

should be one Nation, indivisible, I think we should have one ethical standard that is indivisible, and I think it should be a high one. I think America deserves better than a Surgeon General who is willing to adjust on a relative scale of values the ethics that relate to those in another setting as compared to individuals who would be here in the United States. It is time for us to demand a Surgeon General who will appeal to the better angels of our nature, not bow to our basest desires.

As I conclude my remarks, I would indicate the African AZT trials and the ethical problems surrounding them are just one aspect of the serious difficulties I have with this nomination, difficulties that lead me to oppose this nomination. This nominee endorses the practice of partial-birth abortion. This nominee has indicated a willingness to fund studies for the distribution of clean needles to drug addicts. He has indicated a willingness to fund conferences to promote the distribution of clean needles to drug addicts, to put the Government in the business of facilitating the administration of illegal drugs.

He has reserved, in a technical statement, that he had never provided funding for a Government program to provide clean needles to addicts. But he has provided funding for Government studies and he has provided funding for other programs to promote the distribution of such needles. He has indicated that if he could get the right result from the studies he would be willing to have a program that distributed clean needles. It may be true that clean needles might help some people avoid illness, but frankly I don't know that we should be in the business of assisting individuals in the administration of IV drugs merely because there would be some "health benefit" in a discrete situation where the Government provided a sterile instrument for the administration of illicit substances.

Individuals have come to this floor also indicating that they don't believe firearms are a disease. As you know, and I think as Senator CRAIG of Idaho indicated pretty clearly, the Centers for Disease Control has sought to limit or otherwise conduct studies which might be used in seeking to limit the availability or eligibility of people to own firearms in this country because they say that firearms are dangerous to a person's health. Frankly, the provision that guarantees the right of individuals to bear arms in America is the second amendment to the Constitution of the United States and I don't believe that the Bill of Rights is a disease. I think if we have resources that need to be devoted in our culture to the abatement and mitigation of diseases, we ought to deploy those resources to fight diseases and not to try and build a case for depriving Americans of a right guaranteed them by the Bill of Rights.

In all of these settings the cumulative effect of this candidate, this

nominee of the President, shows us that we are not being offered the kind of Surgeon General to lead the American people in ways that I think are appropriate and consistent with the ambitions and aspirations of Americans. For these reasons—in addition to my focus today on the ethical deficiencies of the African AIDS studies—I think this nominee should be defeated.

Madam President, I yield the floor.

The PRESIDING OFFICER. The Senator from Vermont is recognized.

Mr. JEFFORDS. Madam President, I make a point of order a quorum is not present.

The PRESIDING OFFICER (Mr. GORTON). The clerk will call the roll.

The bill clerk proceeded to call the roll.

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

The PRESIDING OFFICER (Mr. BROWNBACK). Without objection, it is so ordered.

Mr. GORTON. Mr. President, I ask unanimous consent to speak as in morning business.

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

JENNY LYNN STILES HUDSON

Mr. GORTON. Mr. President, it is with great sadness that I speak here in the U.S. Senate this evening. I share a story of a wonderful and talented young woman, Miss Jenny Lynn Stiles Hudson, whose life was lost tragically in an automobile accident a week ago today, on January 28.

Jenny was only 21 years old at the time of her death and had just begun a career as my deputy director for eastern Washington. While Jenny was with the Gorton organization only for a few short weeks, she had already demonstrated the talents to be a valuable member of my organization.

But Jenny Hudson will not be remembered for being a Gorton staffer. Rather, she will be remembered as an amazing and dynamic young woman who accomplished so much in her 21 years and who touched the lives of all around her.

Jenny grew up in Lyman and Hamilton, in rural Skagit County, north of Seattle. She was a joy and a delight to her family and a participant in almost all of the school and community activities offered to her in that rural setting.

Jenny graduated from Washington State University only in December of last year. At the university she was active in the Block and Bridle Club, the Livestock Judging Team, the Washington Cattlemen's Association, all while raising and showing Limousin beef cattle throughout the State of Washington.

Jenny enjoyed swimming and singing. At the same time, she maintained a strong belief in God, working as the youth director of her local church.

Jenny Hudson will be missed by all who knew her. In her short 21 years,

Jenny inspired those around her with her vibrant outlook on life, her ambition and her many accomplishments. An early death reminds us of the sanctity and the fragility of life. Let the lesson of Jenny Hudson's remarkable life be no less deep.

My thoughts and prayers go out to Jenny's parents, to her husband of just 6 months, Tipton, and to her countless friends and relatives as they deal with this difficult time.

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

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

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

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

MORNING BUSINESS

Mr. ASHCROFT. Mr. President, I ask unanimous consent there now be a period of morning business with Senators permitted to speak for up to 5 minutes each.

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

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT

Mr. WARNER. Mr. President, I have listened very carefully to the senior Senator from West Virginia, Mr. BYRD, as he has every day taken the floor regarding the need for the U.S. Senate to address S. 1173, a bill that I named the ISTEPA 2 authorization bill, since it came through my subcommittee on the Environment and Public Works Committee.

I joined with Senator BYRD, the senior Senator from Texas, Mr. GRAMM, and the senior Senator from Montana, Mr. BAUCUS, who is the ranking member on my subcommittee and the full committee, in an amendment which will ensure that a greater amount of funds will go to the Nation's infrastructure of highways.

Under the leadership of Senator BYRD, the four of us on this particular amendment have been talking to a number of Senators. We are very pleased to announce that we are up to 52 cosponsors. I met earlier today with a group of Governors who have an organization termed "trust," and they have visited the Nation's Capitol to speak particularly with Senators on the urgency of addressing this bill and passing the needed legislation so funds can flow to the new construction programs for this calendar year.

The most fervent appeals for prompt consideration of this bill understandably come from the States in the northern tier of the United States of America, because they have a very short season within which to do the needed construction because of the severity of the weather. The distinguished Presiding Officer has some specific knowledge about the needs based

on his own experience in this field. We have talked about it many times. It is my understanding he is also a cosponsor of the Byrd-Gramm-Warner-Baucus amendment.

The Senate has very few legislative days comparatively this session, perhaps as few as 100, given that we, by necessity, must leave early in the fall given the elections this year, and, therefore, it would be my hope that the leadership could judge this period within the next few weeks as a suitable time within which to bring up this very important piece of legislation.

It had been my hope and understanding based on commitments made last fall that the Senate would be debating this bill at this time.

I want to share with my Senate colleagues my strong concerns about the impacts of a prolonged delay in considering this bill on our state transportation partners and on employment in many industries engaged in highway and bridge construction activities.

This important legislation to reauthorize our nation's surface transportation programs was reported unanimously from the Committee on Environment and Public Works on October 1, 1997.

We all know of the difficulties that delayed consideration of this bill last October. Because of this, a short-term extension of ISTEA was enacted to provide a modest amount of funding to our states to keep our safety, highway construction and transit programs going.

Many expressed reservations about the wisdom of providing a brief extension of ISTEA funds for fear that Congress would not promptly consider the full reauthorization bill early this session. Regrettably, those concerns appear to be coming true.

Mr. President, since October 1, our states have been struggling to manage their safety, highway and transit programs on a temporary, stop-gap basis. The ISTEA Extension Act provided only approximately six-months worth of funds—enough to last from October to this March. So, in approximately 7 weeks, our states will have exhausted the funds released in the short-term ISTEA Extension bill.

I want to be sure that my colleagues also understand the impacts of the May 1st deadline provided in the ISTEA Extension bill. That provision prohibits states from spending any federal highway dollars after May 1st. So, states who want to prudently manage their federal dollars are prohibited from stretching them out to last during the summer construction season.

During consideration of the short-term extension bill last October, this May 1st limitation was viewed as a way to ensure that all states would be in a similar position—absent passage of a new surface transportation reauthorization bill.

It was my view that based on the assurances that S. 1173, the ISTEA II reauthorization bill, would be the first order of business this session, the May 1st deadline seemed appropriate.

If the Senate does not turn to consideration of this critical legislation until after the Budget Resolution, as some of my colleagues are requesting, the entire highway construction season for many states is in jeopardy.

Waiting for the completion of the Budget Resolution before proceeding to ISTEA is an irresponsible course of action, especially since the estimated completion of the Budget Resolution varies greatly.

Mr. President, according to AASHTO, the Association of State Secretaries of Transportation, approximately 70 percent of all road and bridge construction, including critical maintenance work, occurs during the peak summer months of June, July and August.

States must be able to plan today for that work to occur this summer. Projects must be advertised, contractors selected and bids awarded before projects are ready for construction. This process takes months to complete. Our states today are not proceeding with this planning because there is no certainty as to when new transportation funds will be forthcoming.

We already know that many states are beginning to severely cut back on their construction schedules.

For these reasons, I believe the Senate must move promptly to consider this legislation. Time is slipping by and millions of jobs are hanging in the balance—awaiting our action.

These jobs are not just road builders and contractors, but thousands of suppliers of asphalt, stone, steel, and heavy manufacturing equipment. All work will be idle this summer unless we take action soon.

Mr. President, it is also important to note that delay in considering this legislation not only impacts highway construction activity in our states, the delay also puts our nation's safety and transit programs in jeopardy.

Highway safety grant programs received only half a year funding in the ISTEA extension bill. Without additional funds major safety initiatives involving safety belt use, child seat use, drunk driving prevention and motor carrier safety programs will cease.

Mr. President, we must make every effort to ensure that these serious disruptions in our nation's highway, safety and transit programs do not occur. Let's move forward today to consider legislation that was unanimously supported by the Committee on Environment and Public Works.

I thank the Chair.

The PRESIDING OFFICER. The Chair recognizes the Senator from Vermont.

Mr. JEFFORDS. Mr. President, first, I commend the senior Senator from Virginia for his very helpful remarks. I am a very strong believer that we must take immediate action on ISTEA. I think it is critical for the Nation, especially in my State, which as the Senator pointed out, those of us in the northern tier probably have about the

shortest season, along the State of Maine and the top of New Hampshire. So we are desperate for action.

Mr. WARNER. Mr. President, I thank the Senator for his remarks. I wish to add, it is not only the short season but the funding profile. In a number of these States, the reserves are going to expire in that period of time. It is my judgment that we cannot pass an extension in order to allow them a period within which to have these expenditures beyond May 1. So that is a second reason. I thank the Senator for his kind remarks.

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

Ms. MIKULSKI. Mr. President, today I voted in support of renaming Washington National Airport as the Ronald Reagan National Airport.

I am aware of the concerns about the need for local control over the airport. That's why I voted in favor of the Daschle Amendment that would have given the Washington Metropolitan Airports Authority the final say over renaming the airport. I have always been a strong supporter of local control over National Airport.

However, in the end, I decided that the decision to rename National Airport should rise above party politics. My decision to support S. 1575 was a personal one.

It's no secret that I didn't always agree with President Reagan's policies. As a matter of fact, when it came to politics, President Reagan and I disagreed quite often. However, Ronald Reagan and I shared one important thing: our respect for the Presidency.

President Reagan devoted much of his life to serving the people of this country—first as the Governor of California, then as our President. For that reason, he deserves our respect. He has mine. No matter how different our political viewpoints were, I have always respected President Reagan and always will.

In the twilight of his distinguished life, President Reagan and I have something else in common. Like the President, my father suffered from Alzheimer's disease. I know how devastating this illness is and the strength it requires from a family. My thoughts and prayers are with Mrs. Reagan and all of the President's family. One thing I learned during my father's illness was the importance of gestures. Renaming National Airport as the Ronald Reagan National Airport is a gesture that I support.

Today, like many of my fellow Senators, I saluted President Reagan. While I would have preferred that the decision was made by the Airports Authority, I believe it is the end that matters, not the means. That is why I voted in favor of this bill.

Mr. DORGAN addressed the Chair.

The PRESIDING OFFICER. The Chair recognizes the distinguished Senator from North Dakota.