CONGRESSIONAL RECORD—SENATE 14229

Mr. THOMAS. We hear from the leader we will move forward. We have a lot of things to do. Yet we spend the whole day, frankly, accomplishing very little.

Mrs. BOXER. Will Senator MURRAY yield for a question?

Mrs. MURRAY. I am happy to yield.

Mrs. BOXER. I am confused by that colloquy. It is my understanding that a Republican Senator, or, rather, two Republican Senators had asked the Democratic manager and, for that matter, I am sure the Republican manager, to discuss an underlying provision of the bill that is what has been happening.

As a matter of fact, that Republican Senator came out to thank Senator MURRAY for agreeing to sit and negotiate. Am I right on that point?

Mrs. MURRAY. The Senator is correct.

Mrs. BOXER. Isn’t the reason for the delay to work out this problem?

Mrs. MURRAY. The Senator is correct.

Mrs. BOXER. And the request came from two Republican Senators?

Mrs. MURRAY. The Senator is correct.

Mrs. BOXER. I thank my friend for sharing that information.

Mrs. MURRAY. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mrs. MURRAY. Mr. President, I ask unanimous consent that the order for further reading of the amendment be dispensed with.

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

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2002—Continued

AMENDMENT NO. 1058 TO AMENDMENT NO. 1025

Mrs. MURRAY. Mr. President, I send that further reading of the amendment numbered 1058 to amendment No. 1025 to the Clerk that will report.

The assistant legislative clerk read as follows:

The Senator from Washington [Mrs. MURRAY], for Mr. FITZGERALD, Mr. DURBIN, Mr. BAYH, and Mr. LUGAR, proposes an amendment numbered 1058 to amendment No. 1025.

Mrs. MURRAY. I am happy to yield.

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

U.S. authorities are responsible for the safe operation of trucks within U.S. territory, whether ownership is American, Canadian or Mexican.

I believe the authority of the U.S. Government in this area is clear. We have the right—and we have the obligation—to ensure that our citizens are safe and our highways are operated to the highest standards. The record in the United States, for all of our efforts, is not overwhelmingly positive. Despite 50 years of efforts, the highest design requirements in the world, the best training in the world, over 5,000 Americans are killed every year and over 100,000 people are injured on American highways because of accidents involving trucks.

There is no one in the Senate who can credibly argue that if Mexican trucks are allowed in the United States without adequate inspection, without modernizing the infrastructure, without a tremendous change in the operating performance of these old Mexican trucks, with poorly trained drivers, and no experience with modern regulations, these 5,000 deaths are not going to be increased and the loss of life will not be considerable.

Mr. President, I believe this case is compelling. There are few times Members of the Senate can cast a vote knowing that the results are potentially so dramatic. The citizens of our States are already frustrated with crowded highways that are deteriorating under heavy use. The loss of life from accidents is inexplicable—100,000 injured Americans.

To now open American highways to Mexican trucks, given their record of compliance, the failures of infrastructure, is to guarantee an increase in this dangerous situation.

I urge defeat of Senator McCaIN’s efforts. Then the Senate needs to seriously consider whether the compromise that is in the legislation is sufficient to protect American families.

ORDER OF PROCEDURE

Mrs. MURRAY. Will the Senator yield for a unanimous consent request?

Mr. TORRICELLI. I am happy to yield.

Mrs. MURRAY. I thank the Senator from New Jersey.

Mr. President, I ask unanimous consent that at 6:40 p.m., we lay aside the pending Murray amendment, that the Senate vote in relation to the Fitzgerald-Bayh amendment regarding the Chicago airports, and that no second-degree amendments will be in order.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

Mrs. MURRAY. I am happy to yield.

The Senator from Wisconsin is recognized.

Mr. THOMAS. Mr. President, I would like to ask a question of the chairman. I didn’t want to object. Will this be the last vote today?

Mrs. MURRAY. I cannot answer that question at this time. Senator Daschle has indicated he would like a number of votes, but I don’t know the answer to that. I will ask the leader.

Mr. THOMAS. Would it be fair to ask—we have been in morning business almost all day—what kind of a management operation do we have going on here?

Mrs. MURRAY. I would tell the Senator that we have been working diligently all day long to move the Transportation appropriations bill. There are a number of Members on his side who have some concerns about the underlying provisions regarding safety of Mexican trucks, and we have been unable to move forward on that issue at this time. We hope to continue to work to resolve that issue and to move this bill forward.

Mr. BOXER. Will Senator MURRAY yield for a question?

Mrs. MURRAY. I am happy to yield.

Mr. BOXER. I am confused by that colloquy. It is my understanding that a Republican Senator, or, rather, two Republican Senators had asked the Democratic manager and, for that matter, I am sure the Republican manager, to discuss an underlying provision of the bill that is what has been happening.

As a matter of fact, that Republican Senator came out to thank Senator MURRAY for agreeing to sit and negotiate. Am I right on that point?

Mrs. MURRAY. The Senator is correct.

Mrs. BOXER. Isn’t the reason for the delay to work out this problem?

Mrs. MURRAY. The Senator is correct.

Mrs. BOXER. And the request came from two Republican Senators?

Mrs. MURRAY. The Senator is correct.

Mrs. BOXER. I thank my friend for sharing that information.

Mrs. MURRAY. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

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

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

Mrs. MURRAY. I ask unanimous consent that further reading of the amendment be dispensed with.

The PRESIDING OFFICER. The Clerk will report.

The assistant legislative clerk read as follows:

The Senator from Washington [Mrs. MURRAY], for Mr. FITZGERALD, Mr. DURBIN, Mr. BAYH, and Mr. LUGAR, proposes an amendment numbered 1058 to amendment No. 1025.

Mrs. MURRAY. I am happy to yield.

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

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Mrs. MURRAY. I am happy to yield.

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

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2002—Continued

AMENDMENT NO. 1058 TO AMENDMENT NO. 1025

Mrs. MURRAY. Mr. President, I send an amendment to the desk.

The PRESIDING OFFICER. The Clerk will report.

The assistant legislative clerk read as follows:

The Senator from Washington [Mrs. MURRAY], for Mr. FITZGERALD, Mr. DURBIN, Mr. BAYH, and Mr. LUGAR, proposes an amendment numbered 1058 to amendment No. 1025.

Mrs. MURRAY. I am happy to yield.

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

Amendment numbered 1058 to amendment No. 1025

Mrs. MURRAY. Mr. President, I send that further reading of the amendment be dispensed with.

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

Mr. BOXER. Will Senator MURRAY yield for a question?

Mrs. MURRAY. I am happy to yield.

Mr. BOXER. I am confused by that colloquy. It is my understanding that a Republican Senator, or, rather, two Republican Senators had asked the Democratic manager and, for that matter, I am sure the Republican manager, to discuss an underlying provision of the bill that is what has been happening.

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Mrs. BOXER. I thank my friend for sharing that information.

Mrs. MURRAY. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

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

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

PRESIDING OFFICER. The Clerk will report.

The assistant legislative clerk read as follows:

The Senator from Washington [Mrs. MURRAY], for Mr. FITZGERALD, Mr. DURBIN, Mr. BAYH, and Mr. LUGAR, proposes an amendment numbered 1058 to amendment No. 1025.

Mrs. MURRAY. I am happy to yield.

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

Amendment numbered 1058 to amendment No. 1025

Mrs. MURRAY. Mr. President, I send that further reading of the amendment be dispensed with.

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

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2002—Continued
Mr. REID. I move to reconsider the vote.

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

The motion to lay on the table was agreed to.

Mr. CONRAD. Mr. President, I am pleased to rise today in support of H.R. 2299, the Department of Transportation and Related Agencies Appropriations Act for Fiscal Year 2002.

The bill provides $15.575 billion in discretionary budget authority, including $695 million for defense spending. The budget authority will result in new outlays in 2002 of $20.257 billion. Outlays from prior-year budget authority are taken into account, discretionary outlays for the Senate bill total $52.926 billion in 2002. Of that total, $28.489 billion in outlays are against the allocation for highways spending and $5.275 billion counts against the allocation for mass transit spending. The remaining $19.162 billion in outlays, including those for defense spending, counts against the allocation for general purpose spending.

The bill is within its Section 302(b) allocations for budget authority and outlays for general purpose, defense, highways, and mass transit spending. In addition, the committee once again has met its target without the use of any emergency designations.

Once again, I would like to commend Chairman BYRD and Senator STEVENS, as well as subcommittee Chairwoman MURRAY and Senator SHELBY, for their efforts to work cooperatively and expeditiously to move this legislation. The bill provides important new resources across all transportation modes. Not only does this bill fully meet our previous commitment to the highways, mass transit, and aviation programs, but it also provides important additional resources to improve pipeline safety and to support operations and development at the Coast Guard and the Federal Railroad Administration.

I urge the adoption of the bill.

I ask unanimous consent that a table displaying the Budget Committee scoring of this bill be inserted in the Record.

There being no objection, the material was ordered to be printed in the Record, as follows:

H.R. 2299, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES, 2002; SPENDING COMPARISONS—SENATE-REPORTED BILL

<table>
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<th>Defense</th>
<th>Highway</th>
<th>Mass transit</th>
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<td>915</td>
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<td>29,321</td>
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</table>

1The 2002 budget resolution includes a “firewall” in the Senate between defense and nondefense spending. Because the firewall is for budget authority only, the appropriations committee did not provide a separate allocation for defense outlays. The table combines defense and nondefense outlays together as “general purposes” for purposes of comparing the Senate-reported outlays with the subcommittee’s allocation.

Notes—Details may not add to totals due to rounding. Totals adjusted for consistency with scorekeeping conventions. For enforcement purposes, the Budget Committee compares the Senate-reported bill to the Senate 302(b) allocation.

**CONGRESSIONAL RECORD—SENATE**

**The PRESIDING OFFICER.** Is there a sufficient second? Is there a sufficient second? The question is on agreeing to Amendment No. 1058. The clerk will call the roll.

The senior assistant bill clerk called the roll.

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

YEAS—100

Akaka  Crapo  Inouye
Allard  Daschle  Jeffords
Allen  Dayton  Johnson
Baucus  DeWine  Kennedy
Bayh  Dodd  Kerry
Bennett  Domenici  Kohl
Biden  Dorgan  Kyl
Bingaman  Durbin  Landrieu
Bond  Edwards  Leahy
Boxer  Ensign  Levin
Breaux  Enzi  Lieberman
Brownback  Pangell  Lincoln
Burns  Feinstei  Lott
Burns  Fitzgerald  Lugar
Byrd  Frt  McCain
Byrd  Graham  McConnell
Cantwell  Gramm  Mikulski
Carnahan  Grassley  Miller
Carper  Gregg  Murkowski
Chafee  Hagel  Murray
Cloud  Harkin  Nelson (FL)
Clinton  Hatch  Nelson (NE)
Coehran  Helms  Nickles
Collins  Hollings  Reed
Conrad  Hutchinson  Reid
Corzine  Hutchinson  Roberts
Craig  Inhofe  Rockefeller

**EUDORA WELTY: REMEMBERING THE LIFE OF A GREAT SOUTHERN WRITER**

Mr. LOTTT. Mr. President, yesterday, writer Eudora Welty, a native of Mississippi, passed away at the age of 92. Miss Welty was best known for her short stories and the way they captured the life of the American South. Miss Welty had a gift in telling of the traditions and the relationships of her native south, and she received worldwide recognition for her work which helped make Southern writing a focus in 20th century literature. Many people do not know that she was also an accomplished photographer.

Miss Welty is considered by many literary authorities to be the greatest American writer of our time. She grew up in Jackson, Mississippi, and attended public schools. She often referred to trips to the Jackson library with her mother that began her love for literature. She attended Mississippi University for Women, where she was first published in the school newspaper, and went on to graduate from the University of Wisconsin. She returned to her native state in 1923 to live and write in the Belhaven neighborhood of Jackson, Mississippi, the remainder of her life.

Miss Welty began her career with the publication of her first short story, “Death of a Traveling Salesman”, which appeared in 1936. The Optimist’s Daughter, published in 1972, earned Miss Welty the 1973 Pulitzer Prize for...