

VOTE FOR THE BALANCED BUDGET AGREEMENT

(Mr. KINGSTON asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. KINGSTON. Mr. Speaker, 1969, "Mod Squad" on TV, American Vietnam students in the streets and Neil Armstrong on the moon, and the budget was balanced for the last time. How long ago was that? A Burger King Whopper could be purchased for 39 cents, a Coke for 15 cents, a gallon of gas, 30 cents, a Ford Maverick, \$2,995, and a Ford Pinto, \$1,919.

Needless to say, that is what we had at our house. The Beatles had just released "The White album," the Stones were crying "Gimme Shelter," and Jimi Hendrix was ending out the year with his fine album, "Band of Gypsies." He was still alive then. And then the best memorabilia of all, Mr. Speaker, and I do not know if I should show this photo or not, but after the previous speech, Woodstock, August 1969, and again the budget was balanced.

Mr. Speaker, today, if we want, we can listen to these great albums. We can vote for a balanced budget, and we can get the budget on Internet. The best technology from yesterday and the best of today is all before Members of Congress today in one single afternoon. Please vote for the balanced budget.

BALANCED BUDGET AGREEMENT PLAN OF ACTION WITHOUT DE- TAILS

(Mr. PALLONE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PALLONE. Mr. Speaker, I would like to emphasize that today's vote on the balanced budget resolution is essentially a plan of action without the details. While there is tentative agreement concerning Democratic tax cut and spending priorities, Republicans can still try to eliminate many of these Democratic priorities when the details are worked out.

According to today's Washington Times, the House Republican leadership has signaled that it is not opposed to the Republican right's conservative action team budget proposal, which may eliminate many of the Democrats' Families First priorities, including the HOPE education scholarship and the children's health care initiative, all in favor of larger tax cuts for the wealthy.

Democrats, Mr. Speaker, will be watchful to make sure that this does not happen. Both the tax cuts and the spending priorities must primarily benefit working families.

CAPITAL GAINS TAX CUT BENEFITS MIDDLE CLASS

(Mr. WELDON of Florida asked and was given permission to address the

House for 1 minute and to revise and extend his remarks.)

Mr. WELDON of Florida. Mr. Speaker, I have a question for those on the other side who constantly talk about tax cuts for the wealthy. Perhaps those on the other side are simply not aware of how important tax cuts on capital gains are to the middle class. Then again, maybe for liberal Democrats, the rich whom they despise so much, the wealthy whom they rail against so often, are simply code words for the middle class.

Although those who produce the most, who work the hardest, or even those who are simply fortunate, are considered the enemy by liberal Democrats, their opposition to capital gains tax cuts is flat out contrary to the interests of the middle class.

Mr. Speaker, are those on the other side aware that middle class Americans are pouring money into mutual funds as never before? In 1995, net assets for equity funds totaled \$1.27 trillion, for bond funds, \$798 billion. The typical mutual fund holder has a family income of less than \$60,000 a year.

Listen to this: Of all of the shareholders, two-thirds have less than \$75,000 family income.

The bottom line, a cut in the capital gains rate is a tax cut for the middle class.

□ 1245

SHUSTER - OBERSTAR - PETRI - RAHALL AMENDMENT TO THE FISCAL YEAR 1998 BUDGET RESO- LUTION

(Mr. CUMMINGS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CUMMINGS. Mr. Speaker, I stand here today to encourage my colleagues on both sides of the aisle to consider transportation needs of their respective districts when considering the budget resolution. I remind Members, no, I implore them, to remain cognizant of just how many aspects of human society are dependent on our transportation systems: Employment, trade, land development, environmental quality, social equity, economic activity, energy and resource allocation, access to education, and access to health care.

The Shuster-Oberstar-Petri-Rahall amendment permits us to address the serious infrastructure deficiencies of our Nation. It does not interfere with balancing the budget by fiscal year 2002 and it does not cut any entitlement programs.

Transportation accounts for over \$1 trillion in commerce annually. For every \$1 billion of investment, 42,000 jobs are created. Please do not stunt the economic growth of our country by denying Americans essential transportation systems. Our daily existence depends on it.

THE MOST IMPORTANT TRANS- PORTATION AND INFRASTRUC- TURE VOTE

(Mr. SHUSTER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SHUSTER. Mr. Speaker, I rise today to alert our colleagues that we will be faced later today with the single most important transportation and infrastructure vote not only in this Congress, but for the next 6 years, because the vote today on transportation funding on our amendment will determine whether or not we are going to have the barely adequate funds necessary to reauthorize ISTEA and to deal with the donor State equity issue. Indeed, if our amendment passes, we are committed to dealing with the donor State equity issue.

The levels in the budget resolution are simply too low. It continues the dishonest practice of using trust fund revenue to mask the general fund deficit.

Get this. If the budget resolution passes without our amendment, the \$33 billion which is the balance today in the transportation trust fund will be raised to \$85 billion in the next 5 years, and those are not my numbers, those are CBO numbers.

Forty-nine Governors have signed a letter saying transportation levels are too low. So join us, support our amendment, and we will be able to fund transportation and achieve a balanced budget.

ATTEMPT TO OFFER A TRUE BALANCED BUDGET DEFEATED

(Mr. DEFAZIO asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DEFAZIO. Mr. Speaker, this was to be the year of tough decisions in Congress, as they planned for a balanced budget, decisions between tax cuts, increases in military spending, stability for Medicare and Social Security, investment in transportation or education. It is incredibly difficult for Congress and the President to decide between these competing priorities and constituencies. We cannot have it all, as we learned in the early 1980's.

So after months of wrangling and hand-wringing, Congress and the President did the predictable: They decided they did want it all and they wanted a balanced budget; big increases for the Pentagon, big tax cuts for the wealthiest Americans, and even a nod toward transportation and education.

It is too good to be true. Guess what, it is not. The budget negotiators simply assumed an additional \$225 billion of income; no new CBO baseline forecast, no new economic forecast. Let us assume our way out of this problem, \$225 billion that does not exist and will not exist, and I am not being allowed to offer a budget that does not assume that today.

SUPPORT BIPARTISAN AMENDMENT TO INCREASE TRANSPORTATION SPENDING

(Mr. PETRI asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PETRI. Mr. Speaker, today's budget vote has unique significance to the reauthorization of ISTEA, since it locks in for the next several years the amount of transportation spending that we can include in a reauthorization bill.

All Members representing donor States and donee States who have come to plead their case before the Committee on Transportation and Infrastructure should pay special attention to the budget vote later today. Donor States want more equitable highway formulas, and I know their frustration, because I come from a donor State. Donee States want to protect their current shares.

Without more funding than is provided in the budget agreement, it will be impossible to satisfy all of the States, so both donor and donee States should be on notice that they will have to live with the ramification of today's budget vote for years to come.

Support the amendment of the Committee on Transportation and Infrastructure which increases funding for ISTEA, does not result in any cuts next year, and simply spends new revenues to keep the current \$24 billion highway trust fund balance stable. The ISTEA reauthorization debate begins today. Vote "yes" on the Shuster-Oberstar amendment.

WE SHOULD REOPEN PENNSYLVANIA AVENUE

(Ms. NORTON asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. NORTON. Mr. Speaker, the constituents, the tourists of my colleagues come every year. If they go anywhere near Pennsylvania Avenue they will find a traffic catastrophe. The heart of downtown is closed to the public because the White House area is no longer open to traffic.

Senators and Representatives from this region today have written the President asking that the Treasury, the Secret Service, and the District of Columbia sit down to work out a plan to reopen Pennsylvania Avenue. That plan must be consistent with the Secret Service concerns about the safety of the White House complex. We are fully cognizant of that.

But this region is No. 2 in the Nation in lost time to commuters and No. 1 in economic losses to commuters because of that lost time. Many Members know what this is about because they come into town in the morning to a closed Pennsylvania Avenue and all the traffic problems that have been brought. Open Pennsylvania Avenue gradually, consistent with the President's safety.

AMERICAN MEDICAL ASSOCIATION ENDORSES PARTIAL-BIRTH ABORTION BAN ACT

(Mr. CHABOT asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CHABOT. Mr. Speaker, the American Medical Association struck a blow for innocent human life yesterday when it endorsed legislation to outlaw the heinous practice of partial-birth abortions. Now the major obstacles in the way of a ban on this horrific procedure are President Clinton and the leaders of the most radical pro-abortion lobbies.

Let us hope that the American Medical Association's statement that we must restrict a procedure that, and I quote, "We all agree is not good medicine," will get the attention of the last remaining diehard on the wrong side of this issue. A partial-birth abortion is literally the killing in a most brutal fashion of a baby about to take its first breath of life outside the womb. It is a grotesque and inhuman practice. In a civilized society, it has absolutely no place.

Mr. Speaker, the Cincinnati Enquirer, my hometown's newspaper, in a hard-hitting editorial this morning, summed it up best. Again, I quote. They said, "It is time to declare that our society will no longer tolerate infanticide as a choice."

Let us ban this horrible procedure once and for all.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 815

Mr. CARDIN. Mr. Speaker, I ask unanimous consent that the gentleman from Kentucky, Mr. HAROLD ROGERS, be removed as a cosponsor on H.R. 815.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Maryland?

There was no objection.

1998 DEFENSE AUTHORIZATION STRIPS CITIZEN SOLDIERS OF RIGHT TO PAID MILITARY LEAVE

(Mr. GIBBONS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GIBBONS. Mr. Speaker, today I would like to address an issue that affects all of our military Reserve and National Guard members who are Federal employees. The 1998 defense authorization bill proposes to take away the right of these citizen soldiers to earn their 15 days of paid military leave each year.

Up to this point this has been a highly successful military leave policy for civil servants who serve in the Reserve and Guard. Why destroy that policy? Rather, this U.S. Government should set the example by supporting the Reserve and Guard forces. These brave

men and women make up 40 percent of this Nation's armed services. Removing such incentives will significantly jeopardize the recruitment and retention of these fine service members, and reduce the number of personnel who will volunteer for operations.

More importantly, Mr. Speaker, if we do not stop this proposal it will seriously jeopardize the safety of America, and the ultimate strength of our military forces and their ability to protect us.

HIGHER PRIORITY NEEDED FOR TRANSPORTATION FUNDING

(Mr. FOX of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. FOX of Pennsylvania. Mr. Speaker, the NEXTEA proposal and the recent budget agreement fall short of fulfilling the Nation's, Pennsylvania's, and Montgomery County's transportation needs. Much more needs to be done to protect our highways, bridges, and transit systems. Roads such as route 309 through eastern Montgomery County, PA literally threaten the safety of my constituents. This road has one of the worst safety records for a highway of its kind in the State. We need to have the legislation adopted, this Shuster bill.

Balancing the Federal budget is important. I have stood on the floor with my colleagues to make sure we pass balanced budgets to have deficit reduction, lower taxes, and tax limitations. However, within the overall budget framework, transportation needs to be given a higher priority if we are going to have any possibility of adequately funding the reauthorization of ISTEA and preventing any further injury and death on roads such as route 309 in Pennsylvania.

I further urge my colleagues today to vote for the Shuster-Oberstar-Petri-Rahall substitute to the budget resolution.

SILVER CHARM, FROM OCALA, FL., NEARS A TRIPLE CROWN WIN

(Mr. STEARNS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. STEARNS. Mr. Speaker, I appreciate this opportunity to inform my colleagues that after one of the most exciting races in the history of the Preakness Stakes held Saturday, Silver Charm, sired and trained in my hometown of Ocala, FL, is two-thirds of the way toward winning the Triple Crown.

I congratulate Bob and Beverly Lewis, the owners of Silver Charm, and I congratulate Jack Dudley, owner of Dudley Farms in Ocala, where Silver Charm was born. Not since 1978 has there been a Triple Crown winner, and that fine animal was another Ocala-bred horse, Affirmed.