That's how long it took him to become a
and forty-five minutes in the depths of the
Atlantic Ocean a mile north of Puerto Rico.
Roberto lived 38 years, 4 months and 13 days.
That's how long it took him to become a
Hall of Famer, a better person and a legend.

IN HONOR OF SAINT WENDELIN
PARISH
HON. DENNIS J. KUCINICH
OF OHIO
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 3, 2003

Mr. KUCINICH. Mr. Speaker, I rise today in
honor of the parish community of Saint
Wendelin Church, as they celebrate one hun-
dred years of healing and hope in Cleveland's
Ohio City neighborhood. Throughout the past
century, Saint Wendelin's has served as a
spiritual refuge, opening its doors to any soul
in search of guidance and peace.
The ministry of Saint Wendelin's began in
1903, originally serving the Slovak community
of Cleveland's near west side. On May 3rd of
that same year, the community received per-
mission to found Saint Wendelin Parish. A
small church was soon constructed and on
December 6, 1903, Father Koudelka cele-
bated Saint Wendelin's first mass. Not long
after, the Sisters of Notre Dame established
Saint Wendelin's School. The order would
continue to provide quality Catholic education
for the next seventy years.
In 1925, the current church and school com-
plex was dedicated. Always reaching outward,
Saint Wendelin's welcomes all believers to join
in worship. It is a testament to the Saint
Wendelin ministry that Catholics from all cor-
ners of the city heed the call to celebrate at
the little church on Columbus Avenue.
Cleveland's vital tradition of Catholic edu-
cation is reflected at Saint Wendelin's with
their active participation in the Urban Commu-
nity School. Saint Wendelin's facilities serve
as a second home to over three hundred stu-
dents of Urban Community School.
My fellow colleagues, please join me in
honor and recognition of every member of
Saint Wendelin Church, and its leaders-Pastor
Jerome Lajack and Deacon James J. Arm-
strong, as they celebrate mass with Bishop
Anthony Pilla in commemoration of one hun-
dred years of service to God and community.
Saint Wendelin parish continues its dedication
to social justice and spiritual healing—with
the neighborhoods of Ohio City, and the world
community beyond.

PASSENGER VAN SAFETY ACT OF
2003
HON. MARK UDALL
OF COLORADO
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 3, 2003

Mr. UDALL of Colorado. Mr. Speaker, today,
I am introducing the Passenger Van Safety
Act of 2003, legislation to enhance the safety
of large passenger vans, which are highly sus-
ceptible to rollovers and have been associated
with more than 500 fatalities since 1990.
In the last Congress, I introduced the School
Bus Safety Act which had been de-
signed to prevent schools from taking advan-
tage of a loophole that allowed them to pur-
chase used 15–passenger vans even though it
was illegal for them to purchase new 15–pas-
senger vans because of safety issues. The bill
I am introducing today goes farther and ad-
dresses the safety of these vehicles.

I became aware of the safety problems of these vehicles when a church
group from Westminster, Colorado rolled
the 15–passenger van they were driving 2½
times en route to a religious retreat. This trag-
edy resulted in four people dying. I found
out later that these vans were notorious for getting out of the drivers control and were highly sus-
cceptible to rolling. These kinds of accidents
seem to be symptomatic to these kinds of ve-
hicles. Early last summer another one of these
vans, full of firefighters, rolled over numerous
times killing four of the passengers in western
Colorado. Accidents will happen, but I believe
if these people had been in different vehicles
their deaths may have been avoided.

When these vans are fully loaded they be-
come highly prone to rollovers. In 2001, the
National Highway Traffic Administration
(NHTSA) completed a study which dem-
strated the dramatic increase in rollovers
when these vehicles carry increasingly larger
loads. A fully loaded van has a rollover risk
that is six times higher than if there are only
five people in the van.

The bill I am introducing today would require
NHTSA to include 15–passenger vans in their
Dynamic Rollover Testing Program required
by the Transportation Recall Enhancement,
Accountability, and Documentation (TREAD)
Act, which currently does not include these ve-
hicles. It does not make a lot of sense to me
to exempt them from the same safety stand-
ards that NHTSA will apply to other passenger
cars and sport utility vehicles. This information
will give drivers information they need in order
to safely operate certain vehicles under dif-
ferent conditions.
This legislation would also require 15–pas-
senger vans to be included in NHTSA's New
Car Assessment Program (NCAP). NCAP pro-
vides consumers information on how different
vehicles withstand crashes, and is recently
exposing the risk of rollover. Cur-
rently, NCAP does not do rollover testing for
vehicles that carry more than 10 people.

In addition, the bill requires NHTSA to work
with van manufacturers to evaluate and test
the potential of new technologies to help driv-
ers maintain control of their vans. Specific-
ally, NHTSA would look at Electronic Stability
Control (ESC) systems that some SUVs are al-
ready equipped with and rear-view mirror-
based rollover warning systems. These kinds of
innovative technologies could significantly
reduce rollovers and save lives.

"Fifteen-passenger" vans were initially de-
designed to carry cargo, not people. But now
these vans are widely used by airports, hotels,
and other commercial interests to transport
customers from one location to another. Peo-
ple using these vans may not realize that the
Federal Motor Carrier Administration (FMCA)
have not completed rulemaking on Federal
motor carrier safety regulations for 15-pass-
senger vans that are used for commercial pur-
poses. This bill would require the FMCA to
complete their rulemaking, which began in
1999, to enable these groups of passengers
get to their destinations safely.
This bill was built on the foundation of my
School Bus Safety Act of 2001 and it still ad-
dresses the van loophole created in 1974
when organizations were banned from pur-
chasing new 15–passenger vans to transport
school age children but were allowed to pur-
chase the vans used.

This legislation removes this nearly 30-year-
old loophole from the Federal regulations and ex-
tends the ban to include leasing, renting, and
buying of these vans, thereby making the buy-
ers accountable, as well as the seller. These
changes will insure that the intent of the 1974
law is finally realized. The bill would also
strengthen the penalties on those who violate
this important safety provision.

The legislation raises the prescribed penalty
for breaking this law from "not more than
$1000" to "not more than $25,000," thereby
giving the enforcement agencies something
to make it worth their while to pursue. This
provi-
sion is important because from 1974 until
1997, NHTSA, which had responsibility for
administering the law, did not initiate a single en-
forcement proceeding in the entire country.

Safety transcends party lines. Senator
Snowe and I have had tragic events take
place in our states that have unfortunately
made us very aware of the dangers of 15-pas-
senger vans. Last year there was a tragic ac-
cident in the State of Maine that cost the lives
of 14 forestry workers who were killed when
their 15–passenger van rolled off of a bridge,
killing all but one. This was the single worst
motor vehicle accident in Maine's history. So
we are introducing identical bills in the House
and the Senate. With bipartisan support we
hope to end these kinds of needlessly tragic
accidents.

Mr. Speaker, one of the government's roles
is to ensure the safety of its citizens. This leg-
islation gives consumers the information they
need to know about the safety of these vans
and it eliminates a loophole that allows people
to get around a child safety law. I strongly
urge my colleagues to support this common
sense legislation.

TRIBUTE TO THE SAN FERNANDO
CATHEDRAL
HON. CHARLES A. GONZALEZ
OF TEXAS
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 3, 2003

Mr. GONZALEZ. Mr. Speaker, last week the
San Fernando Cathedral celebrated the com-
pletion of its renovation. Today I am intro-
ducing a resolution honoring the San Fer-
nando Cathedral—the oldest cathedral in the
United States and the oldest standing struc-
ture in the state of Texas. I and
my fellow colleague from San Antonio, Ciro
Rodriguez, want to pay tribute to this exquis-
itive building, and the great history and culture
that it embodies.
San Fernando Cathedral is both literally and
figuratively the geographic centerpoint of San
Antonio. This cathedral is not only revered by
the people of San Antonio, but by all the peo-
ple of this Nation, who remember the strength
and sacrifice of those who built this country.
As I mentioned before, just last week, the ren-
avation of this magnificent building was com-
pleted. I stand here today to mark this
achievement.

The San Fernando Cathedral is a grand
structure, rich in its history and meaning. Like