

CONGRATULATING THE RECIPIENTS OF "POSITIVE FAMILY IMAGE AWARDS"

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 30, 1998

Mr. MENENDEZ. Mr. Speaker, I rise today to congratulate six of my constituents who, for their service to the community, have been named the recipients of "Positive Family Image Awards" by the Urban League of Hudson County, New Jersey. Mr. Michael Yorker, Mrs. Ella M.G. Lawrence, Mr. George Wilson, Mrs. Henrietta Robinson Booker, Mr. Rhudell Snelling and Ms. Elizabeth Henry will be honored at the Urban League's Twentieth Annual Equal Opportunity Day Dinner, being held at the Meadowlands Hilton in Secaucus, New Jersey.

My colleagues, let me take a brief moment to tell you about these great people who are so vital to the Urban League and the entire community.

When Mrs. Henrietta Robinson Booker arrived in Jersey City, New Jersey from Statesboro, Georgia, she stayed in the House of Friendliness, the Branch of the YWCA for Colored women, as quarters were segregated back then. From that point on, Mrs. Booker has been the voice of hope, courage and strength for those in dire need. As a prominent member of numerous organizations—the NAACP, J.C. Title I Advisory Board, Council for Companions for Senior Citizens, the Red Cross and the Salvation Army—Mrs. Booker has enriched the lives of countless citizens of Jersey City. For her presence in the community, we are blessed.

Mr. Rhudell Snelling, a graduate of Lincoln High School in Jersey City has contributed to the community through his musical talents. As a member of St. John's Baptist Church, 'Rhudy' was named the director of the Church's choir and became minister of music in 1960. Rhudy has also volunteered his musical abilities as a member of the NAACP and has recorded with the Eastern Choral Guild of Montclair on United Artists Labels. For the sharing of his talents to benefit others, I thank Mr. Rhudy Snelling.

Elizabeth Henry is a dividend clerk at Sanford C. Bernstein & Co., and will soon be working on the New York Stock Exchange. This career woman serves as a wonderful example for all single mothers as she guides, encourages, and inspires her three boys Leonty Danzie, 17 years of age, Shawn, 14, and Antonio Farthing, Jr., her foster son and nephew. For her loving dedication to her children, I applaud Mrs. Henry.

Mrs. Ella M.G. Lawrence, a graduate of Seton Hall University, is a mother of five children and is retired after teaching English and being a guidance counselor in the Jersey City Public School System for thirty years. As one of the founding members of the organization, Citizens Against Rate Increases, a member of the Board of Trustees for the Model Cities program, and a lifetime member of the NAACP, Mrs. Lawrence has been a force in the community and well deserving of this award.

Mr. George Wilson, a native of Sumter, South Carolina came to Jersey City in search of a better opportunity for employment. In 1968, after attending Jersey City State College

and serving in the United States Army for two years, he ended that search as he was sworn in as a Jersey City Policeman. In 1989, he was promoted to the rank of sergeant, and in 1996 was appointed to the position of Under-sheriff of Hudson County, where he serves today. He has served his community as a leader in various ways including being a founding member and past president of the Interdepartmental Minority Police Action Council, the president and a successful coach of the Bergen/Lafayette Little League, and the president of the Martin Luther King, Jr. Parade and Scholarship Committee. He is married to Naomi Motley Wilson and has four children and eight grandchildren.

Finally, I would like to express my gratitude toward Mr. Michael Yorker. Mr. Yorker, a undergraduate and post graduate of Jersey City State College, has served in the Jersey City public schools system in a variety of positions over the last twenty years and is currently the acting principle of Public school 32/SSP. His community involvement includes serving as speaker for many organizational conferences such as Delta Sigma Theta, Block Associations, and various Church and youth groups. Not surprisingly, Mr. Yorker has received numerous awards for all his contributions to the community. He is married to Rene and is the proud father of five children.

These six fine citizens exemplify just what the Urban League of Hudson County is all about. It is an organization committed to the needs of the community, reaching out, being proactive, and taking real initiative to improve economic and social conditions and opportunities for African Americans and other minority groups in Hudson County, New Jersey. Again, my thanks and congratulations to these six awardees and all who are a part of the Urban League of Hudson County.

COMMEND KENNYWOOD AMUSEMENT PARK OF WEST MIFFLIN, PENNSYLVANIA ON ITS CENTENNIAL ANNIVERSARY

HON. MICHAEL F. DOYLE

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 30, 1998

Mr. DOYLE. Mr. Speaker, I would like to extend congratulations to Kennywood Amusement Park on their centennial anniversary. This traditional amusement park is located within my congressional district in West Mifflin, Pennsylvania along the Monongahela River, where it has remained in operation for one hundred years. Originating as a small trolley park in 1898, Kennywood has survived through times of struggle and success to become a fine amusement park.

Andrew Mellon's Monongahela Street Railway Company established this trolley park in 1898. The turn of the century brought competition from several amusement retreats in the Pittsburgh area. The Pittsburgh Railway Company designated its lease to A.S. McSwigan and Frederick W. Henninger. Today, third and fourth generations of these individuals continue to manage the park.

Over the years, as numerous roller coasters and rides were added, the park grew in size and popularity. Many of the older rides, including wooden roller coasters from the 1910's

and 1920's are still in operation today, and are becoming endangered species in the amusement park industry. In 1987, Kennywood received national attention when it was designated as a National Historic Landmark.

Kennywood survived through adversity and several hardships. They endured the burden of the Great Depression, financial difficulties during World War II, and competition from million dollar theme parks in the 1960's and 1970's. Despite significant changes in history and cultures, Kennywood remains a traditional amusement park.

After one hundred years in the amusement business, Kennywood continues to prosper. One of the fundamental reasons for its survival is the goal it sets forth. Kennywood applies modern technology to new rides while maintaining the atmosphere of amusement parks of the past.

Having lived in western Pennsylvania all my life, I have personally enjoyed visiting Kennywood many times as a child and have enjoyed sharing the joy of Kennywood with my wife and children also. I want to congratulate Kennywood on their one-hundredth anniversary and commend the management for preserving a place that means so much to many people.

HIGHER EDUCATION AMENDMENTS OF 1998

SPEECH OF

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 29, 1998

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 6) to extend the authorization of programs under the Higher Education Act of 1965, and for other purposes:

Mr. THOMPSON. Mr. Chairman, I rise today in opposition of Rep. Frank Riggs's (R-CA) H.R. 3330, the "Anti-Discrimination in College Admissions Act" of 1998 which will be offered as an amendment during the House consideration of HR 6, The "Higher Education Authorization Act" of 1998. This amendment would prohibit colleges and universities that take race, sex, color ethnicity, or national origin into account in connection with admission(s) from participating in, or receiving funds under any programs authorized by the Higher Act of 1965 (HEA).

This amendment will not only have a devastating impact on postsecondary admissions at both public and private institutions, but also discourage institutions from considering race, even in instances where the purpose is focused on remedying past discrimination. This piece of legislation is far more sweeping than California's Proposition 209 in that HR 3330 aims to eliminate affirmative action in private, as well as public, colleges and universities. It will also constrain an institution's ability to satisfy constitutional and statutory requirements to eliminate discrimination in postsecondary education.

There is clear evidence of what happens when universities are forced to drop their affirmative action programs. When the University of California's board of Regents banned all affirmative action the acceptance rate programs

the acceptance rate of African Americans to UCLA Law School fell by 80 percent. After the *Hopwood* decision, admission of African-Americans to the University of Texas School of Law dropped by 88 percent. It is clear that with the passage of this amendment, there will be a re-segregation of colleges and universities.

In Mississippi the percent of the population 25 and older that have a college degree is 14.7 percent. Moreover, Mississippi ranks 47 out of 50 States in relation to the percent of the population having a college degree and 47 out of 50 in comparison to other African Americans in the 50 States.

The Riggs amendment is an unnecessary and dangerous bill that would dismantle the progress that has been achieved in the last 30 years. It will merely serve as a tool to increase the disparities in education and income between men and women, whites and blacks. Affirmative Action in higher education has clearly established significant advances in the area of equal opportunity for ethnic minorities and women in admissions to colleges and universities. I will continue to support and strengthen such programs of equal opportunity. If Higher Education Authorization Act (HR 6) contains the "Anti-Discrimination in College Admissions Act of 1998", I will vote against HR 6.

CAMPAIGN FINANCE REFORM

HON. RON KIND

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 30, 1998

Mr. KIND. Mr. Speaker, over the past week many individuals, organizations and newspaper editorial boards have criticized the Bipartisan Campaign Integrity Act, H.R. 2183. They claim that the freshman crafted bill is not real reform. They argue that we must support a more comprehensive bill that has stronger provisions banning soft money, limiting independent expenditures and restricting candidate spending.

While I support comprehensive reform I believe that H.R. 2183 is the only campaign finance reform legislation that can pass the House of Representatives and become law. Our bill was drafted in the spirit of compromise. We recognized that there are many issues that could be put in legislation that will unfairly impact one political party over the other. As a group our Freshman Task Force agreed to eliminate all poison pills that would doom our bill to failure. The success of our effort is reflected in the Speaker's agreement to allow our bill to be the base bill for consideration when the House debates campaign finance reform.

Other reform advocates have argued that we need to challenge previous rulings by the Supreme Court on campaign finance reform. I disagree. Our bill will pass a Supreme Court challenge. Other bills directly contradict Supreme Court rulings. As a Supreme Court Justice recently said to me "our rulings may not always be right, but we are still Supreme." To pass legislation that is clearly unconstitutional will only kill campaign reform.

The Bipartisan Freshman Campaign Integrity Act will pass the House and will pass a constitutional challenge. It is time for the House of Representatives to pass H.R. 2183.

HIGHWAY BILL RESTORES TRUST WITH THE AMERICAN PEOPLE

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 30, 1998

Mr. BEREUTER. Mr. Speaker, the highway bill recently passed by the House takes an important step toward addressing our nation's enormous surface transportation needs. In addition to the obvious benefits of much higher revenues for better roads and bridges, this legislation recognizes that the money in the Highway Trust Fund belongs to the American people. Finally, we are returning to the principles that were established by President Dwight D. Eisenhower for the Highway Trust Funds. When Americans pay this tax at the gas pump, they have every right to expect that their money actually will be used for transportation and not diverted to other purposes. The balance held for the Highway Trust Fund has ballooned, and that money has been used for government programs and deficit reduction efforts which are not related to transportation. It is a violation of the trust of the American people when those highway trust funds are used for other purposes.

This Member encourages his colleagues to read the following opinion piece by David R. Kraemer, chairman of the American Road and Transportation Builders Association, which appeared in the Omaha World-Herald on April 27, 1998. It highlights the importance of using the money from the Highway Trust Fund in the way it was originally intended.

HIGHWAY BILL HELPS EVERYONE

(By David R. Kraemer)

(The writer is 1998 chairman of the American Road and Transportation Builders Association, the nation's largest organization of highway contractors.)

A lot of criticism has been flying around during the past few weeks about the federal highway bill, with the media, special interest groups and fiscal hawks all trying to paint the bill as a pork-laden "budget buster."

The finger-pointing obscures what the highway bill is really for: improving our transportation system. Critics of the highway bill are missing—or choosing to ignore—three critical realities.

One, America's transportation infrastructure is in desperate need of improvement. Two, the highway bill is paid for in advance through fees paid by people who use the system, and the revenues go straight into the Highway Trust Fund expressly for this purpose. Three, improving our highways will save thousands of lives. Plain and simple.

The first point is obvious to anyone who travels the nation's highways. Across the country, hundreds of thousands of miles of roads and thousands of bridges are in poor condition, posing a danger to drivers and undercutting economic growth. According to the U.S. Department of Transportation, 59 percent of the nation's major roads are in poor or mediocre condition, and 31 percent of our bridges are structurally deficient or functionally obsolete.

The Department of Transportation also says we must spend \$46.1 billion annually just to maintain our highways and bridges, let alone make improvements or upgrades. Clearly, funding road repair and improvement should be a top priority for the federal government.

Fortunately, the dollars Congress is committing to the program are available from a reliable source—highway users.

The most misunderstanding issue related to the highway bill is where the money—all \$200 billion plus—is coming from. It comes from all of us who use the roads, through taxes paid at the gas pump and through other road-related assessments. For every gallon of gas purchased, 18.3 cents is deposited into the Highway Trust Fund, which by law is supposed to be used for transportation improvements.

Unfortunately, billions of dollars have been allowed to accumulate in the trust fund and mask deficit spending elsewhere in the federal budget. More than \$25 billion is sitting in the trust fund now, unspent on road and bridge repair.

If people want to criticize Congress about the highway bill, the issue is not how much they want to spend but how little. By keeping dollars in the trust fund that were intended to go toward road and bridge improvement, Congress is short-changing America's highway users.

The fact is, improving highways will save lives. Research shows that for every \$1 billion spent since 1955 on improving the nation's highways, 1,400 traffic deaths and 50,000 injuries have been avoided. The Transportation Department estimates that every year 30 percent of all traffic fatalities—more than 12,000 American deaths—are related in some way to poor road conditions. Adding turning lanes, widening shoulders, constructing lane barriers, improving signage and safety markings and repairing dangerous bridges all are important safety upgrades proven to save lives.

When a bridge collapses and lives are lost, the story makes the evening news and a hue and cry is raised about how to prevent it from happening again. The answer lives in Washington and in the thousands of repair and improvement projects authorized in the federal highway bill that are now being so roundly criticized. Unfortunately, all the political squabbling diverts attention from these real issues.

So who benefits from the highway bill? Everyone. Communities grow, commercial and private transportation becomes easier and more efficient, and thousands of new jobs are created. Moreover, improving our transportation system will save billions of dollars from being lost each year in wasted productivity, vehicle maintenance, insurance fees and, tragically, health care expenses to care for people injured on our highways.

PERSONAL EXPLANATION

HON. RUBÉN HINOJOSA

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 30, 1998

Mr. HINOJOSA. Mr. Speaker, on Thursday, April 23, a personal matter resulted in my missing two roll call votes. These were #107 and #108. Had I been present I would have cast a ye vote in support of the Conyers amendment, and a no vote in opposition to the Aderholt amendment.

LAW DAY, 1998

HON. JAMES H. MALONEY

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 30, 1998

Mr. MALONEY of Connecticut. Mr. Speaker, May 1, 1998 is Law Day in our nation, a day