

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 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