

tried to keep his shadow off Nebraska's new coach. Devaney told Nebraskans they had a better football coach now. And through the years, he gave Osborne his total support, never failing to praise him, never getting in the way.

It was a tough job following in the footsteps of Devaney at Nebraska. But it would have been even tougher for Osborne if Devaney had not worked so hard to smooth the way. Tom Osborne is another of Bob Devaney's legacies.

We're proud of you, Coach Devaney. We salute you. You gave us more than football victories and national championships. You showed us how to dream and do.

What we give back to you today is our gratitude—and the promise that we will cherish you now in memory and legend.

JONNA LYNNE CULLEN

SPEECH OF

JOHN JOSEPH MOAKLEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Friday, May 16, 1997

Mr. MOAKLEY. Mr. Speaker, I want to thank my colleague from Michigan, Mr. UPTON, for taking this time to recognize a very special young woman, Jonna Lynne Cullen, for her service to the Rules Committee and to this House. Jonna Lynne—or "J.L." to her friends—was an outstanding staff member for the Rules Committee for many years. I got to know her when I came on the Rules Committee in 1975. She was already a seasoned staffer, working first for Chairman Colmer, then later for TRENT LOTT. She always had a great smile, a quick wit, and a ready comeback for anyone who cared to take her on. She had a real sense of what was going on, and served her party well with strategy and technical advice. She knew the rules of the House, how to make them work, how to make things happen. But she could also bridge the gap and work with those of us on the other side of the aisle. Her friendship had no political boundaries. For my part, J.L. is someone whose word you can trust and whose judgment is sound.

These past few years have been a challenge. But, as might be expected, she has lived in the face of grave illness with courage and an unflinching sense of humor. I want to join my colleagues today in extending to her our best wishes, our prayers, and our great thanks for the service she has provided to this institution.

EMPLOYMENT, TRAINING, AND
LITERACY ENHANCEMENT ACT
OF 1997

SPEECH OF

HON. JACK QUINN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, May 16, 1997

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1385) to consolidate, coordinate, and improve employment, training, literacy, and vocational rehabilitation programs in the United States, and for other purposes:

Mr. QUINN. Mr. Chairman, I rise today in support of my colleague, Mr. OWENS' amendment to H.R. 1385. I have always been a strong supporter of the Summer Youth Employment Program and believe that it should not be eliminated.

The Employment, Training and Literacy Enhancement Act of 1997 does not include a provision which would continue the excellent work achieved by the many at-risk youths who take full advantage of the opportunities provided by the Summer Youth Employment Program.

Summer Youth Employment provides millions of low-income youth their first vital lesson in the work ethic. Young people are reached at a critical time in their lives, helping them stay in school and graduate. In many ways, SYEP has proven to be an anticrime program by affording youths the opportunity to become productive citizens and staying off the streets of depressed areas.

This program has faced significant reductions in resources over the years. And if we do not make the program a top priority, I am afraid that it will simply be forgotten through H.R. 1385 in its current form.

I strongly encourage my colleagues to vote for Mr. OWENS' amendment which would preserve this very important program.

AMENDMENT TO BUDGET RESOLUTION TO SAVE AMERICA'S SURFACE TRANSPORTATION PROGRAMS

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 19, 1997

Mr. SHUSTER. Mr. Speaker, I want to bring to the attention of my colleagues a matter of urgency regarding the budget resolution we will be asked to approve tomorrow and its potential impact on surface transportation infrastructure, pending ISTEA reauthorization, and the trust of the American people in the transportation trust funds.

While the budget resolution is a major step toward balancing the Federal budget and curbing runaway spending, it contains a major flaw: it would provide woefully inadequate funding for highways and transit programs that are so vital to American jobs and the economy even though Americans are already paying for those programs at the gas pump.

During consideration of the budget resolution, I and ranking Democrat on the Transportation and Infrastructure Committee JIM OBERSTAR, joined by Chairman TOM PETRI of the Surface Transportation Subcommittee and subcommittee ranking Democrat NICK RAHALL, will offer a bipartisan perfecting amendment. The details on this amendment follow, but the key point is that it is fully consistent with the goal of a balanced budget by fiscal year 2002 and it would be paid for by a just-over-one-third-percent reduction in domestic discretionary spending and tax cuts currently contemplated in the budget resolution. I am also providing an estimate of spending levels by budget function that would result from our amendment.

Mr. Speaker, our amendment reflects a modest, yet essential commitment to the Nation's surface transportation system. It is es-

entially the first step we will be taking in reauthorizing ISTEA. It will not, however, be our last major step in putting the "trust" back into the four transportation trust funds.

I urge my colleagues to join us in supporting the modest, reasonable amendment.

BIPARTISAN AMENDMENT TO THE BUDGET RESOLUTION BY THE LEADERSHIP OF THE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE

THE PROBLEM

The budget deal is a bad deal for transportation. The Budget Agreement developed by the Administration and the Congressional Leadership continues the dishonest practice of using transportation trust fund revenues to mask deficit spending elsewhere in the budget. It also provides woefully inadequate funding levels for aging transportation infrastructure.

Trust Fund balances would skyrocket. Supporters of the balanced budget agreement say that their budget is good for transportation, but the fact is that highway and transit programs would be underfunded by about \$13 billion below the amount of revenue that will accrue to the trust fund! This means that the \$24 billion balance that has been allowed to accumulate in the Highway Trust Fund will soar to \$37 billion (or over 55%) by the year 2002. Furthermore, the balances in the 4 transportation trust funds will skyrocket from \$33 billion to \$65 billion during that period.

The will of the House is ignored. The agreement also fails to reflect the will of the House on the subject of taking the transportation trust funds off budget and freeing up their revenues to be used for their intended (and promised) purpose. In the 104th Congress, legislation to accomplish this passed the House overwhelmingly, by a vote of 284-143. Building on this mandate, in the 105th Congress, H.R. 4, the "Truth in Budgeting Act" already has 239 cosponsors.

THE SOLUTION

An honest, fair, balanced budget. Chairman Shuster and Ranking Democratic Member Oberstar, Subcommittee Chairman Petri and Subcommittee Ranking Member Rahall will offer an amendment to the budget resolution when considered on the House floor to begin correcting the long-standing misuse of Highway Trust Fund moneys. The amendment—

Will be fully consistent with achieving a balanced budget by making modest, perfecting adjustments to the Budget Agreement.

Will address future highway/transit balances honestly, restoring "trust" to the Highway Trust Fund.

Will provide adequate funding to address the most pressing surface transportation crisis.

Modest proposal. The Shuster-Oberstar-Petri-Rahall amendment will only prevent growth in Trust Fund balances in the future. It will not draw down the \$24 billion balance that has already accumulated and it will not spend the existing 4.3 cents-per-gallon gas tax that was created for deficit reduction.

THE AMENDMENT

Here's what the amendment does

Increases Highway Trust Fund spending so that outlays during the 5-year period of the Budget Resolution equal revenues into the fund during the same period.

Outlays would be increased by a total of \$12 billion above Budget Resolution assumptions—from \$125 billion over the 5-year period to \$137 billion.

Spending in FY 1998 would be the same as the Budget Resolution assumption; increases would be phased-in from FY 1999 to FY 2002.

Since outlays equal revenues over the period, trust fund balances will remain stable.

Offsets the increased spending on a year-by-year basis with small across-the-board reductions in discretionary spending and the proposed tax cuts.

Total 5-year discretionary spending and proposed tax cuts would be reduced by 0.0039 (just over one-third of 1 percent). This amounts to about \$11 billion over of \$2,800 billion in spending and just over one-half billion out of \$135 billion in tax cuts.

In FY 1998, there would be no reductions in spending or tax cuts.

In FY 1999, spending and tax cuts would be reduced by 0.001 (one-tenth of 1 percent). This amounts to about \$750 million out of \$559 billion in spending and \$24 million out of \$18 billion in tax cuts.

Safeguards Trust Fund monies to ensure they will be used for their intended purposes.

Modifies transportation reserve fund in the Budget Resolution to give first priority to

restoration of the spending and tax cut off-sets.

Here's what the amendment does not do

Does not interfere with balancing the Budget by FY 2002.

Does not change any of the annual deficit targets.

Does not make any cuts in entitlement programs.

Does not draw down Highway Trust Fund balances.

Does not spend any of the 4.3 cents gas tax currently going to the general fund.

Does not take the trust fund off-budget.

THE PRICE OF FAILURE

Bad for American economy and jobs. Transportation accounts for over \$1 trillion in commerce annually; for every \$1 billion in investment in highways, 42,000 jobs are created. If funding is inadequate, our highway and transit infrastructure will continue to

decline, resulting in congestion, increased pollution, increased fatalities and injuries and reduced international competitiveness.

Bad for American taxpayers. Gas taxes paid to build and repair highway and transit projects will continue to be used to mask the size of the deficit and to justify deficit spending elsewhere.

Surface transportation legislation jeopardized. The reauthorization of ISTEA, now pending before the Transportation & Infrastructure Committee, will not be able to adequately: (1) address donor state equity; (2) fund international trade corridors and border infrastructure; (3) address transit and clean air needs in congested urban areas; (4) repair unsafe bridges and other safety hazards; (5) reconstruct aging segments of the Interstate System; and (6) respond to other high priority needs.

ESTIMATED BUDGET AUTHORITY AND OUTLAYS, TRANSPORTATION AND INFRASTRUCTURE COMMITTEE AMENDMENT

		Fiscal years				
		1998	1999	2000	2001	2002
National defense (050)	BA	268.197	270.245	273.216	279.276	286.770
	O	265.978	265.415	267.263	268.416	270.505
International relations (150)	BA	15.909	14.871	15.654	15.965	16.184
	O	14.558	14.544	14.900	14.635	14.673
General science (250)	BA	16.237	16.164	15.849	15.688	15.473
	O	16.882	16.506	15.944	15.763	15.550
Energy (270)	BA	3.123	3.450	3.152	2.907	2.807
	O	2.247	2.439	2.272	2.019	1.833
Natural Resources (300)	BA	23.877	23.178	22.430	21.985	21.905
	O	22.405	22.673	22.869	22.583	22.151
Agriculture (350)	BA	13.133	12.783	12.194	10.951	10.639
	O	11.892	11.289	10.647	9.470	9.079
Commerce and Housing (370)	BA	6.607	11.076	15.157	16.057	16.657
	O	-0.920	4.295	9.801	12.113	12.521
Transportation (400)	BA	46.402	50.023	51.590	53.181	54.438
	O	40.933	41.974	43.763	44.821	45.437
Community and reg. deve. (450)	BA	8.768	8.408	7.741	7.619	7.922
	O	10.387	10.887	10.939	11.279	8.365
Education (500)	BA	60.020	60.238	61.409	62.559	62.968
	O	56.062	59.273	60.526	61.632	61.949
Health (550)	BA	137.799	144.905	153.901	163.229	171.973
	O	137.767	144.911	153.840	162.981	171.543
Medicare (570)	BA	201.620	212.069	225.528	239.619	251.528
	O	201.764	211.544	225.525	238.764	250.749
Income security	BA	239.032	254.030	269.375	274.872	286.623
	O	247.758	258.009	267.984	277.006	284.930
Social Security (650)	BA	11.424	12.055	12.777	13.001	14.359
	O	11.524	12.192	12.852	13.023	14.374
Veterans benefits (700)	BA	40.545	41.438	41.654	41.974	42.143
	O	41.337	41.675	41.829	42.101	42.301
Administration of Justice (750)	BA	24.765	25.075	24.039	24.166	24.682
	O	22.609	24.444	25.133	25.740	24.692
General Government (800)	BA	14.711	14.424	13.915	13.593	13.014
	O	13.959	14.347	14.674	14.057	13.014
Net interest (900)	BA	296.547	304.558	305.075	303.833	303.728
	O	296.547	304.558	305.075	303.833	303.728
Allowances (920)	BA	0.000	0.000	0.000	0.000	0.000
	O	0.000	0.000	0.000	0.000	0.000
Undistributed (950)	BA	-41.841	-36.949	-36.937	-39.151	-51.124
	O	-41.841	-36.949	-36.937	-39.151	-51.124

VICTIM OF MINDLESS VIOLENCE DIES

HON. JACK QUINN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, May 19, 1997

Mr. QUINN. Mr. Speaker, I rise today to recognize the horrifying loss of a very important public servant. The Congress has always felt that our veterans are special people, and that

those who serve them are special too. Today, it is my sad duty to inform the Congress that one of these special servants of America's veterans has fallen victim to what appears to be an act of mindless violence. On Friday, May 9, 1997, Mr. William Reese was shot at the Finn's Point National Cemetery in Salem, NJ, where he had worked as a caretaker for 18 years.

Mr. Reese was a dedicated husband to his wife, Rebecca, and a loving father of his son,

Troy. As a caretaker in a national veterans cemetery, Mr. Reese was one of the hundreds of unsung heroes who make our national cemeteries places of honor, beauty, and solace. As chairman of the House Veterans' Affairs Subcommittee on Benefits, I am sure I speak for all the Members of Congress in wishing the Reese family every comfort in this trying time and our hope that they find some small consolation in the dedication William Reese has shown to his veterans.