

The PRESIDING OFFICER. They have not.

Mr. JEFFORDS. Mr. President, I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The yeas and nays were ordered.

VOTE

The PRESIDING OFFICER. The question is, Will the Senate advise and consent to the nomination of David Satcher to be an Assistant Secretary of Health and Human Services, Medical Director of the Public Health Service, and Surgeon General of the Public Health Service? On this question the yeas and nays have been ordered.

The clerk will call the roll.

The assistant legislative clerk called the roll.

Mr. NICKLES. I announce that the Senator from Virginia (Mr. WARNER) is necessarily absent.

Mr. FORD. I announce that the Senator from Michigan (Mr. LEVIN) is necessarily absent.

The PRESIDING OFFICER. Are there any other Senators in the Chamber who desire to vote?

The result was announced, yeas 63, nays 35, as follows:

[Rollcall Vote No. 9 Ex.]

YEAS—63

Akaka	Durbin	Lieberman
Baucus	Feingold	Mack
Bennett	Feinstein	McCain
Biden	Ford	Mikulski
Bingaman	Frist	Moseley-Braun
Bond	Glenn	Moynihan
Boxer	Gorton	Murray
Breaux	Graham	Reed
Bryan	Harkin	Reid
Bumpers	Hatch	Robb
Byrd	Hollings	Rockefeller
Chafee	Inouye	Roth
Cleland	Jeffords	Sarbanes
Cochran	Johnson	Snowe
Collins	Kennedy	Specter
Conrad	Kerrey	Stevens
Coverdell	Kerry	Thompson
Daschle	Kohl	Thurmond
Dodd	Landrieu	Torricelli
Domenici	Lautenberg	Wellstone
Dorgan	Leahy	Wyden

NAYS—35

Abraham	Gramm	Lugar
Allard	Grams	McConnell
Ashcroft	Grassley	Murkowski
Brownback	Gregg	Nickles
Burns	Hagel	Roberts
Campbell	Helms	Santorum
Coats	Hutchinson	Sessions
Craig	Hutchison	Shelby
D'Amato	Inhofe	Smith (NH)
DeWine	Kempthorne	Smith (OR)
Enzi	Kyl	Thomas
Faircloth	Lott	

NOT VOTING—2

Levin	Warner
-------	--------

The nomination was confirmed.

Mr. HATCH. Mr. President, I move to reconsider the vote by which the nomination was confirmed.

Mr. LOTT. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

LEGISLATIVE SESSION

The PRESIDING OFFICER. Under the previous order, the Senate will return to legislative session.

Mr. LOTT addressed the Chair.

The PRESIDING OFFICER. The majority leader.

MORNING BUSINESS

Mr. LOTT. Mr. President, I ask unanimous consent that there be a period for the transaction of morning business for not to exceed 1 hour, with the first 30 minutes under the control of Senator BYRD and the remaining 30 minutes under the control of Senator ROBERTS.

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

Mr. LOTT. I yield the floor.

Mr. BYRD addressed the Chair.

The PRESIDING OFFICER. The Senator from West Virginia.

Mr. BYRD. Mr. President, I thank the distinguished majority leader for arranging the time for me to speak.

HIGHWAY FUNDING

Mr. BYRD. Mr. President, since the convening of this session of Congress 2 weeks ago today, I have spoken on the Senate Floor numerous times to convey the urgency of prompt action on the highway bill. We were told that it would be among the first pieces of legislation considered this year, and yet the bill is still not before us. This inactivity is unjustified and, I think, it is inexcusable. The deadline for passing highway reauthorization legislation is May 1—May 1 of this year.

That deadline is set forth in the short-term highway bill that was passed last November before the Congress adjourned sine die. It is very clearly set forth in that legislation. After May 1, States will be prohibited from obligating any Federal highway or transit funds.

After that date, states will be prohibited from obligating any Federal highway or transit funds. As a result, many states will be forced to delay road and bridge projects and thousands of highway construction workers, as well as those in related industries, such as gravel and asphalt manufacturers, highway equipment manufacturers, and steel suppliers, may begin to be laid off. At the height of the highway construction season, thousands of highway, bridge, and safety projects will be stopped cold—dead in their tracks—and those who are employed in relation to these projects could begin to be sent home and lose their paychecks, while they await further action by Congress to enact highway reauthorization legislation.

So the Senate has just 44 session days remaining, including today. Those are days we have been told that the Senate will be in session. So there are just 44 session days, including today, remaining in which to avert this impending crisis. When the hour strikes midnight on May 1, the time is up.

I want to take a few minutes to explain exactly what this May 1 deadline means to a number of the States.

The Road Information Program, TRIP, recently surveyed the State transportation departments throughout the country to ascertain what will happen after May 1 if a new highway bill has not been signed into law by the President by that time. To date, TRIP has received responses from 15 State transportation departments, and additional responses are expected soon. Even with preliminary results, however, it is clear that billions of dollars worth of highway projects and transit projects are in danger of being postponed, and will be postponed until new Federal funding is available. These are critical transportation projects—critical transportation projects—projects designed to improve road safety and reduce the number and severity of highway crashes, to smooth the flow of traffic so we can improve air quality and lower the pollution that Americans breathe every day and every hour and every minute, and to reduce congestion so that Americans can spend more time at work and more time at home caring for their children, more time with their families and less time trapped in gridlock.

It may be edifying to my colleagues to hear some of the specific projects in their States that will be delayed, according to their own State transportation departments, if new Federal highway funding is not available beyond May 1. Remember, these are just the 15 States that have responded already to the TRIP survey.

The Road Information Program asked each State to list some of the most critical transportation projects that would have to be postponed during the 12-month period beginning May 1, 1998, if no new Federal funding is available.

And so let us go down the list. The very first State that is on the list is the State of Georgia.

In Georgia, the State transportation department will have to delay: Improvements to I-475 from I-75 in Bibb County to I-75 in Monroe County; improvements to the Harry S. Truman Parkway in Chatham County; work on the Jefferson Bypass in Jefferson County; and improvements to Peachtree Industrial Boulevard in Gwinnett County.

The Indiana transportation department will have to postpone: rehabilitating I-69 in Dekalb County; road and bridge rehabilitation on I-465 in Marion County; and bridge rehabilitation on US 20 in St. Joseph County.

In Kentucky, funds will dry up after May 1 for projects to: widen US 27 to four lanes from Lexington to Paris; reconstruct the Donaldson Road interchange on I-75 in Boone County; and replace the Cumberland River Bridge in Somerset.

Now, the Senators from these respective States, I am sure, are talking with their highway departments. Those Senators will probably have more complete lists than these that I am reading. But these are just the first 15 that have been supplied to me by TRIP.