

*Resolved*, That a copy of these resolutions be forwarded by the clerk of the House of Representatives to the Presiding Officer of each branch of the United States Congress and to the members thereof in this Commonwealth.

#### REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. FAIRCLOTH, from the Committee on appropriations, without amendment:

S. 1156. An original bill making appropriations for the government of the District of Columbia and other activities chargeable in whole or in part against the revenues of said District for the fiscal year ending September 30, 1998, and for other purposes (Rept. No. 105-75).

#### INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. REED:

S. 1154. A bill to amend the Electronic Fund Transfer Act to clarify consumer liability for unauthorized transactions involving debit cards that can be used like credit cards, and for other purposes; to the Committee on Banking, Housing, and Urban Affairs.

By Mr. KERREY:

S. 1155. A bill to amend title 23, United States Code, to make safety a priority of the Federal-aid highway program; to the Committee on Environment and Public Works.

By Mr. FAIRCLOTH:

S. 1156. An original bill making appropriations for the government of the District of Columbia and other activities chargeable in whole or in part against the revenues of said District for the fiscal year ending September 30, 1998, and for other purposes; from the Committee on Appropriations; placed on the calendar.

By Mr. CRAIG:

S. 1157. A bill disapproving the cancellations transmitted by the President on August 11, 1997, regarding Public Law 105-34; to the Committee on Finance, for not to exceed 7 days of session pursuant to section 1023 of Public Law 93-344.

#### SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. FEINGOLD (for himself, Mr. SPECTER, Mr. MOYNIHAN, Mr. KOHL, Mr. BREAUX, Ms. LANDRIEU, Mr. D'AMATO, and Mr. WELLSTONE):

S. Res. 119. A resolution to express the sense of the Senate that the Secretary of Agriculture should establish a temporary emergency minimum milk price that is equitable to all producers nationwide and that provides price relief to economically distressed milk producers; to the Committee on Agriculture, Nutrition, and Forestry.

By Mr. NICKLES (for himself, Mr. DASCHLE, Mr. LOTT, Mr. MACK, Mr. BROWNBACK, Mr. HUTCHINSON, Mr. LEAHY, Mr. LEVIN, Mrs. FEINSTEIN, Mr. BUMPERS, Mr. ROBB, Mr. KOHL, Mr. BIDEN, Ms. LANDRIEU, Mr. SARBANES, Mr. REID, Mr. DODD, Mr. INOUE, Mr. LIEBERMAN, Mr. KERREY,

Mrs. BOXER, Mr. MOYNIHAN, Mr. DOMENICI, Mr. KENNEDY, Mr. HATCH, Mr. KERRY, Mr. LAUTENBERG, Ms. MOSELEY-BRAUN, Ms. MIKULSKI, Mr. JOHNSON, Mr. KYL, Mr. MURKOWSKI, Mr. ASHCROFT, and Mr. INHOFE):

S. Res. 120. A resolution expressing the sense of the Senate on the occasion of the death of Mother Teresa of Calcutta; considered and agreed to.

#### STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. KERREY:

S. 1155. A bill to amend title 23, United States Code, to make safety a priority of the Federal-aid highway program; to the Committee on Environment and Public Works.

##### THE HIGHWAY SAFETY PRIORITY ACT

Mr. KERREY. Mr. President, there is a national health epidemic in America that does not receive the attention it deserves. This epidemic is responsible for the loss of 1.2 million pre-retirement years of life a year; more than is lost to cancer or heart disease. It is the leading cause of death for Americans between the ages of 15 and 24. Last year, more than 41,900 Americans died from this epidemic and more than 3 million suffered serious injury. In Nebraska alone, the epidemic claimed 293 lives in 1996 up from 254 the year before. The only good news has been that in Nebraska, during the first 6 months of this year, the death rate has slowed slightly. Most tragic, is the fact that this epidemic is almost 100 percent preventable.

This epidemic I am talking about is death and injuries related to driving. While America has made significant progress in reducing traffic accident rates, deaths, and injuries have trended upward in the 1990's.

Traffic accidents impose extraordinary costs on our health care system. About \$14 billion a year in health care costs are attributable to traffic accidents. Taxpayers bear \$11.4 billion of that cost. In terms of lost productivity, property damage and health care costs, these accidents extracted \$150 billion out of the economy for the last year that statistics are available.

The most important point is that traffic accidents are almost completely preventable. The smallest actions of a driver can make the difference between life and death. One lapse in judgment, one moment of inattention can end in tragedy. As drivers, too often, we take for granted the immense power and responsibility we possess when behind the wheel. As public officials we need to be constantly attentive to the need to make our transportation system safer.

The Congress is working on legislation to reauthorize the Nation's basic highway law. It is one of the most important bills the Senate will consider. I strongly believe that we should use this opportunity to commit ourselves to enhancing safety on America's highways and byways. In that spirit, I introduce the Highway Safety Priority Act.

This legislation systematically makes clear that safety is a priority in highway construction and maintenance programs. It sends a strong message to Federal, State, and local transportation planners that they should focus on enhancing safety.

I encourage my colleagues to study and support the Highway Safety Priority Act which I introduce today.

Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 1155

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

##### SECTION 1. SHORT TITLE.

This Act may be cited as the "Highway Safety Priority Act".

##### SEC. 2. SAFETY OF FEDERAL-AID HIGHWAYS.

(a) APPROVAL OF 3R PROJECTS ON NATIONAL HIGHWAY SYSTEM.—Section 106(b)(1) of title 23, United States Code, is amended by inserting before the period at the end the following: "and includes the use of full-width lanes and shoulders".

(b) STANDARDS.—Section 109 of title 23, United States Code, is amended—

(1) in subsection (c), by adding at the end the following:

"(3) SAFETY.—To the maximum extent practicable, a design described in paragraph (1) shall include the use of full-width lanes and shoulders to enhance highway and bridge safety."; and

(2) in subsection (p), by adding at the end the following: "The laws (including regulations, directives, and standards) shall ensure appropriate roadside safety improvements, lane and shoulder widening, alignment and sight distance improvements, and conspicuous traffic control devices and pavement markings.".

(c) CERTIFICATION ACCEPTANCE.—Section 117(b) of title 23, United States Code, is amended by inserting before the period at the end the following: ", including standards that preserve and enhance the safety and mobility of highway users".

(d) SET ASIDE FOR 4R PROJECTS.—Section 118(c)(2)(B) of title 23, United States Code, is amended by inserting before the period at the end the following: "and that improves safety while reducing congestion".

(e) METROPOLITAN PLANNING.—Section 134 of title 23, United States Code, is amended—

(1) in the first sentence of subsection (a), by inserting "safety and" after "maximize";

(2) in subsection (f)—

(A) in paragraph (1), by inserting "safely and" after "more";

(B) by redesignating paragraphs (4) through (16) as paragraphs (5) through (17), respectively;

(C) by inserting after paragraph (3) the following:

"(4) The need to prevent accidents involving rail and road users, including bicyclists, pedestrians, and motor vehicles, and to reduce the frequency and severity of such accidents.";

(D) in paragraph (12) (as redesignated by subparagraph (B)), by inserting "safe and" after "enhance the"; and

(E) in paragraph (14) (as redesignated by subparagraph (B)), by inserting "safety," after "economic,"; and

(3) in subsection (g)(2)(C)—

(A) in clause (i), by inserting "and safety" after "operational"; and

(B) in clause (ii), by inserting "safety and" after "maximize the".