

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.