

All-Girl Cheerleading Squad; Karla Brown, Charissa Canuelle, Lexi Chaleff, Alexandria Collie, Krystal Davis, Patricia Goolsby, Ashley Harmon, Robyn Kyrish, Sara Martinez, Shavaun Moynahan, Aimee Moyers, Nicki O'Riley, Kristi Oberpriller, April Rheinlaender, Jennifer Rogers, and Brandi Wilkie. These talented young women received outstanding leadership and support from their coach, Jason Anderson, and the team's trainer, Scott Chambers.

On January 25, 2000, a ceremony was held at the Texas State Capitol Building in Austin, Texas, in honor of the squad. At one o'clock, in the historic chambers of the Texas House of Representatives, State Representative Rick Green presented each of the young champions a copy of a resolution congratulating them on their achievement. A Texas flag flown at the request of Representative Green and a flag of the United States flown at my request were presented to the team. These flags, flown in recognition of their victory, now frame the young women's trophy proudly displayed at their university.

The squad's hard work and dedication to purpose reflects the will that built the great State of Texas and our nation. By continuing this same dedication and work ethic throughout their lives, these young women will succeed in all of their future endeavors. It is my pleasure to be able to congratulate and recognize these fine young Texans in their achievement.

“TAKE DOWN THE FLAG”

HON. JAMES E. CLYBURN

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. CLYBURN. Mr. Speaker, I rise to speak about an issue that is involving my home State of South Carolina in a national discussion. In recent weeks, the discussion over the confederate flag flying atop the Statehouse in Columbia, South Carolina, has moved from a State issue to a national debate. Of all of the opinions that have been shared throughout this debate, I find the following letter the most cogent and concise on this very emotional issue. Mr. Speaker, I submit for the RECORD the following letter written by Michael A. Allen which appeared in the Post and Courier of Charleston, South Carolina, on Tuesday, January 25, 2000.

[From the Post and Courier, Jan. 25, 2000]

TAKE DOWN THE FLAG

As a promoter and preserver of cultural heritage, the South Carolina African American Heritage Council has a keen appreciation and understanding of those who defend the flying of the Confederate battle flag on that basis. The flag in and of itself is indeed a part of South Carolina's heritage. Let's indeed preserve the flag and its legacy, even though that legacy means different things to different people.

Also in our position as preservers of cultural heritage, the council board of directors recognizes the fact that there are places inappropriate for the conspicuous display of historic relics. We defend the right of flag supporters to defend the banner as a relic of cultural integrity.

However, we contend that it is indeed a historic relic and that its position above the Statehouse and in the House and Senate chambers is indefensible. The Confederate battle flag in question never truly held a place of sovereignty even in the days of the Confederacy in the 19th century, but was carried by troops in battle. This makes it reprehensible and even baffling to the impartial and reasoning mind that such a relic would occupy such a position of sovereignty in 21st-century South Carolina.

Not every South Carolinian is a native Southerner. Not every South Carolinian had ancestors who fought, or fought willingly, for the Confederacy in the Civil War. Not all South Carolinians, even native white South Carolinians, believe in the ideas of the Confederacy fought to uphold. And not every South Carolinian feels good about a flag flown by the Ku Klux Klan, neo-Nazis and other racial and ethnic hate groups also hanging in and flying over the halls of government of their state, as if to give the impression, though the impression may be false, that this flag is who we all are and what we all stand for.

Therefore, the South Carolina African American Heritage Council now adds its voice to the evergrowing chorus of those calling for the removal of the Confederate flags from atop the South Carolina Statehouse, from the Senate and House chambers, from the front ground foyer of the Statehouse, and for them to be put in a place more fitting for the preservation of cultural heritage.

MICHAEL A. ALLEN,

Former Chairman,

S.C. African American Heritage Council.

TRUTH IN BUDGETING ACTS

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. SHUSTER. Mr. Speaker, with several of my colleagues from the Transportation and Infrastructure Committee, today I'm introducing the third in a series of "Truth in Budgeting Acts." This bill focuses solely on water transportation—specifically the Harbor Maintenance Trust Fund (HMTF) and the Inland Waterways Trust Fund (IWTF). As you know, the previous bills also included the Highway Trust Fund and the Airport and Airway Trust Fund.

All of the bills have a common theme: taking transportation trust funds "off budget" to help meet our Nation's critical infrastructure needs and to inject some truth serum into the budgeting process. If we take the HMTF and the IWTF off budget, we not only restore the trust of those who pay into the funds, we remove the budget-driven incentive to build a surplus to mask potential deficits and justify other types of spending.

No one should question the wisdom of investing in our Nation's water transportation infrastructure. Our coastal ports and inland waterways have shaped the country's commercial and cultural history and, if properly developed and adequately maintained, will be critical to our country's leadership in the global economy of the 21st century. For example, the tugboat, towboat, and barge industry, which has operations along the Nation's 25,194

miles of inland and intracoastal waterways, contributes \$5 billion a year to the Nation's economy and moves 15 percent of the Nation's freight for less than 2 percent of the Nation's total freight bill. Ports generate significant local and regional economic growth, as well, and move nearly 93 percent of all U.S. waterborne commerce in a given year. With the volume of imported cargo moving through U.S. ports expected to triple by the year 2020, investment in our Nation's port infrastructure is all the more critical.

The infrastructure needs continue to grow. The Nation's locks and dams are aging. Many are more than 50 years old. Long delays at inland locks add to the cost of transporting goods from our farms, mines, and mills to our coastal ports. The Nation's harbors and seaports need continued maintenance and improvement as well. Dredging channels, like clearing snow from highways, is a necessary fact of life—particularly in an age when domestic and international trading depends on adequate intermodal connections. The size and number of vessels in the world's fleet continues to increase; America's ports need to accommodate these changes to ensure a position of leadership in the global economy.

While current and future needs continue to grow, unfortunately the trust funds continue to accumulate surpluses. The current balance of the HMTF is approximately \$1.9 billion and is expected to rise to \$2.5 billion by FY 04. The IWTF current balance is approximately \$370 million, and we are told the Corps has the capability of spending \$300 million annually by 2004. Something is wrong when the needs increase, the funds are available, and the monies remain "locked up" in the trust funds.

Mr. Speaker, this is important legislation that, if properly implemented, would make significant reforms in our current transportation infrastructure financing policy. Let me assure my colleagues, however, this bill is not meant as the single solution or response to the many issues surrounding the Supreme Court's March 1998 ruling in *U.S. v. U.S. Shoe Corporation*, which invalidated the Harbor Maintenance Tax as applied to exports. That issue has prompted significant debate and controversy, particularly the Administration's proposed harbor services user fee and harbor services fund. There are other proposals as well that deserve our serious consideration. I am also aware that final changes to the budgeting process involving the IWTF will need to be discussed with Members and the various constituencies involved in inland waterways transportation.

I look forward to working with my colleagues, including the Ranking Member of the Committee (JIM OBERSTAR), the Chairman of the Water Resources and Environment Subcommittee (SHERRY BOEHLERT), the Ranking Member of the Subcommittee (BOB BORSKI), the Administration, and others. Water transportation infrastructure will be a priority for the Transportation and Infrastructure Committee throughout the Second Session, particularly as we press for truth in water transportation budgeting and for enactment of a Water Resources Development Act of 2000.