

Similarly, Mrs. Shuping writes on behalf of her father, James Archie Wells, who fought to liberate Okinawa, and Captain Monday recalls his reconnaissance missions over the Philippines. This, Mr. Speaker, is the best of American history—and there is an abundance of it. That's why this legislation is so very important. The memory of those we lost and the sacrifice of those who lived to tell the tale must be preserved and held in high esteem by a Congress and a country that extends our veterans its utmost respect and heartfelt gratitude.

I commend my colleague from Wisconsin for his initiative on this issue and urge my colleagues support for this worthy legislation.

IN HONOR OF ABBOT ROGER W. GRIES

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, October 4, 2000*

Mr. KUCINICH. Mr. Speaker, I rise today to recognize Abbot Roger W. Gries who has been named "Catholic Man of the Year" by the Greater Cleveland Knights of Columbus Luncheon Club.

This is certainly a well-deserved title for Abbot Gries, a native Clevelander who has devoted most of his life to education, his faith and the Catholic Church. He professed his vows as a Benedictine monk more than 40 years ago and was ordained to the priesthood in 1963. Throughout his many years of dedicated service to Benedictine High School, Abbot Gries has held a number of different posts. He started out teaching mathematics, but his extraordinary skill as an educator was soon recognized as he was named Assistant Principal in 1965 and Principal in 1968.

Abbot Gries continued his successful reign as Principal at Benedictine until 1977, when he was appointed Prior of St. Andrew Abbey, the second superior of the monastery. Because of his outstanding work as Prior, his fellow monks elected him the fourth abbot of St. Andrew Abbey on June 9, 1981, a position that he holds to this day. In addition to his commitment to St. Andrew Abbey, Abbot Gries is also President of Benedictine High School. At this time, he is overseeing the implementation of the Master Plan currently underway at the Abbey and high school in the Buckeye-Woodland community.

Aside from his prominent role as an educator and abbot of St. Andrew Abbey, Abbot Gries also served at the Holy Family Parish in Parma, OH on weekends for 18 years and previously acted as the chaplain of the Maple Heights Knights of Columbus. He continues his active association with the Alhambra.

Mr. Speaker, I ask my fellow colleagues to join me in honoring Abbot Roger W. Gries. This remarkable man reminds us all of the importance of faith, community, and volunteerism. We are truly lucky to have him in Cleveland.

TRIBUTE TO PRISCILLA HILLGREN

HON. MARION BERRY

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, October 4, 2000*

Mr. BERRY. Mr. Speaker, I rise today to pay tribute to a great American, and I am proud to recognize Priscilla A. Hillgren in the Congress for her invaluable contributions and service to our nation.

Priscilla Hillgren distinguished herself through her devotion to her family, friends, and community. She was born in Beresford, South Dakota on June 26th, 1904, the daughter of a Lutheran minister. Her family instilled in her the value of an education, and she and her sisters attended college, which she interrupted twice to teach in a country school.

One of the happiest days of her life surely must have been June 26th, 1929, when she married Ralph O. Hillgren, who was city editor of the Argus Leader in Sioux Falls, South Dakota. Many more happy days followed, thanks to the births of her son John, her daughters Annette Bray and Sonja Hillgren Hill, two grandchildren, five great-grandchildren, three step grandchildren, and three step great-grandchildren.

Priscilla Hillgren is probably best-known for her work with mentally handicapped children at three Sioux Falls private schools from 1958 to 1972. Her generosity and hard work touched many families in that area, and her legacy will inspire those who continue to provide these important services.

She also was active in the American Association of University Women, with membership in two AAUW book groups, and was honored by AAUW as a Named Gift Recipient in 1977. Moreover, Priscilla was president of the Augustana College Auxiliary, and a member of the Civic Fine Arts Center and the American Legion Auxiliary, among other organizations.

Sadly, Priscilla Hillgren passed away last month. Her congregation at the First Lutheran Church, where she was a Sunday School teacher for 26 years, will miss her greatly, as will her family and friends.

I am among this group, and on behalf of the Congress I extend my deepest sympathies to her family, even as I encourage them to join me in celebrating her extraordinary life.

INTRODUCTION OF THE ALTERNATIVE FUEL VEHICLES INTERMODAL TRANSPORTATION ACT

HON. SHERWOOD L. BOEHLERT

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, October 4, 2000*

Mr. BOEHLERT. Mr. Speaker, transportation is vital to the social and economic health of our nation. During the past twenty years, however, transportation systems have struggled to keep pace with America's growing and changing needs. For example, between 1970 and 1990, the U.S. automobile population grew almost three times faster than the human population. In fact, in 1995 Americans averaged about 4.3 one-way trips per day and about 14,000 miles per year—up from 2.9 trips and 9,500 miles in 1977. Other forms of transportation have seen dramatic growth as well.

Since 1980, freight railroad traffic has increased 47 percent and the number of airports has increased 20 percent.

Explosive transportation growth has led to inefficient movement of people and goods, reduced productivity, wasted energy, and increased congestion and emissions. A recent study conducted by the Texas Transportation Institute found that in 1982, ten of the 70 urban areas studied had unacceptable levels of congestion, but by 1996, that number had almost quadrupled, to 39 areas.

As the number of cars, trucks, freight trains and planes grows and America's transportation network expands, the need for fuel increases. In 1997, the volume of imported oil exceeded domestic production for the first time in U.S. history. Our thirst for oil is fueled by the transportation sector, which uses over 65 percent of the petroleum consumed in the United States.

Our transportation system is over 90 percent dependent on oil—and that's too much when over 50 percent our nation's oil comes from overseas and the price has almost quadrupled in 18 months. Powering our cars and buses with alternative fuel is an environmentally sound way to reduce our dependence on foreign oil—and it's good for the economy, too, because alternative fuels can be produced here at home.

Alternative fuels, such as electricity, natural gas, methanol, hydrogen and propane, provide a plentiful, domestically produced and environmentally friendly source of energy. And, when integrated into America's transportation network—in meaningful quantities—alternatively fueled vehicles (AFVs) contribute to mitigating the energy and environmental problems caused by the transportation sector.

In addition, to alternative fuels, the implementation of intermodal transportation networks is another component to alleviating America's transportation problems. Intermodalism refers to interconnections among various modes of transportation, or the use of multiple modes of transportation during a single trip. Employing the concept of intermodalism offers the promise of lowering transportation costs, increasing economic productivity and efficiency, reducing the burden on existing infrastructure, while at the same time reducing energy consumption and improving air quality and the environment.

In an attempt to address the energy and environmental concerns that an "over-stressed" transportation network has created, Congress passed several pieces of legislation. The Clean Air Act Amendments of 1990, established programs and regulations directed at the mobile sector to decrease major automotive pollutants that are the key contributors to urban smog, or ozone. Today, however, nearly 100 cities throughout the United States continue to fail to meet federal air quality guidelines.

In 1991, Congress also recognized the impact and sought to mitigate some of the problems associated with the growing number of cars, trucks, freight trains and planes in the United States when it enacted the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA established the National Commission on Intermodal Transportation and tasked it with conducting a complete study of intermodal transportation in the US. ISTEA also established the Congestion Mitigation and Air Quality Improvement (CMAQ) Program which