

served in World War II, the Korean Conflict, and finally in Vietnam. He went unquestioningly wherever he was needed.

To the family and friends of Col. Underwood, I extend my deepest sympathy on this solemn occasion. Col. Underwood gave his life in the service of his country. His wife, Gloria, his children and grandchildren, and his dearest friends have all suffered the great loss that has followed Col. Underwood's selfless sacrifice in the defense of the freedom that all of us enjoy.●

#### INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT

● Mr. LAUTENBERG. Mr. President, last week, the Senate overwhelmingly passed S. 1173, the ISTEIA II bill. I supported that bill because, while it does not provide for all of New Jersey's highway and transit needs, it is indeed a better, more balanced bill than the one that was originally presented by the Environment and Public Works Committee early last September. Since September, I have managed to secure an additional \$120 million in highway funds each year for New Jersey, which brings us near to where we need to be. In addition, the Senate gave strong support to the mass transit title of the bill, which continues the federal government's solid commitment to our nation's subways, buses and commuter rail projects. Mass transit was helped by an additional \$5 billion that was provided over the life of the bill. I was pleased to join with Senators D'AMATO, SARBANES, MOYNIHAN and DOMENICI in announcing this agreement, balancing out the funds allocated to both highways and mass transit.

During these past few months, I have worked to ensure that federal transportation funding allocated to New Jersey would be enough to meet our state's tremendous infrastructure needs. The original highway title provided adequate funds to most of the United States, but not to all. It simply was not balanced. In short, the bill did not recognize the special needs of high density, high traffic states. Even with an extra \$20 million in bridge discretionary funds that the Committee agreed to provide to my state of New Jersey, my state's funding levels would have actually been lower in 1998 than in 1997 despite a 20 percent growth in the overall program. This was unacceptable and I was determined to change that bill.

New Jersey is the most densely populated state in the nation, and our roads carry more traffic per lane mile than any state in the country. We are a true corridor state. Ten percent of the nation's total freight passes through New Jersey. These conditions create burdens that have an adverse impact on the state's transportation infrastructure, environment, and economic productivity.

That's why, Mr. President, I am pleased that the Senate adopted the

High Density Transportation Program which provides funds to states which share these same problems and had not done well in the apportionment formulas used in the underlying bill.

Mr. President, as we enter the 21st century, with an increasingly global marketplace, one of our most important functions will be to ensure the existence of a seamless transportation system which can carry large volumes of people and goods. But, for now, severe system failures exist in densely populated, urban areas where high volumes of traffic clog the roads and high repair costs impede routine maintenance, not to mention traffic flow enhancement. Roads in these high density States provide invaluable support to the Nation's economy by carrying high value goods and service-providers along essential trade corridors which connect nationally significant ports and economic sectors to the rest of the country. However, the intensity of traffic causes highways in these States to deteriorate rapidly. As a result, crucial portions of the interstate highway system linking all of us are in desperate need of repair. Moreover, costs are extraordinarily high for highway repair and maintenance in these high density States, especially in urban areas. The High Density Transportation Program will address these problems by providing \$360 million a year for grants to States that meet specific population density, heavy traffic, and high urbanization criteria. Under this program, eligible States, like New Jersey, are guaranteed \$36 million a year, but they can qualify for even more. These funds may be used for highway and transit projects.

Mr. President, the High Density program rounds out New Jersey's funding. Under ISTEIA II, New Jersey will receive a hefty increase each year in highway and transit funds over the funding levels in ISTEIA I. More specifically, this means ISTEIA II will provide \$1.05 billion each year for New Jersey's roads, bridges, and mass transit systems. This figure includes an average of \$660 million in highway formula funds and an estimated \$390 million in mass transit formula funds for New Jersey. By comparison, the bill as introduced last September would have only provided New Jersey with an average of \$532 million for highways and \$345 million for transit. I have fought hard to improve New Jersey's funding levels, and apparently my efforts paid off.

The Senate also took a strong stand against drunk driving in this bill. Alcohol is a dominant cause in 41 percent of highway deaths. However, because the Senate adopted my amendment to establish a national drunk driving limit of .08 percent blood alcohol content, I am confident that this grim statistic and the highway death rate in general will improve. Senator DEWINE and I fought hard to get this amendment passed, and it did, by a 62-32 vote. This amendment is estimated to save 500 to

600 lives each year. I also worked with Senator DEWINE and Senator WARNER to develop a provision that the Senate adopted that toughens drunk driving penalties for repeat offenders. And, I was a lead co-sponsor on another important anti-drunk driving measure to outlaw open containers of alcohol in moving vehicles nationwide. Alcohol has no place on our roads and this bill takes a strong stand against drunk driving.

Mr. President, I was also pleased to see the Senate adopt another amendment I developed to make "ports of entry" eligible for the planning and infrastructure funding authorized for this new trade corridor program. To qualify for funding, a port would have to show that there had been a significant increase in the transportation of cargo by rail and motor carrier through that facility since the enactment of NAFTA.

The bill also continues our commitment to technology that will increase efficiency and improve safety within our transportation system, by including a comprehensive Intelligent Transportation Systems program, authorized at \$1.8 billion over six years, that I helped author with the managers of the bill. Intelligent Transportation Systems hold the promise of increasing capacity and promoting safety through innovative technologies. A recently released report estimated that ITS projects and programs generate a benefit/cost ratio of more than 8:1 for the Nation's 75 largest metropolitan areas. Intelligent Transportation Systems provide cost-effective ways to achieve the Nation's transportation goals of mobility, efficiency, national and international productivity, safety and environmental protection. The bill incorporates ITS into mainstream transportation planning and construction process for all modes at the local, state and federal levels. It also integrates ITS technologies in the Nation's infrastructure, resulting in coordinated ITS systems that benefit the safe and efficient movement of both passengers and freight in localities, states, regions and corridors. I am pleased that the Senate adopted a strong, comprehensive program.

Mr. President, the first ISTEIA emphasized the importance of intermodalism in reducing congestion and improving mobility. One way intermodalism will be enhanced in this bill is through an amendment adopted by the Senate which I strongly supported. This amendment will boost the existing \$18 million annual Ferry Program to \$50 million for ferry operations around the country.

Another goal of ISTEIA I was the reduction of air pollution and traffic congestion. Protecting the environment remains an important element of federal surface transportation programs under ISTEIA II as well. Thus this bill increases the Congestion Mitigation and Air Quality Program funding levels

and maintains the enhancements program. This bill also includes an amendment that I authored to establish a "Transportation and Environment Cooperative Research Program," funded at \$5 million a year, that will study the relationship between highway density and ecosystem integrity, including an analysis of the habitat-level impacts of highway density on the overall health of ecosystems.

I am also pleased that the Senate stated its support for the continuation of a provision that I authored in the original ISTEA that froze longer combination vehicle operations on routes as of 1991. Longer combination vehicles (LCVs) can be longer than a 737 jetliner and can weigh up to 164 tons. Multi-trailer trucks are involved in more serious crashes than single-unit trucks or small tractor-trailer combinations. Although big rig trucks make up only 3 percent of all regulated vehicles, they are involved in 21 percent of all fatal multi-vehicle crashes. The least we can do is maintain the current system and not let LCVs branch out onto roads they aren't already on now.

Mr. President, I am pleased to support this bill. I will continue to work to ensure that New Jersey is treated fairly in the final bill that will be signed by the President.●

#### EXTENDING THE DEADLINE FOR SUBMISSION OF A REPORT BY THE COMMISSION TO ASSESS THE ORGANIZATION OF THE FEDERAL GOVERNMENT TO COMBAT THE PROLIFERATION OF WEAPONS OF MASS DESTRUCTION

● Mr. SPECTER. Mr. President, I ask that the text of the bill, S. 1751 introduced on Thursday, March 12, 1998 be printed in the CONGRESSIONAL RECORD.

The text of the bill follows:

S. 1751

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. EXTENSION OF DEADLINE FOR SUBMISSION OF COMMISSION REPORT.

Section 712(c)(1) of the Combatting Proliferation of Weapons of Mass Destruction Act of 1996 (contained in Public Law 104-293) is amended by striking "enactment of this Act" and inserting "first meeting of the Commission".●

#### TRIBUTE TO DR. RALPH IZARD

● Mr. GLENN. Mr. President, one of the fundamentals of our great Republic has been public education and the benefits it bestows to our society.

As the early American pioneers moved westward across the Appalachian Mountains, they chartered—in 1804—the first university in the Western Territory near the Hocking River in the town of Athens: Ohio University. Since then, the impact of this pioneering institution has reached far beyond the Appalachian foothills, across the nation and around the globe.

Today, I rise to offer a tribute to a modern-day educator who represents the best characteristics of our public education system, Dr. Ralph Izard.

For a dozen years, Dr. Izard has served as director of the E. W. Scripps School of Journalism at Ohio University. Effective June 30, 1998, after more than three decades of service to Ohio University and the academic community, he will retire.

Mr. President, I recognize that journalism training occurs throughout our nation, however, those who rate post-secondary journalism education consistently rank Ohio University among the nation's best.

Whether it's education, or politics or sports, it's tough to repeat as champions. Yet, that is the legacy of Dr. Izard at Ohio University. Year after year, the E. W. Scripps School of Journalism, under his direction, has produced premier writers, editors and public relations practitioners.

Like all success stories, there are multiple reasons why the E. W. Scripps School of Journalism excels. Among them: a strong faculty and widespread private support from alumni and industry.

E. W. Scripps is a legend in the publishing world. The Scripps' partnership with higher education through Ohio University is a national model for private support for public education.

This success story includes another key ingredient; the leadership and professionalism of Dr. Ralph Izard. Involved in academia for 32 years, Dr. Izard never lost his focus on individual students, and he never lost his love of teaching.

That's because he never stopped learning. As technology changed, Dr. Izard kept pace. He insisted journalism education adapt to change. Thus, college training remained relevant to students and the job market.

So today, nearly two centuries after those early pioneers founded a university in Athens, Dr. Izard personifies their ideals of higher education by preparing thousands of their sons and daughters for the challenges of a new century.

For his achievements, leadership and dedication to education, we salute Dr. Ralph Izard and wish him well in future endeavors.●

#### ST. PATRICK AND TWO VENERABLE NEW YORK CITY INSTITUTIONS

● Mr. MOYNIHAN. Mr. President, I rise on this great day in honor of Ireland's legendary saint and pay special tribute to two venerable New York City institutions bearing his name. St. Patrick's Old Cathedral, dedicated in 1815, and St. Patrick's Old Cathedral School, opened in 1822, have served the citizens of New York for nearly two centuries.

Throughout the Cathedral and School's history, Old St. Patrick's priests, nuns, parishioners and students have contributed so very much to the

betterment of New York City. Most famously, Saint Patrick's parishioners and their erstwhile leader Bishop John Hughes helped define the course of American immigration in the 1830's when they refused to let nativists prevent Catholics, mostly poor Irish at the time, from establishing themselves in New York City. Their heroic efforts included an 1835 standoff in front of Saint Patrick's in which an anti-Catholic, anti-immigrant mob gathered to destroy the Cathedral. The Cathedral stood, and with it America's first large immigrant population.

Nearby, Saint Patrick's Old Cathedral School has served as a lead model for many of New York City's parochial schools. Founded by the Sisters of Charity, the schoolhouse on Mott Street has offered for 176 years the hope and opportunity of a strong education to tens of thousands of mostly poor, immigrant students.

Recently, I had the good fortune to revisit Saint Patrick's Old Cathedral and the Old Cathedral School and am delighted to report that these institutions remain remarkably unchanged in their caring mission and spirit. The good works abound under the leadership of a newly appointed pastor, Father Keith Fennessy. I look forward to working with him and others in celebrating next year's two hundred and fiftieth anniversary of Lorenzo Da Ponte's birth. Da Ponte, who was Mozart's librettist, was a parishioner, and his funeral mass was celebrated at Old St. Patrick's. Unfortunately, Da Ponte, like Mozart, ended up in a mass grave. Next year provides the nation a chance to celebrate the life of one of the greatest librettists, and one of the most influential Italian-Americans in our history. I eagerly anticipate my return to Old St. Patrick's for these events.

By serving the surrounding neighborhoods, Saint Patrick's Old Cathedral and Saint Patrick's Old Cathedral School remain as vital as they were almost two centuries ago. Thus, I extend my gratitude to these institutions for their vital work on this great day of thanks for their patron saint, St. Patrick.●

#### SUPPORT OF JUDGE FEDERICA MASSIAH-JACKSON

● Mr. KENNEDY. Mr. President, yesterday, unfortunately, Judge Massiah-Jackson asked President Clinton to withdraw her nomination to serve as a federal judge in the U.S. District Court in Philadelphia.

I know that this was a difficult decision for Judge Massiah-Jackson and her family. She is a distinguished state court judge with a distinguished record. She has the strong support of the people of Philadelphia. She earned the President's nomination to this distinguished office, and she should have been confirmed by the United States Senate.

Instead, she was subjected to numerous unfair attacks and gross distortions of her record. The attacks on