

free-lancing in Philadelphia, before becoming an Official Court Reporter in the United States District Court in Philadelphia, where he served the Hon. Charles R. Weiner and the Hon. J. William Ditter, Jr., from 1967 to 1975.

Mac left his official job to return to the free lance field, and is now the owner of McKinley Wise and Associates, Inc., with a staff of seven certified reporters. Daily copy is the specialty of the firm.

During the time when Mac was reporting in the Federal courts in Philadelphia, he was a member of US CRA. He is a member of PSRA and NSRA. Mac is now serving NSRA as Chairman of the Free Lance Committee, as a member of the Advisory Committee, Professional Examination Service, the Committee on Testing, and the Ad Hoc Committee for Professional Standards.

Mac is the holder of the following certificates from NSRA, RPR, CP, CM, and in Pennsylvania holds the CSR certificate, as well as being a Qualifier in the PSRA Speed Contest at 280 wpm.

US CRA is proud of the fact that one of its former members has achieved the distinction of being the first of his race to serve on the floor of the Senate.

#### THE PRESIDENT'S FISCAL YEAR 1999 BUDGET PROPOSAL

Mr. LEAHY. Mr. President, I want to commend the President of the United States on his budget submission to Congress. For the first time since 1971, a President has proposed a balanced budget. I hope and believe that this Congress will be the first in almost 30 years, since 1969, to enact a balanced budget without sacrificing our educational, environmental, health care and law enforcement priorities.

The President noted in his State of the Union speech last week, two historic pieces of legislation have reduced the deficit to the point where a balanced budget is now within our grasp: The Omnibus Budget Reconciliation Act of 1993 and the Balanced Budget Act of 1997. I am proud to have voted for both of these historic laws.

When President Clinton took office, the deficit was at its highest point ever: \$290 billion. But he decided to tackle the runaway deficits of previous administrations. In 1993, the Senate and House of Representatives passed President Clinton's economic plan by the slimmest of margins and without a single Republican vote.

That was a tough vote around here, but it was the right thing to do. I am proud that I voted for it. It reduced the deficit by 75 percent. Unfortunately, we were forced to make this historic deficit correction without the help of a single Republican vote in either the House or the Senate.

Last year, Democrats and Republicans together made additional deficit reduction progress by passing the bipartisan budget agreement to reach balance by 2002.

That package included net savings of more than \$900 billion over the next ten years. It also secured and strengthened Medicare for our seniors and made the largest investment ever in education for our children.

Today, the deficit is at its lowest dollar figure since 1970—\$5 billion—and at

its lowest point as a percentage of the economy in 30 years. This past year, the Gross Domestic Product grew at its highest rate since 1988, unemployment fell to a 24-year low, and inflation dropped to levels last seen in the 1960s. Our economy is in the best shape in a generation in no small part because of these two historic deficit reduction measures.

I am most proud that the President and Congress can achieve a balanced budget this year without demeaning the fundamental charter of our democracy, the Constitution of the United States. The proposed constitutional amendment to require a so-called balanced budget did not reduce the deficit by a single dollar or move us one inch closer to achieving those goals. Rather, it was a political exercise serving only to delay and distract—a display in bumper sticker politics.

I hope the Senate will learn from this lesson and abandon such destructive efforts for illusionary quick-fixes by constitutional amendment for the rest of this session and into the future.

Instead, Congress working with the President can do the job today.

Hard choices and bipartisan cooperation are what is needed. We cannot legislate political courage and responsibility. No amendment to the Constitution can supply the people's representatives with these essential attributes.

Political courage has been an essential ingredient that has helped us achieve remarkable deficit reduction over the past six years. We have succeeded in reducing the deficit every year of the past six. We have cut the deficit by more than 98 percent in that time while pursuing sound economic and strong fiscal policies.

Now we need to stay the course and work in a bipartisan way to finally balance the budget. We should now be focusing our attention and energies on the strenuous tasks of building a working consensus on budget priorities and achieving agreement on how to balance the budget.

Within a balanced budget, we must reach consensus on strong support for education funding as one of our top priorities. As I watched my colleagues during the State of the Union address, I noticed that those with school-aged children cheered the loudest at the President's continuing commitment to keep education a national priority. A national commitment to education, however, is not just for the students and parents of today; it is for all of us.

Only a few decades ago, our students were taught that the countries blessed with the most natural resources held the keys to the highest standards of living and the most vibrant economic growth. Today, it is the countries that invest in their "human capital" that have the greatest success in the global economy.

I applaud the President for investing in our people by making a higher priority of education at all levels—from an expansion of Head Start, to access to

affordable quality child care, to more teachers in the classroom, to literacy training, to lower fees for college students using loans.

The only way to keep our nation strong and successful in the global marketplace is through an educated workforce. To do this children must understand the basics, the three R's. We need to make sure that teachers are trained and have access to continuing training education. Only after this foundation is built will computers and other technologies in the classroom help students reach their full potential.

Technology in the classroom can be a great leveler. On the Internet students can see Michelangelo's work on ceiling of the Sistine Chapel in wonderful detail. Students in the United States can "chat" with students in Japan or South America or even their U.S. senator about their daily lives to better understand one another.

Another great leveler is to ensure that students of all abilities have access to quality education. To this end, I am committed to increasing federal funding for the Individuals with Disabilities Education Act (IDEA). More than two decades ago the federal government made a commitment to local school districts to provide assistance in this funding, and the federal government has not lived up to its end of the bargain. I am disappointed that the budget did not include an increase for this program. I am committed to working with my colleagues as we move through the budget and appropriations process to remedy this shortfall.

I also find room for improvement with the Administration's proposal for Amtrak. Last year was a critical one for our national passenger railroad. Included in the Taxpayer's Relief Act was a one-time, \$2.3 billion infusion of capital, intended to modernize Amtrak and enable it to reap sufficient revenues to become self-sufficient. Congress also passed a far-reaching Amtrak Reform Bill, which will refine the way Amtrak does business for the 21st Century, while making sure that its employees are fairly treated. I am disappointed that the Administration has proposed using a portion of these capital funds, instead, for Amtrak's day-to-day operating costs. This would undermine Amtrak's modernization plan and all of the hard work we did last year on these proposals. As always, I will work with my colleagues on the Appropriations Committee to try to find ways to ensure that Amtrak receives the resources it needs.

Mr. President, on balance, the President has proposed a budget that reflects priorities that are good for the nation and that will find strong support by the American people. I am delighted that the President and Congress can achieve a balanced budget this year while serving the needs of the nation. I look forward to working with my colleagues on both sides of the aisle to enact the first balanced budget in a generation.

Mr. President, I see nobody else seeking recognition, so I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

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

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

#### WASHINGTON NATIONAL AIRPORT

Mr. ROBB. Mr. President, I rise today to note my opposition to the effort to overshadow the name of our first President, which graces the airport that serves as the gateway to the city bearing his name.

Washington National Airport is located in the Commonwealth of Virginia, the birthplace of George Washington. It lies adjacent to the city of Alexandria, the hometown of George Washington.

The people of Alexandria are proud to live in George Washington's city and have asked this Congress not to displace Washington's name on the airport.

In fact, the original airport terminal, whose facade reflects the design of Mount Vernon's portico, was preserved when the airport was recently renovated.

The people of Arlington County, the local municipality that surrounds Washington National Airport, have expressed their strong opposition as well.

The Greater Washington Board of Trade, as well as local businesses that would be harmed by this bill, oppose the legislation that has been offered.

In 1986, Mr. President, legislation was approved by the U.S. Congress transferring the operation of Washington National Airport from the Federal Government to the Metropolitan Airports Authority.

The Airports Authority is a non-federal entity established by interstate compact between the District of Columbia and the Commonwealth of Virginia.

President Ronald Reagan, who championed State and local control, rather than Federal control, whenever and wherever it was appropriate, was the President who signed that legislation.

Former Virginia Governor Linwood Holton, a Republican and the chairman of the Airports Authority, said, "Unilateral action by the Congress to take the drastic action of changing the name of the airport is inconsistent with both the spirit and the intent of the transfer."

It is highly ironic that this Congress is attempting to impose its Federal will on local governments, a State/local airports authority, and the local business community, in the name of Ronald Reagan, whose career and legacy centers on his deep commitment to limiting the reach of the Federal Government.

Mr. President, creating a controversy that is contrary to his legacy does not honor Ronald Reagan.

Like the vast majority of Americans, I have long admired President Reagan's personal courage, his strong convictions, his infectious spirit, and his leadership of our Nation and the international community.

There are many appropriate ways to honor the name and the legacy of this great American.

On May 5, we will dedicate the Ronald Reagan Building and International Trade Center in downtown Washington. It is the largest Federal building ever built in Washington, DC. Among all Federal buildings throughout the entire Nation, only the Pentagon is larger.

In addition, Congress has appropriately named the next aircraft carrier after President Reagan in a resolution I heartily supported and was pleased to cosponsor.

The U.S.S. *Ronald Reagan* will be a magnificent and, indeed, a fitting tribute to a Commander in Chief who stood for U.S. military strength throughout our world.

There will undoubtedly be many more opportunities to honor Ronald Reagan and his legacy—and, indeed, jurisdictions where it might be particularly appropriate, such as California or Illinois, might choose to put his name on an airport.

But overshadowing the name of our first President, ignoring the expressed views of local governments and their people, as well as the local business community, interfering in operations of an airport, that because of a bill signed by Ronald Reagan is no longer truly Federal, is not the way to do it.

Mr. President, in summary, there are many appropriate ways to honor the name and the legacy of Ronald Reagan. Renaming Washington National Airport is not one of them.

So I ask my colleagues to oppose this legislation, not out of disrespect for the man, but as a symbol of respect for the principles for which he has lived. It may be that after appropriate consultation with the local jurisdictions directly involved, and indeed with the President and particularly Mrs. Reagan, whose views on this particular matter have not been publicly ascertained, that some action regarding Washington National Airport would be in order. But to move forward without that consideration would detract from the honor intended, as well as the very appropriate and fitting ceremonies planned for May 5.

#### TIME TO TACKLE UNFAIR TAXES

Mr. KYL. Mr. President, there are a lot of things wrong with our nation's Tax Code, but two things in the code that have always struck me as particularly egregious are the steep taxes imposed on people when they get married and when they die. While it will probably take some time to build the kind

of public consensus that will be necessary to overhaul the Tax Code in its entirety, there is broad public support for us to do something in the short term about these taxes—the notorious marriage penalty and the death tax—and in the process take two meaningful steps closer to a tax system that is simpler and more fair.

Mr. President, what rationale can there possibly be for imposing a marriage penalty? All of us say we are concerned that families do not have enough to make ends meet—that they do not have enough to pay for child care, college, or to buy their own homes. Yet we tolerate a system that overtaxes families. According to Tax Foundation estimates, the average American family pays almost 40 percent of its income in taxes to federal, state, and local governments. To put it another way, in families where both parents work, one of the parents is nearly working full time just to pay the family's tax bill. It is no wonder, then, that parents do not have enough to make ends meet when government is taking that much. It is just not right.

The marriage penalty alone is estimated to cost the average couple an extra \$1,400 a year. About 21 million American couples are affected, and the cost is particularly high for the working poor. Two-earner families making less than \$20,000 often must devote a full eight percent of their income to pay the marriage penalty. The highest percentage of couples hit by the marriage penalty earns between \$20,000 and \$30,000 per year.

Think what these families could do with an extra \$1,400 in their pockets. They could pay for three to four months of day care if they choose to send a child outside the home—or make it easier for one parent to stay at home to take care of the children, if that is what they decide is best for them. They could make four to five payments on their car or minivan. They could pay their utility bill for nine months.

A constituent of mine from Tucson, Arizona put it this way: "We need your help as young married middle class Americans to plan our family's future. We need help to plan our retirement, our children's education, our dignity. Please help get rid of the marriage tax."

Mr. President, this constituent is simply asking that a young family be able to keep more of what it earns. Taxing marriage is wrong. It is bad social policy and bad economic policy. We ought to do away with it this year. And with that in mind, I have joined Senators FAIRCLOTH and HUTCHISON and 35 of our colleagues who have cosponsored S. 1285, the Marriage Tax Elimination Act. A similar bill on the House side, H.R. 2456, has 233 cosponsors. Given the broad support the initiative enjoys in both chambers—and around the country—I think we stand a good chance of getting this done this year. We should.