

Spending in 1993, when we talk about the deficit reduction, went up and continues to go up at 5 percent. When you are talking about \$1.5 trillion, 5 percent of that is a very large amount of money.

But I am encouraged now that the President has endorsed the idea of balancing the budget that we should get there as quickly as possible. It is a little hard to imagine that in a \$7 trillion economy that a \$60 billion change in Government spending is going to hurt our prosperity. I think George Will said that it was very hard to figure out how that can discombobulate a \$7 trillion economy.

So we should move boldly. We have the chance to move boldly. We have the chance to do the things that we talked about for a very long time, that almost everyone talks about on the campaign trail—balance the budget, reduce Government, reduce spending. But when we get here, there are arguments about who does it, where it ought to be, and we end up not doing the things that you and I know need to be done.

We can balance the budget. Very likely we will find 6.1 million more jobs, we will lower interest rates on student loans, and on mortgages.

Mr. President, I think that we are going to hold the administration's feet to the fire. His track record does not indicate a great deal of confidence. His actions do not match the rhetoric that we have been hearing. The President promised a 5-year balanced budget plan as a candidate, then rejected a 7-year budget plan, and now proposes a 10-year budget plan. The budget deficit reduction in 1993 he talks so much about was a matter of increasing taxes.

So we have a history of more taxes, more spending—spending has never been reduced—and more Government. As a matter of fact, in the 1993 deficit reduction bill, domestic discretionary spending actually accelerated rather than decreased.

In addition, this administration last year made an effort to have the Government take over health care. We have to do something about Medicare. Americans rejected the idea of a Federal Health Care Program. We have now an opportunity to save Medicare. If we do not do something, according to the trustees—some of whom are Cabinet members—in 2 years we will be into the reserves and in 5 more years it will be broke. So it is not a question of whether we do something, it is a question of what we do and how we do it. If we want to have Medicare, if we want to have health care for the elderly, we have to change the program. Yet the administration only keeps Medicare solvent for 3 more years, until 2005.

So I certainly hope that the President of the United States joining the debate will cause us to move toward a balanced budget. I am decidedly pleased he has moved away from the February budget proposal which was rejected 99 to zip in this body.

We need to use the Congressional Budget Office's [CBO] numbers. The

President suggested 2 years ago that those were the better numbers. Now we find he chooses to use other numbers which actually reduce the need by about \$200 billion per year, and according to most people's accounting, would come up at the end of the 10 years still hundreds of billions in arrears. We have the best chance in memory to take a real bona fide look at doing something about overspending, about doing something with the size of Government, and we can do it this year, Mr. President.

So I welcome the President's entry, his recognition that we do need to balance the budget, and some of the ideas that he has, but I suggest to you we have to be honest and fair about it. We cannot wait until the next century to have the pain come. We have to start now and do the things that most people agree need to be done.

Mr. President, I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. WARNER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. WARNER. Mr. President, we have just had an opportunity for the chairman of the committee, the Senator from Rhode Island [Mr. CHAFEE] myself, and the distinguished Senator from New York [Mr. MOYNIHAN] to meet with Mr. Rodney Slater, the Administrator of the Federal Highway Administration, and he will soon be forthcoming with some clarifications of the positions of the administration on a series of amendments.

The Secretary of Transportation did forward to all Senators today a letter respecting a special interest in the safety provisions in the pending bill, and at an appropriate time, I will introduce that letter into the RECORD.

But I encourage all Senators who have a particular interest in this legislation to come forward today when we have the opportunity to work out a number of amendments and to, hopefully, have arguments on others and hold over until tomorrow, pursuant to the decision of the majority leader and Democratic leader on the time for the votes.

So, at any time, this Senator and, I am sure, my distinguished colleague would be pleased to interrupt our remarks to allow a Senator or Senators to pursue their individual interests with respect to amendments.

MEASURE READ THE SECOND TIME—S. 939

Mr. WARNER. Mr. President, I understand there is a bill at the desk that is due for its second reading.

The PRESIDING OFFICER. The clerk will read the bill for the second time.

The assistant legislative clerk read as follows:

A bill (S. 939) to amend Title 18 United States Code to ban partial-birth abortions.

Mr. WARNER. Mr. President, at this time, under the instructions of the majority leader, I interpose an objection to further proceedings on this matter.

The PRESIDING OFFICER. The bill will be placed on the calendar.

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is now closed.

NATIONAL HIGHWAY SYSTEM DESIGNATION ACT

The PRESIDING OFFICER. Under the previous order, the Senate will now resume consideration of S. 440, which the clerk will report.

The assistant legislative clerk read as follows:

A bill (S. 440) to amend title 23, United States Code, to provide for the designation of the National Highway System, and for other purposes.

The Senate resumed consideration of the bill.

Mr. WARNER. Mr. President, there are some 20 amendments of which the managers have notice. There may be more. I know it is the intention of the majority leader and the Democratic leader that we proceed as expeditiously as possible to bring this pending matter to a conclusion in the Senate. Again, I urge all Senators having an interest to come to the floor and take up those matters.

This legislation is critically important to maintaining the transportation planning and construction programs in our several States, to providing for the efficient and timely movement of American products carried by commercial activities, and to the safety of the motoring public.

As provided in the 1991 Intermodal Surface Transportation and Efficiency Act, known as ISTEA, the Congress must approve the National Highway System map by September 30, 1995. With the cooperation of all members of the Committee on the Environment and Public Works, we were able to expedite this bill such as the Senate has it at this particular time, well in advance of the deadline created by ISTEA.

Now, if Congress does not meet the deadline, \$6.5 billion in interstate maintenance and National Highway System annual apportionments will be withheld from the several States. Therefore, we must not permit this penalty to be further imposed on our States.

In February of this year, I introduced this legislation, along with 14 of my colleagues, to ensure prompt action on the National Highway System. Today, this legislation enjoys the bipartisan support of 26 Senators.

The Environment and Public Works Subcommittee on Transportation and Infrastructure, which I am privileged