed independent Inspector General was met with fierce resistance by the Administration and the Director of Central Intelligence. Nonetheless, in light of the revelations from the Iran-Contra affair, the Congress recognized the need for such an office. In my mind, the establishment of an independent Inspector General for the CIA was the most effective piece of legislation to derive from the Iran-Contra affair.

It was in this atmosphere that Fred Hitz was nominated by President Bush in 1990, confirmed by the Senate in October 1990 and sworn in November 1990. The Congress wanted a strong-willed and independent individual who was knowledgeable of CIA's mission, history and activities and who had the fortitude and skills to identify, investigate and report wrongdoing when he saw it and how he saw it. Over the past seven years Fred Hitz has accomplished this mandate with honor and diligence in a sea of controversial investigations.

One of the most important, if not the most important, of the investigations undertaken by Fred Hitz was that of the Aldrich Ames case which provided the Intelligence oversight committees and the public details of Ames' treachery and insight into CIA. In addition, Fred Hitz has been fearless in taking on difficult and controversial issues such as the role of intelligence in the BCCI and BNL scandals, human rights abuses in Guatemala and Honduras, allegations of drug trafficking by the Contras, the compromise of CIA operations in Paris, and CIA involvement in providing assistance to a Presidential campaign contributor. The Senate Intelligence Committee has not always agreed with Fred's judgements in these matters; it never has questioned his integrity.

Upon the completion of Fred's fifth year as CIA's Inspector General, Senator Bob KERREY and I led a bi-partisan resolution in the Senate to commend Fred for his leadership and achievements.

In his lifetime, Fred Hitz has made an important contribution through his public service. As an attorney who graduated from Harvard Law School, he could have remained in the private