

TRIBUTE TO CAPTAIN LOUIS V. MARCHETTE CIVIL ENGINEER CORPS, U.S. NAVY

Mr. LOTT. Mr. President, I take this opportunity to recognize the exemplary service and career of an outstanding naval officer, Captain Louis V. Marchette, upon his retirement from the Navy at the conclusion of more than 24 years of commissioned service. Throughout his distinguished career, Captain Marchette has truly epitomized the Navy core values of honor, courage, and commitment. It is my privilege to commend him for a superb career of service he has provided the Navy and our great Nation.

Captain Marchette was born in Ogden, Utah and grew up in a Marine Corps family. After graduating from the University of South Carolina with a Bachelor of Science degree in mechanical engineering, he was commissioned an Ensign in the Navy in 1976. Captain Marchette began his career as a line officer but soon found his true calling and transferred to the staff corps as a Civil Engineer Corps officer. His first assignment was with the Seabees of Naval Mobile Construction Battalion FORTY, homeported in Port Hueneme, California. In subsequent assignments, Captain Marchette was given some of the most challenging assignments the Navy Civil Engineer Corps had to offer.

As a junior officer, he served as Staff Civil Engineer, Naval Technical Training Center Corry Station, Pensacola, Florida; Assistant Public Works Officer, Naval Air Station Key West, Florida, and; Resident Officer in Charge of Construction, Barksdale Air Force Base, Louisiana. In recognition of his exemplary performance and construction engineering expertise, he was then assigned as Operations Officer, Naval Mobile Construction Battalion SEVENTY-FOUR, homeported in Gulfport, Mississippi. In this assignment, he directed contingency construction and military operations throughout Japan, Korea, the Caribbean, and Central America. He followed this tour with assignment as the Civil Engineer Corps Lieutenant Commander Assignment and Placement Officer, Bureau of Naval Personnel, his only tour within the "Beltway."

At this juncture, Captain Marchette had developed a truly outstanding reputation as a naval officer and engineer and he was rewarded with a variety of leadership opportunities to include, Public Works Officer, Naval Station Roosevelt Roads, Puerto Rico; Commanding Officer, Naval Mobile Construction Battalion ONE, homeported in Gulfport, Mississippi, and; Chief Staff Officer, 20th Naval Construction Regiment, Gulfport, Mississippi. On October 30, 1997, Captain Marchette took command of Naval Construction Battalion Center Gulfport, Mississippi, assuming the dual responsibility of Commanding Officer, 20th Naval Construction Regiment, the pinnacle of a most outstanding career.

In this capacity, Captain Marchette has spearheaded development of a world class mobilization complex capable of mobilizing Seabees for deployment anywhere in the world within 48 hours. Selfless commitment, exceptional technical prowess, and extraordinary accomplishment have been the hallmarks of this most outstanding professional. Whether restoring order for the Mississippi Gulf Coast in the aftermath of hurricanes, responding to military contingencies throughout the world, or maneuvering through periods of severe budget constraints, he provided unparalleled leadership, innovative concepts, and overall brilliant managerial insight in accomplishment of the Navy and our Nation's objectives. Under his dynamic leadership the Naval Construction Force has experienced dramatic improvements in comprehensive readiness, training attainment, mobilization, and manpower/equipment resourcing. In short, Atlantic Fleet Seabees are now better trained and better equipped to accomplish the mission as a direct result of Captain Marchette's efforts.

Captain Marchette holds a Master of Science degree in engineering from the University of Florida. He is a registered Professional Engineer in the State of Louisiana and a member of the Louisiana Society of Professional Engineers and the Society of American Military Engineers. He is a Seabee Combat Warfare Officer whose personal decorations include the Legion of Merit, five Meritorious Service medals, the Navy/Marine Corps Commendation medal, and Navy Humanitarian Service medal.

Captain Marchette's visionary leadership, exceptionally creative problem solving skills, and uncommon dedication have created a legacy of achievement and excellence. Having spent half his 24-year career in the great State of Mississippi, Captain Marchette and his lovely wife, Fran, are true Mississippians who have brought great honor and praise to our State. Captain Marchette will retire on July 1, 2000 after 24 years of dedicated commissioned service. On behalf of my colleagues on both sides of the aisle, I wish Captain Marchette fair winds and following seas. Congratulations on completion of an outstanding and successful career.

CHANGES TO H. CON. RES. 68
PURSUANT TO SECTION 204

Mr. DOMENICI. Mr. President, section 204 of H. Con. Res. 68 (the FY2000 Budget Resolution) permits the Chairman of the Senate Budget Committee to make adjustments to the allocation of budget authority and outlays to the Senate Committee on Agriculture, providing certain conditions are met.

Pursuant to section 204, I hereby submit the following revisions to H. Con. Res. 68:

(Dollars in millions)

Current Allocation to Senate Agriculture Committee:	
FY2000 Budget Authority	\$10,843
FY2000 Outlays	7,940
FY2000-2004 Budget Authority	40,012
FY2000-2004 Outlays	24,704
FY2000-2009 Budget Authority	75,410
FY2000-2009 Outlays	45,523
Adjustments:	
FY2000 Budget Authority	
FY2000 Outlays	
FY2000-2004 Budget Authority	5,997
FY2000-2004 Outlays	5,227
FY2000-2009 Budget Authority	5,637
FY2000-2009 Outlays	5,667
Revised Allocation to Senate Agriculture Committee:	
FY2000 Budget Authority	10,843
FY2000 Outlays	7,940
FY2000-2004 Budget Authority	46,009
FY2000-2004 Outlays	29,931
FY2000-2009 Budget Authority	81,047
FY2000-2009 Outlays	51,190

FAA REAUTHORIZATION

Mrs. HUTCHISON. Mr. President, on March 7, 1959, history was made when the first aviator charted over a million miles in a jet. Although it seems commonplace today, at the time, traveling a million miles was indeed, an aviation milestone. Well, today, more than forty years later, we are considering another aviation milestone of sorts: a reauthorization of the Federal Aviation Administration which will be of significant benefit to our nation's communities, our air infrastructure and the flying public.

I represent a state that has an enormous amount of aviation. Texas is home to one of the Nation's busiest airports, DFW, but we also have 27 other primary airports, 21 designated reliever airports and more than 1600 other small airports that Texans depend upon to get from one place to another. Therefore, I recognize the importance of aviation to my state, the critical role my state plays in the national aviation system and the important of Airport Improvement Program funding in maintaining it.

This bill provides a framework and the necessary tools to responsibly and substantially fund our nation's air infrastructure as we have never done before. For the first time we will guarantee that all receipts and interest in the Air Trust Fund—totaling more than \$33 billion—will be spent over the next three years for only aviation purposes. We will enhance air safety, allow local areas to provide for their financial needs, and assist our traffic controllers in watching our skies and protecting the flying public.

The Airport Improvement Program, on which so many of our airports rely, will see an increase of \$1.9 billion this year alone. It will increase to as high as \$3.4 billion over the next four years. This funding will allow our airports to make necessary improvements to their existing facilities and expand to accommodate the amazing growth that all of our nation's airports have seen in recent years. Additionally, the Military Airport Program, which helps to assist our current and former military airports by providing funds for needed structural improvements, will see a boost from twelve airports to fifteen designated and eligible this year, and 20 designees, thereafter.

In Texas, we are affected by both national and international air traffic growth. Traffic to Latin America in the next few years is set to exceed capacity and place an even larger burden on neighboring air route systems. This will affect traffic in the Gulf of Mexico, in particular, where traffic is controlled in large part by the air traffic control center in Houston.

In fact, this is one important area where improvements are greatly needed. A large portion of the Gulf of Mexico remains without visual communication on radar, nor sufficient two-way communication, in general. Traffic in much of the gulf is controlled solely by one-way radio communications. The Gulf of Mexico airspace accommodates passenger airlines serving destinations worldwide, cargo and general aviation traffic engaging in air commerce, and heavy helicopter traffic serving the offshore petrochemical industry. It also serves important users such as our armed forces, Coast Guard, Customs Service, and the Drug Enforcement Agency. All aircraft, from large commercial planes, to military aircraft, to helicopters need to have direct two-way communication to protect the safety of all those who fly these skies.

Currently, if a craft hits turbulence due to poor weather and seeks to ascend or descend the pilot must radio in to a controller, who must check the frequency and the surrounding traffic and then dial and pilot back and advise him on altering his position. One-way communication alone simply to reach the controller can take as long as seven minutes, and as long as fifteen minutes total to relay back to the controller. This is unacceptable for a pilot who needs to respond immediately to escape violent turbulence and blindly must change his altitude. This frightening scenario could be all too real and common as air traffic grows.

The FAA Gulf of Mexico Task Force was formed to highlight the problems in the gulf and recommend solutions. More than 100 individuals representing the Federal Aviation Administration, airlines, the military, and others in the industry have come together to address this problem and seek an expeditious and thorough remedy. We can wait no longer to let this safety hazard go unaddressed. This bill gives the FAA the tools to begin to remedy this situation.

This bill is a step in the right direction to provide for our aviation needs, both on the ground and in the sky. By putting our Aviation Trust Fund dollars to work we can help all airports large and small provide for their needs. We can ensure that our skies are safe, our airports are secure and that our controllers have modernized tools to accommodate the growing air traffic demand.

I am pleased that the Senate has decided to pass this important legislation.

EDUCATION BLOCK GRANTS

Mr. KENNEDY. Mr. President, on Saturday, March 11, an editorial in the New York Times emphasized the significant concerns about the Republican education block grant proposal which was recently approved by the Health, Education, Labor and Pensions Committee. As this editorial points out, education block grants to states would not be the most effective use of public tax dollars. Block grants do nothing to ensure change and reform through proven effective methods such as a: well-qualified teacher in every classroom; reduced class sizes to give children the individual attention they need and allow teachers to maintain order and discipline; helping all children to meet high standards; and holding schools accountable for improving student achievement and giving the neediest children the extra help they need. Education is a high priority for states, communities, teachers, parents, and students throughout the country, and it is important that we listen to them as we consider the reauthorization of the Elementary and Secondary Education Act in the full Senate in the weeks ahead.

I believe that the editorial will be of interest to all of us concerned about this issue, and I ask unanimous consent that it be printed in the RECORD.

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

[From the New York Times, Mar. 11, 2000]

MISDIRECTED EDUCATION MONEY

Congressional Republicans, who in 1995 wanted to abolish the federal Department of Education, now acknowledge that federal support for education is necessary. But their misguided insistence on sending federal education aid to the states in the form of large, unfocused block grants threatens to undermine services for disadvantaged students in the poorest districts.

The federal government currently contributes less than 10 cents of every dollar spent on public schools. That contribution, though small, is crucial because much of the money is directly aimed at especially needy schools in poor communities. The Senate is now in the process of reauthorizing the 1965 Elementary and Secondary Education Act, the law that governs how more than \$15 billion in annual federal aid to public schools is spent. The House has been working through similar legislation in several smaller bills.

The Republicans in both the Senate and House want to roll a number of aid programs, including the Title I program that provides \$8 billion a year for instructional support for disadvantaged children, into a single general block grant that would allow states to spend the money with less accountability and less focus on the neediest students.

Last October the House passed the "Straight A's" block-grant bill that creates a 10-state pilot project. This week the Senate Health, Education, Labor and Pensions Committee approved a broad measure that would allow all states to receive most of their federal school aid in the form of a block grant. Although the measure would require that states allocate Title I money in the block grant to school districts on the basis of poverty, it would also make available more than \$3 billion of block grants without targeting

high-poverty areas. State governors could direct the money toward any "educational purposes," including private school vouchers.

The Senate committee also approved an amendment sponsored by Judd Gregg, Republican of New Hampshire, that would allow 15 states to join a separate pilot project that would make available a higher level of block grants with even less federal oversight.

The Republicans want to give states flexibility. But their proposals do not create adequate mechanism to ensure that funds are spent effectively or where they are most needed. Block grants could also become targets for cuts because they are unfocused and susceptible to misuse. The Democrats and the Clinton administration are right to oppose them. Congress should be guiding the states in education reform by asking them to focus on specific targets—better teachers, smaller classes and higher standards—for all students, but particularly for the most disadvantaged. The Republican approach runs counter to that purpose.

PRESIDENT'S TRIP TO INDIA

Mr. GRAMS. Mr. President, I rise to speak in support of President Clinton's trip to India. For too long, the cold war, and India's leadership of the non-aligned movement, strained what should have been the natural bond between our two great democracies. The end of the cold war has now brought us together. India is a true friend to the United States in a region where respect for democracy is rare.

India has made great strides since achieving independence. Literacy has doubled, life expectancy has doubled, and infant mortality has been more than halved. However, India recognizes that commitment to democracy must be accompanied by free-market principles in order for prosperity to flourish. India's initial pursuit of socialist economic policies, including nationalizing production, subsidizing industries, and raising tariffs and other trade barriers, while imposing high taxes, caused its economy and its people to suffer.

With the end of the cold war, India's experiment with a centralized economic system is waning. India is starting to liberalize the economy, prompting foreign investment and reducing barriers to trade. The results are encouraging: India's growth rate, which had been stuck at 3 percent, is now exceeding 6 percent, and the outlook is promising for further improvement. While a commitment to socialism may still be enshrined in its Constitution, the economic reforms India is embracing are clearly leading the nation in a positive, new direction. For example, India's prowess in the high-technology sector makes it an able partner in that area. The recent decision to open its insurance and telecommunication sectors to foreign investors is emblematic of the kind of changes that will enable India to achieve its potential.

Mr. President, the only shadow over President Clinton's visit is the eruption of violence in Kashmir. Indian and Pakistani troops started exchanging