

the Secretary new policies governing liver allocation to needy patients, in order to achieve the following performance goals: utilize standardized, objective criteria to determine medical urgency; give highest priority to the most medically urgent candidates, based upon such new criteria; and distribute organs over as broad a geographic area as is feasible.

I am pleased that the current contractor has submitted a proposal to the Department that meets many of the criteria stipulated in the Final Rule and the recently renewed OPTN contract. The contractor's proposal would create a more precise scale for determining how sick waiting patients are, thereby allowing the network to direct more livers to the sickest patients. However, the proposal would do nothing to break down the geographic barriers that dictate organ distribution, which was one of the pivotal tenets of both the Final Rule and the new OPTN contract.

Mr. President, I share the belief of many of my colleagues that Governor Thompson is eminently qualified to meet the many and varied policy challenges that will be incumbent on the next Health and Human Services Secretary, ranging from sustaining and expanding the successes to date of welfare reform, to assessing options on how best to put Medicare on sound financial and actuarial footing for the long-term. I have confidence that Governor Thompson will approach the duties of his office with probity and rectitude. I am hopeful that the Governor will work with Congress to reauthorize NOTA and to support and ensure compliance with the regulations put forth last year relating to the operation of the organ procurement and transplantation network in the United States.

Mr. GRASSLEY. Mr. President, if it is necessary for me to yield back time, I will, but I did not want to yield back time until I knew exactly where we were with other people who had time.

Mr. President, I yield back my time. The PRESIDING OFFICER. All time having been yielded back, the question is, Will the Senate advise and consent to the nomination of Tommy G. Thompson, of Wisconsin, to be Secretary of Health and Human Services? The yeas and nays have been ordered. The clerk will call the roll.

The legislative clerk called the roll. The result was announced—yeas 100, nays 0, as follows:

[Rollcall Vote No. 4 Ex.]

YEAS—100

Akaka	Breaux	Cleland
Allard	Brownback	Clinton
Allen	Bunning	Cochran
Baucus	Burns	Collins
Bayh	Byrd	Conrad
Bennett	Campbell	Corzine
Biden	Cantwell	Craig
Bingaman	Carnahan	Crapo
Bond	Carper	Daschle
Boxer	Chafee	Dayton

DeWine	Inouye	Reid
Dodd	Jeffords	Roberts
Domenici	Johnson	Rockefeller
Dorgan	Kennedy	Santorum
Durbin	Kerry	Sarbanes
Edwards	Kohl	Schumer
Ensign	Kyl	Sessions
Enzi	Landrieu	Shelby
Feingold	Leahy	Smith (NH)
Feinstein	Levin	Smith (OR)
Fitzgerald	Lieberman	Snowe
Frist	Lincoln	Specter
Graham	Lott	Stabenow
Gramm	Lugar	Stevens
Grassley	McCain	Thomas
Gregg	McConnell	Thompson
Hagel	Mikulski	Thurmond
Harkin	Miller	Torricelli
Hatch	Murkowski	Voinovich
Helms	Murray	Warner
Hollings	Nelson (FL)	Wellstone
Hutchinson	Nelson (NE)	Wyden
Hutchison	Nickles	
Inhofe	Reed	

The nomination was confirmed.

NOMINATION OF NORMAN Y. MINETA TO BE SECRETARY OF TRANSPORTATION

Mr. BYRD. Mr. President, I strongly support the nomination of Norman Mineta to be the next Secretary of Transportation. Throughout his very lengthy career in public service, Norman Mineta has demonstrated a true commitment to improving the quality of life for all Americans and a strong understanding of the elemental role that transportation plays in our national prosperity.

Mr. Mineta began his public career in 1967 as the Mayor of the San Jose City Council in California. In 1971, he was elected Mayor of San Jose. Most of us know Mr. Mineta, however, from his very distinguished career in the House of Representatives, where he served for 21 years representing the Silicon Valley area. At the culmination of his career in the House, Mr. Mineta served as the Chairman of the Committee on Public Works and Transportation—the committee we now know as the Committee on Transportation and Infrastructure.

Once we succeed in confirming Norman Mineta today, we will usher in a Secretary with a very extensive grounding in both politics and transportation policy. Many of Mr. Mineta's most significant legislative accomplishments in the House were in the area of transportation. During the drafting of the Intermodal Surface Transportation Efficiency Act of 1991, Mr. Mineta served as Chairman of the Public Works Subcommittee on Ground Transportation. He has also been very involved in aviation policy, both during and after his career in Congress. President Clinton asked him to chair the National Civil Aviation Review Commission. This "Mineta Commission" made several significant recommendations for revamping the Federal Aviation Administration. At the request of Secretary of Transportation Rodney Slater, Mr. Mineta also chaired an ad hoc advisory committee on truck safety.

Much has been accomplished in these two areas, but so much more remains to be done. Aviation delays have reached an all-time high. Secretary Mineta was quite frank with the members of the Commerce, Science, and Transportation Committee during his confirmation hearing in telling them that they should not expect to see these delays diminish any time soon. Many of us have read some frightening revelations regarding the inadequate enforcement efforts made by the Federal Motor Carrier Safety Administration in maintaining truck safety. These are two areas where Secretary Mineta has committed himself to moving out quickly to implement a comprehensive series of improvements, and I support him in these efforts.

When President-elect Bush announced his selection of Norman Mineta to be his Transportation Secretary, then-Commerce Secretary Mineta stated "Inadequate infrastructure is one of the chief threats to a thriving economy." This is a point that I have sought to make on the floor of the United States Senate numerous times, and Members can expect me to continue to make this case time and time again. I am glad that I will have an ally in Secretary Mineta in convincing my colleagues that we need to reverse the overall disinvestment in our nation's infrastructure that we have experienced over the last two decades. We have begun to make some progress by honoring the funding guarantees that I and other Senators included in the Transportation Equity Act for the 21st Century. However, much more needs to be done, and I look forward to working with Norman Mineta to see to it that we take a more aggressive approach in investing in America.

The PRESIDING OFFICER. Under the previous order, the question is, Will the Senate advise and consent to the nomination of Norman Y. Mineta of California to be Secretary of Transportation? The yeas and nays have been ordered, and the clerk will call the roll.

The assistant legislative clerk called the roll.

The result was announced—yeas 100, nays 0, as follows:

[Rollcall Vote No. 5 Ex.]

YEAS—100

Akaka	Chafee	Feingold
Allard	Cleland	Feinstein
Allen	Clinton	Fitzgerald
Baucus	Cochran	Frist
Bayh	Collins	Graham
Bennett	Conrad	Gramm
Biden	Corzine	Grassley
Bingaman	Craig	Gregg
Bond	Crapo	Hagel
Boxer	Daschle	Harkin
Breaux	Dayton	Hatch
Brownback	DeWine	Helms
Bunning	Dodd	Hollings
Burns	Domenici	Hutchinson
Byrd	Dorgan	Hutchison
Campbell	Durbin	Inhofe
Cantwell	Edwards	Inouye
Carnahan	Ensign	Jeffords
Carper	Enzi	Johnson

Kennedy	Murkowski	Smith (OR)
Kerry	Murray	Snowe
Kohl	Nelson (FL)	Specter
Kyl	Nelson (NE)	Stabenow
Landrieu	Nickles	Stevens
Leahy	Reed	Thomas
Levin	Reid	Thompson
Lieberman	Roberts	Thurmond
Lincoln	Rockefeller	Torricelli
Lott	Santorum	Voinovich
Lugar	Sarbanes	Warner
McCain	Schumer	Wellstone
McConnell	Sessions	Wyden
Mikulski	Shelby	
Miller	Smith (NH)	

The nomination was confirmed.

#### LEGISLATIVE SESSION

The PRESIDING OFFICER (Mr. CORZINE). Under the previous order, the Senate will now return to legislative session.

Mr. BINGAMAN addressed the Chair.

The PRESIDING OFFICER. The Senator from New Mexico.

Mr. BINGAMAN. I want to say a few words about our former colleague, Senator Alan Cranston. I ask unanimous consent that following my statement, Senator DORGAN be recognized to speak as in morning business.

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

#### TRIBUTE TO FORMER SENATOR ALAN CRANSTON

Mr. BINGAMAN. Mr. President, Alan Cranston was here in the Senate when I first arrived in 1983. He was a staunch advocate not only for California but also for a host of progressive policies at the national level. He was dedicated to protecting the environment, to expanding voter opportunities for all Americans, to closing the gap in our society between the rich and the poor. He was a champion of equal rights for all. He was a foe of bigotry in all its forms.

Perhaps his greatest passion during the years he served in the Senate was reducing the threat of nuclear war. He led the fight for arms control. Even after he left the Senate, he continued his work and spoke out for arms control and for the de-alerting of nuclear weapons.

I remember meeting with Alan last year at Ricky's Hyatt House in Mountainview, CA. I was in the Bay area, and I called ahead to see if he was available for breakfast. He said it was near his home and that he would meet me there.

He was a little less vigorous during that breakfast than he had been in earlier visits, but his commitment to arms reduction was undiminished. I remember thinking at the time how impressive it was to see someone who felt strongly enough about his views to find a way to continue advocacy of those views after leaving public office. It was clear that although he had left public office, he had not left public service.

Alan Cranston lived a remarkable life, and we are all fortunate that he

devoted so much of that life to public service. I, for one, will miss Alan's wise counsel and his passionate commitment to making the world a better place.

Mr. President, I yield the floor.

Mr. REID. Mr. President, I rise today to talk about a subject that brings me great sorrow—the passing of my old friend and colleague, former California Senator Alan Cranston.

Senator Cranston passed away suddenly last New Year's Eve, at the age of 86. His sudden death came as a shock to all of us who remember him for his abundant energy and enthusiasm.

Alan was elected to this body for the first of four terms in 1968. He was already a legend in the Senate when I arrived here for the first time almost eighteen years after him, and I consider myself very fortunate to have had the opportunity to serve alongside him. I will always remember him fondly, both for the kind of person he was, and the kind of Senator he was.

Alan was elected Democratic whip an unprecedented seven straight times, and served in that role in both the majority and minority. Having now served as my party's whip for two years, I can say that nobody who holds that office can possibly ignore the long shadow that he still casts over it.

Recently, the Senate approved an historic power-sharing agreement under which both parties would have an equal number of seats in each committee. It remains to be seen how this arrangement will work in practice, and whether the split will create more cooperation, or more gridlock.

But I think that if we in the Senate are to make it work, we would do well to follow the model set by Senator Cranston. Those of my colleagues who did not know him personally, would do well to study the lessons of his life and his career.

The press called him "Colorless Cranston," a nickname he wore with pride, because it reflected his fundamental belief that legislative accomplishment was far more important than crafting sound bites or scoring political points. When you needed to find Alan, you didn't look in the press gallery or the recording studio—you looked for him in the cloakroom, where he was always busy negotiating a compromise or finding ways to move legislation over obstacles.

Although he was known as one of the last true liberals, he never let his ideology get in the way of getting things done. He regularly reached out across the aisle and his close friends included some of his most vigorous and outspoken political opponents. He was a workhorse who lived by the maxim that a leader can accomplish great things if he doesn't mind who gets the credit.

Some of his greatest accomplishments found him in alliances that left

outsiders scratching their heads—for example, teaming with STROM THURMOND to improve veterans' programs, with Alfonse D'Amato on public housing measures, with Barry Goldwater to protect first amendment press freedoms. Outsiders wondered whether he had sold out his old liberal beliefs, but the truth was that he was just finding ways to get things done with as little fuss as possible.

During his 24 years in the Senate, no legislation that touched on his passions—veterans' benefits, disarmament, environmental protection, human rights, or civil rights—passed this body without his fingerprints on it, although more often than not, only those closest to him realized the extent of his contribution.

During his long and colorful career, he crossed paths with some of the most famous men in history and was present many times while history was being made. He was a track star at Stanford and member of a record-setting relay sprint team. As a young journalist, he reported on the rise of Nazism in Germany, and was sued by Adolph Hitler for publishing an unsanitized version of "Mein Kampf" and revealing Hitler's true ambitions to the world. His lifelong commitment to halting the use of nuclear weapons began after he was introduced to Albert Einstein in 1946. After retiring from the Senate, he established a think tank with Mikhail Gorbachev to promote world peace, where he worked until his death. He counted Groucho Marx among his supporters.

Yet despite these brushes with fame and the long list of bills that bear his name, he will always be best remembered in this body for the things that newspapers don't report—for his grace, his humility, his leadership, and his devotion to his son Kim and his granddaughter. He will be missed.

Mr. SARBANES. Mr. President, I rise today to join my colleagues in honoring our friend and former colleague, Senator Alan Cranston, who died on December 31, 2000 at the age of 86 in his native California.

While Alan Cranston was elected to the United States Senate in 1968, his public service began years before when he served in the Executive Offices of the President in 1942 as Chief of the Foreign Language Division of the Office of War Information. Declining a deferment, he enlisted as a private in the United States Army in 1944. First assigned to an infantry unit, he became editor of "Army Talk" and was a Sergeant by V-J Day. He went on to serve two terms as State Controller of California before being elected to the United States Senate.

Alan Cranston served the people of California with distinction in the U.S. Senate for 24 years. He chaired the Committee on Veterans' Affairs, providing invaluable assistance to our Nation's servicemen and women. He was