

Several descendants of the original families still attend the church, while new families continue to join the church all the time. Under the leadership of the Reverend Grace I. Scarle, pastor of the church, Calvary Baptist seeks to be a community church, following the call in Ephesians 4:11-6 "To prepare believers in Jesus Christ for works of service in His name." In that spirit, Calvary Baptist Church holds Sunday worship services in both the morning and the evening, Sunday school, vacation Bible school, and prayer and Bible study. The church also hosts a variety of community functions, including youth groups, Alcoholics Anonymous meetings and the Catacombs Coffee House, and provides a food pantry ministry for the community.

Mr. Speaker, on this occasion, it gives me great pride to offer my congratulations to Reverend Scarle and all the members of Calvary Baptist Church as they celebrate the 100th anniversary of this great center of spiritual strength and community service on the Jersey shore.

TREASURY, POSTAL SERVICE, AND GENERAL GOVERNMENT APPROPRIATIONS ACT, 1997

SPEECH OF

HON. RONALD D. COLEMAN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 16, 1996

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 3756) making appropriations for the Treasury Department, the U.S. Postal Service, and Executive Office of the President, and certain independent agencies, for the fiscal year ending September 30, 1997, and for other purposes:

Mr. COLEMAN. Mr. Chairman, I rise today in opposition to the Treasury-Postal Appropriations Act for fiscal year 1997. As reported, the bill would throw over 2,000 Federal employees out of their jobs on October 1, 1997 and lead to the loss of several thousand more Federal jobs during fiscal year 1997 due to inadequate funding for the Internal Revenue Service. The measure also bans the use of a female employee's own funds appropriated in the bill to pay for insurance that would cover the termination of a pregnancy under the Federal employee health benefit programs.

The Treasury, Postal Service and general government appropriations bill provides funding for Federal Employees Health Benefits Program, the network of insurance plans that cover approximately nine million federal employees and their dependents. There are approximately 1.2 million women of reproductive age who rely on the FEHBP for their medical care.

According to the American Medical Association, funding restrictions that deter or delay women from seeking early abortions make it more likely that women will bear unwanted children, continue a potentially health-threatening pregnancy to term, or undergo abortion procedures that would endanger their health.

Further, while the subcommittee's 602(b) allocation was \$100 million below the fiscal year 1996 level, the IRS was hit with a funding cut of \$775 million below fiscal year 1996. It is important to underline the fact that the cuts in

IRS funding will result in the deficit going up because less revenue will be collected.

My colleagues on the Subcommittee of Treasury, Postal Appropriations are concerned about the lack of results from IRS's efforts on the tax system modernization [TSM]. I concur TSM has many problems. They have had problems through three administrations. However, I disagree with the majority in trying to solve those problems by cutting funds from existing programs and mandating that the Department of Defense alone should handle finding the IRS a suitable new contractor to implement TSM.

Further, I disagree with the majority's restrictive TSM language and reduced funding levels for all of IRS, that would mandate the immediate elimination of as many as 7,500 positions throughout the agency.

Mr. Speaker, for these reasons, I urge my colleagues to vote "no" on the Treasury-Postal Appropriations Act for fiscal year 1997.

SEVERANCE PAYMENTS TO AID PERSONNEL WHO VOLUNTARILY RESIGN

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 23, 1996

Mr. GILMAN. Mr. Speaker, today I am pleased to introduce H.R. 3870, to authorize severance payments to AID personnel who voluntarily resign.

I am introducing this bill at the request of the administration to allow AID to offer up to 100 employees, who voluntarily resign, severance payments up to a cap of \$25,000. In the Foreign Service employees are entitled 1 month severance per year of service. Civil Service employees are entitled to 1 week severance per year of service.

Over the past few years, AID personnel reduced in size from approximately 11,000 to 8,000 employees mainly using hiring freezes that cause AID to lose at least 120 employees per year. Due to further cuts in the President's fiscal year budget request, AID had to accelerate the reductions and is currently in the process of laying off 200 employees by conducting a formal reduction in force [RIF] of 97 Foreign Service and 103 Civil Service employees.

Rather than layoff all 200 employees, AID would like to offer up to 100 employees who voluntarily resign—and are not already eligible to retire—the opportunity to receive the severance payment they would have received if they had been laid off, up to a cap of \$25,000. In this way, AID hopes to have 100 volunteers take the place of at least half of those people scheduled to be laid off.

This bill is supported by the administration, the American Foreign Service Association, the chairman of the House Government Reform Subcommittee on Civil Service, JOHN L. MICA, and the Senate chairman of the Government Affairs Committee, TED STEVENS. I urge Members to support this measure.

TRIBUTE TO THE CITY OF ARNOLD, PA

HON. RON KLINK

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 23, 1996

Mr. KLINK. Mr. Speaker, I rise today to congratulate the city of Arnold, PA, on its 100th anniversary. The land upon which Arnold currently rests was first settled by Maj. Andrew Arnold. Major Arnold, an Army veteran of the Black Hawk War, served for more than 20 years, and for a short period in 1832, served under the command of then Capt. Abraham Lincoln.

With his military career behind him, Major Arnold moved to western Pennsylvania in 1852. Here he was the first settler to inhabit the land that would be incorporated in 1896 and named in his honor.

Fueled by a strong glass industry in the region, Arnold grew from its humble beginnings as a solitary train station to its current population of 6,200. With the establishment of the Chambers Glass Co. in 1891, and the skill of the Arnold employees, the city of Arnold became one of the premier glassmaking centers in the United States. Arnold's success in the industry earned the city its current nickname, "Glass City."

Under the leadership of Mayor William DeMao, Arnold's mayor since 1964, Arnold continues to serve as a glowing example of an optimistic American town looking forward to another successful century. So today, Mr. Speaker, I join with all my colleagues in the House in congratulating Arnold on the momentous occasion of its 100th anniversary.

CYPRUS HAS SUFFERED FOR 22 YEARS

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 23, 1996

Mr. FILNER. Mr. Speaker, I rise today to join my colleagues in commemorating a tragic event—Turkey's military invasion of the Republic of Cyprus in July 1974. But I think we all agree that the even greater tragedy is the fact that 21 years later, Turkey's illegal occupation of northern Cyprus remains in place and the suffering of the people of Cyprus continues.

Driven from their homes and villages, brutalized, and denied information as to the fate of over 1,600 loved ones missing since the invasion, the people of Cyprus have patiently cooperated with international negotiators—for 21 years—in the hopes of securing a peaceful co-existence.

Mr. Speaker, Greek-Americans in San Diego and across the United States also share in the agony created by the occupation of Cyprus. They agonize about missing friends and family, the destruction of the Greek Cypriot culture and the denial of access to ancestral homelands now occupied by the Turkish army. These people have suffered too long!

And so, together with the Greek-American community, I urge Congress and the administration to adopt a far more active role in pressing the Turkish Government to withdraw its

troops from Cyprus, end the human rights abuses there and provide a full accounting of those who are missing.

It's time we let Turkey know that a peaceful resolution to this crisis is tragically overdue.

ISTEA REAUTHORIZATION AND THE FALLACY OF THE STEP 21 PROPOSAL

HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 23, 1996

Mr. RAHALL. Mr. Speaker, the Subcommittee on Surface Transportation has been holding a series of hearings on the reauthorization of the Federal Highway and Transit Programs as embodied in the Intermodal Surface Transportation Efficiency Act of 1991 [ISTEA], which expires at the end of fiscal year 1997.

One of the most contentious issues raised so far involves the formula by which Federal highway funds are distributed to the States. Since the inception of modern Federal Highway Program in 1956 when the Highway Trust Fund was established, there have always been some States which contribute more into the Fund than they receive back, known as donor States, and others which receive back more than contributed, known as donee States. This arrangement is necessary because a national highway system simply cannot be constructed and maintained without it.

In this regard, there are basically two delivery mechanisms through which Federal highway money is distributed to the States: Funds are either apportioned or allocated. Apportioned funds are divvied out by formula, and each State is assured of a minimum 90 percent return on the amount of its estimated contributions to the Highway Trust Fund.

It is important to note that out of all of the Federal highway funds available to States in a given year, the vast majority—89 percent—are

apportioned by formula for such major programs as the NHS, Interstate Maintenance, the Surface Transportation Program and the Bridge Program.

Allocated funds, on the other hand, are discretionary in nature. Allocated funding categories include such items as the Bridge Discretionary Program and the Interstate Maintenance Discretionary Program. These monies, which only account for 11 percent of the amount of Federal highway funds available to the States, are primarily allocated on a needs basis.

A group of donor States, however, are seeking to change the existing highway funding distribution formula. Their basic contention is that while they receive back 90 percent of apportioned funds, when the discretionary (allocated) funds are taken into account they allege that they often receive back less than 90 percent of their contributions to the Highway Trust Fund. These States, which have organized as the step 21 coalition, are seeking a number of changes in ISTEA, including a new formula that assures them a 95-percent return on payments made to the Highway Trust Fund.

It should be noted, however, that the step 21 proposed formula for distributing funds to the States is based on using a percentage of a percentage. In other words, each State would receive 95 percent of its share of contributions to the Highway Trust Fund without requiring that the total amount distributed in a given year equal the total amount received. Shades of voodoo economics. Of course the step 21 formula paints such a rosy picture for donor States. It is premised upon a formula which has as an assumption that more money could be paid out than received into the Highway Trust Fund.

The more appropriate and fiscally prudent way of measuring how each State is faring under the Federal highway program is to calculate the ratio of its payments to the Highway Trust Fund against what it receives. This is the method that has traditionally been used and is the most widely accepted.

Recently, the Federal Highway Administration calculated the amount each State has received compared to its contributions under ISTEA to date, fiscal years 1992 through 1995. It is interesting to note that of the 22 States who are members of step 21, only two, Georgia and South Carolina, received back less than 90 cents on the dollar contributed to the Highway Trust Fund.

Moreover, seven step 21 coalition States received back a dollar or more on each dollar contributed: Arizona, Minnesota, Nebraska, Ohio, Oregon, Virginia, and Wisconsin. And another six step 21 coalition States—Louisiana, Michigan, Mississippi, Missouri, North Carolina and Oklahoma—are receiving back between 95 cents and 99 cents on the dollar. The other 7 States all received at least 90 cents on the dollar. These calculations, it should be noted, include returns with the discretionary accounts factored in.

It seems to me, then, that the only step 21 coalition States who have a bona fide beef with the current highway funds distribution formula are Georgia and South Carolina.

If you believe that there is still a national interest in the highways of this country—the Interstate System and the new National Highway System—then the step 21 proposal poses some danger to the integrity of that system.

Not only is the step 21 formula based on unrealistic assumptions, but it would deprive the ability of the Nation to construct the new high-priority corridors authorized by ISTEA as part of the National Highway System as well as other NHS routes of an interstate nature. Simply put, under step 21, there would not be funds available to construct and maintain roads of an interstate nature, highways of a national interest, as well as to fulfill other Federal obligations, such as building and improving roads in units of our National Park System.

I would urge all of my colleagues to consider these facts when deliberating the reauthorization of ISTEA.