

Mrs. WALDHOLTZ. Mr. Speaker, we have heard a lot from the other side of the aisle about why we should not balance the budget, we should not reduce Federal regulations, and why we should not cut taxes. Let me recommend to my doubting colleagues that they get hold of the recent DRI-McGraw-Hill report on the economic impact of the reconciliation bill we will soon be considering. According to that study, the reconciliation bill will "bring down interest rates for fixed rate mortgages by 2.7 percentage points, and those for adjustable mortgages by 1.7 percentage points by the year 2000."

The result, said DRI, would be an 8-percent boost in home values, and an increase in household net worth for Americans of over \$1 trillion, \$1 trillion.

Mr. Speaker, passing this reconciliation bill is the best thing we can do for the people of our country, the middle class and the poor. No Government spending program could ever come close to achieving what balancing the budget will do, if we just have the courage to do it.

Mr. Speaker, I hope the President will put aside politics for a while and join us to balance this budget.

URGING MEMBERS TO COSPONSOR BILL TO CREATE A NATIONAL COMMISSION TO STUDY GAMBLING

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

Mr. WOLF. Mr. Speaker, I want to let the Members know that we now have 92 cosponsors on our bill to create a national commission to study the impact of gambling in the United States. Twenty years ago only two States had gambling. Now almost every State but Hawaii and Utah has gambling.

This is a bipartisan bill. We have the majority whip and the minority whip. It is time we pass it, whereby we can have a study to see, is there a problem of corruption? We know corruption does follow. Is there a problem of crime? Is there a problem of organized crime? Is there a problem of teenage addiction? Let us find out. Let us have a national commission to examine it.

The bill is being cosponsored in the Senate by Senator SIMON from Illinois, and Senator LUGAR from Indiana. We hope to pass it in the House this year and pass it in the Senate this year. I urge all my colleagues who are not cosponsors, please call my office today to cosponsor the bill, H.R. 497, National Commission to Study the Impact of Gambling.

THE REPUBLICAN BUDGET: THE BIGGEST GAMBLE OF THE DECADE

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

Mr. VENTO. Mr. Speaker, the House, with its budget, is set for the biggest gamble of the decade. The gamble is to reduce the deficit. I do not think it will do that. More important, it is going to increase the human deficit, the human suffering in this country. It reneges on the basic commitments we have had to decency and to families.

In fact, speaking of unfairness, last week's Wall Street Journal pointed out that the Republican tax breaks increases taxes for those under \$30,000 income, because it eliminates part of the earned income tax credit; because the child tax credit you have been hearing about does not help low-income people.

In fact, of course, it cuts programs like education, Medicaid, school lunches. The Medicaid program is completely decimated by this Republican budget measure. We are going to see the reopening of the institutions for the disabled in our States. There is going to be inadequate funds to meet basic health needs.

The Governors in this country, good Governors they may be, are not capable of the miracle of loaves and fishes. They cannot make something out of nothing. That is what they are being handed by the GOP proposed programs. A block grant. This has all the grace of cement blocks being dropped on our States. These block grants are going to deliver stones back home in place of help. This Republican plan will especially hurt children—16 million kids receive Medicaid; they need their health care, education, and nutrition programs.

Mr. Speaker, reject this, reject the tax breaks for the affluent. Let us keep our commitments to our American families and to the kids, our hope for tomorrow. Let's not gamble away the children's milk, health, and school money.

ACCURATE PERSONAL REMARKS TAKEN OUT OF CONTEXT BY THE DEMOCRATIC MINORITY

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

Mr. HEINEMAN. Mr. Speaker, the depth of the Democratic agenda is no deeper than a bumper sticker. Their whole agenda in this 104th Congress has been out of context remarks, lies, and distortions. That is the depth of their initiatives.

The minority leader, in his failure to keep his party together, is now desperately clutching for straws. The remarks of myself, FRED HEINEMAN, in an informal discussion with his hometown paper as to what and who are rich, were completely taken out of context. Now they have been incorporated into the Democratic platform to defeat the Republican initiatives to save this country.

My remarks were directed to my situation and my situation alone. Each person can better judge where he or she

stands as it relates to the variables of their economic status. Mine were accurate for me and others like me.

BULK SALES OF BUDGET RECONCILIATION PACKAGE

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

Mr. GUTIERREZ. Mr. Speaker, we've heard a lot lately about possible bulk sales of NEWT GINGRICH's book.

Yes, reports say GINGRICH is doing exactly what he accused a former Speaker of. But, guess what? His \$2 million book is not the only thing NEWT GINGRICH is trying to sell in bulk. Here's the new book—the GOP's 1,500 page, budget-busting reconciliation package. In it, NEWT GINGRICH is going to try to sell—in bulk—some gems of fiction that you just won't believe.

He'll try to sell you on the idea that we should give a tax cut to the wealthy few while we cancel tax credits for the working poor. And he wants you to buy into the fiction that students don't ever need a college loan.

NEWT GINGRICH called his first book: "To Renew America."

He should call this one: "How to Undo America," undoing decades of what is good and decent and fair. This book might not be a best-seller, but it certainly is a good example of how to sell-out.

REQUEST FOR IMMEDIATE CONSIDERATION OF S. 1060, LOBBYING DISCLOSURE ACT OF 1995

Mr. SKAGGS. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the Senate bill (S. 1060) to provide for the disclosure of lobbying activities to influence the Federal Government, and for other purposes, which has passed the Senate, and proceed to its immediate consideration.

The SPEAKER pro tempore (Mr. BARRETT of Nebraska). The Chair does not recognize the gentleman for that purpose at this time.

PARLIAMENTARY INQUIRY

Mr. DOGGETT. I have a parliamentary inquiry, Mr. Speaker. I have here the Republican whip notice saying here that the first item of business this morning will be the legislative branch appropriations, and the very gift ban and lobby reform the gentleman refers to.

Is it true that after the vote of the Democratic Caucus calling for immediate gift ban reform this morning, that that has been pulled from the agenda and we will not have a chance to have a gift ban reform and lobby reform considered today?

The SPEAKER pro tempore. The Chair cannot comment on that particular inquiry. The Chair will recognize the gentlewoman from Utah [Mrs.

WALDHOLTZ], for the purpose of calling a privileged rule.

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CONFERENCE REPORT ON H.R. 2002,
DEPARTMENT OF TRANSPORTATION
AND RELATED AGENCIES
APPROPRIATIONS ACT, 1996

Mrs. WALDHOLTZ. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 241 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 241

Resolved, That upon adoption of this resolution it shall be in order to consider the conference report to accompany the bill (H.R. 2002) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes. All points of order against the conference report and against its consideration are waived.

The SPEAKER pro tempore (Mr. BARRETT of Nebraska). The gentlewoman from Utah [Mrs. WALDHOLTZ] is recognized for 1 hour.

Mrs. WALDHOLTZ. Mr. Speaker, for the purposes of debate only, I yield the customary 30 minutes to the gentleman from California [Mr. BEILEN-SON], pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

PARLIAMENTARY INQUIRY

Mr. DOGGETT. Mr. Speaker, I have a parliamentary inquiry.

The SPEAKER pro tempore. The gentleman will state it.

Mr. DOGGETT. Mr. Speaker, under this particular resolution, is the legislative branch appropriation affected by this particular rule, or is it exclusively the Transportation branch?

The SPEAKER pro tempore. This rule will make in order the Department of Transportation Appropriation conference report.

Mr. DOGGETT. Mr. Speaker, since the gentlewoman from Utah [Mrs. WALDHOLTZ] has herself circulated a letter on this gift ban issue, does this resolution and rule permit the offering of gift ban or lobby reform legislation, as the Republican whip notice said we would have an opportunity to consider this morning?

The SPEAKER pro tempore. This rule does not relate to that subject.

Mr. DOGGETT. I thank the Speaker.

The SPEAKER pro tempore. The gentlewoman from Utah [Mrs. WALDHOLTZ] is recognized.

Mrs. WALDHOLTZ. Mr. Speaker, House Resolution 241 provides for the consideration of the conference report for H.R. 2002, the fiscal year 1996 transportation appropriations bill. The rule waives all points of order against the conference report. The waiver covers provisions relating to legislation and unauthorized items on a general appropriations bill and, further, protects cer-

tain provisions which exceed the scope of differences between the House and the Senate.

Waivers under the rule are in accordance with previous tradition on appropriations conference reports, and in fact, the rule was reported out of committee on a voice vote with no controversy or opposition.

H.R. 2002 provides critical funding for improving and investing in our Nation's infrastructure and transportation needs. For example, the bill increases funding for the Federal Aviation Administration in order to improve aviation safety. It provides \$1.45 billion for the airport improvement program, which is the same level of spending as last year, and provides \$19.9 billion for total highway program spending.

At the same time, Mr. Speaker, the bill recognizes the need to restructure and downsize the Federal Government. This bill includes provisions to terminate the Interstate Commerce Commission, reduce transit operating assistance funds, and cut administrative expenses of the Department of Transportation, including a requirement to consolidate the Department's extensive field offices, for a savings of \$25 million.

Mr. Speaker, importantly, this bill also changes how we make our funding decisions in this Congress. This bill totally eliminates funding for highway demonstration projects, which previously were a way to funnel more money to favored lawmakers' districts, and instead uses these funds for the benefit of the entire Nation.

Under this bill, we spend next year virtually all of the highway trust funds collected instead of stockpiling those funds to mask the true size of the national debt.

Mr. Speaker, this bill reflects fiscal responsibility, and at the same time provides sufficient funding for our transportation and infrastructure needs.

Mr. Speaker, I urge my colleagues to adopt the rule and the underlying bill.

Mr. Speaker, I reserve the balance of my time.

Mr. BEILEN-SON. Mr. Speaker, I thank the gentlelady from Utah [Mrs. WALDHOLTZ] for yielding me the customary one-half hour of debate time, and I yield myself such time as I may consume.

Mr. Speaker, we do not oppose this rule. It is a traditional rule for a conference report on an appropriations bill, waiving all points of order against the conference report and against its consideration.

However, we would like to point out to the membership our concerns about the legislation that the rule makes in order, which provides appropriations for transportation programs for fiscal 1996.

Our primary concern is that this bill shortchanges, we believe, many valuable services that the American people have come to depend upon for the safe-

ty and reliability of our Nation's transportation systems. For example, the legislation cuts AMTRAK rail passenger service by \$158 million; it cuts the Coast Guard by \$281 million; it cuts the Federal Transit Administration by \$563 million; and it cuts the Federal Aviation Administration by \$178 million.

Mr. Speaker, I would also like to note that the House Democratic conferees took unanimous exception to one provision in the conference report, amendment number 174, which allows the Federal Aviation Administration Administrator to waive current law pertaining to labor management and employee relations. The reasons for our Members' objections to this particular provision will be one of the issues discussed during the course of debate on this legislation.

Mr. Speaker, to repeat: we have no objections to this rule, and we urge its passage so that the House can proceed to consideration of the conference report.

Mr. Speaker, I reserve the balance of my time.

Mrs. WALDHOLTZ. Mr. Speaker, I have no further requests for additional time at this point, and so I reserve the balance of my time.

Mr. BEILEN-SON. Mr. Speaker, I yield 5 minutes to the gentlewoman from Colorado [Mrs. SCHROEDER].

Mrs. SCHROEDER. Mr. Speaker, I thank the gentleman for yielding time to me. I basically take the floor to talk about the FAA, because this is a rule bringing up the transportation appropriations in which the FAA is getting more money.

Let me say that I am here today pleading with the FAA to please, please come clean with the Denver media and the people who live in Denver. Let me tell you why.

Mr. Speaker, many of you know we had a huge snowstorm. We have a brandnew airport. I think people have read a lot about that new airport, and they read a lot of negative things about what happened in the control tower at that airport during the snowstorm. The roof started leaking like mad. They had water coming down over all of the instruments. They were putting plastic over all of the instruments. The problem has been that the FAA will not let even one camera in there to see it.

Yesterday another tile fell on one of the air traffic controllers' heads. Luckily, she was not hurt, but they made her sign all sorts of statements and all sorts of everything else. They have also had to remove two air traffic controllers, take them out of service because apparently the leaks are so bad that there is no place to sit in those positions.

Now, here is the problem: Denver is getting dinged for all of this. Everybody is going to laugh at Denver, laugh at Colorado. Denver did not build that tower. That tower was totally under the control of the Federal Aviation Authority. They oversaw it, and they