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House of Representatives

The House was not in session today. Its next meeting will be held on Tuesday, February 3, 1998, at 12:30 p.m.

Senate

MONDAY, FEBRUARY 2, 1998

The Senate met at 12 noon, and was called to order by the President pro tempore (Mr. THURMOND).

PRAYER

The Chaplain, Dr. Lloyd John Ogilvie, offered the following prayer:

On this day, one hundred and sixty-six years ago, Samuel Frances Smith penned these familiar words of prayer:

Our Fathers' God, To thee,
Author of liberty,
To Thee we sing;
Long may our land be bright
With freedom's holy light;
Protect us by Thy might,
Great God, our King.

Thank You, Father, for Your faithfulness in answering this prayer as it has been sung all through the years. You have answered the prayers of Your people in times of success and need, war and peace.

Today, grant the women and men of this Senate an acute awareness that millions of American prayers for them are being answered. May they see their work this week as Your answer to the prayers of the American people. Remind them that You provide for what You guide. You will meet their needs and, through them, meet the needs of our Nation. There is no limit to what can be done when we place our lives in Your all-powerful hands. Through our Lord and Savior. Amen.

RECOGNITION OF THE MAJORITY LEADER

The PRESIDENT pro tempore. The able majority leader, Senator LOTT of Mississippi, is recognized.

Mr. LOTT. Thank you very much, Mr. President.

SCHEDULE

Mr. LOTT. Mr. President, today, we will be in a period of morning business from 12 noon until 1 p.m. to accommodate a number of Senators who have requested time to speak. For this week's legislative schedule, it's my hope that the Senate will be able to complete consideration of the legislation renaming the Washington National Airport after former President Ronald Reagan. At this time, I am still hopeful that the other side of the aisle will allow the Senate to get a time agreement worked out so that we can complete that very, I think, appropriate legislation, in a reasonable time this week. Also, the Senate may consider a resolution regarding Iraq, as well as several nominations on the Executive Calendar, specifically, the nominations of Carlos Moreno and Christine Miller to Federal judicial appointments, as well as the nomination of David Satcher, to be an Assistant Secretary of HHS.

As I announced last week, no rollcall votes will occur today. However, all Members should be prepared to be present and voting throughout the remainder of the week, with the exception of Friday. We will not have recorded votes on Friday. We will not be in session on Friday because of a conflict we have with a conference that a number of Members wish to attend. The first votes will occur as early as noon on Tuesday, February 3, with respect to the two judicial nominations. We had thought those votes would

occur earlier, but we will have morning business first in the morning, and then we will have the two recorded votes probably right at noon. In addition, we will be in session next Monday, February 9. At this time, it is not anticipated that any votes will occur on that Monday, February 9.

I thank all Senators for their attention. We will have, I suspect, a number of votes Tuesday, Wednesday, and Thursday of this week. And then we will continue to move on to legislation that we have pending, which are very important to be considered before we go out for the President's Day recess.

I yield the floor.

Mr. INHOFE addressed the Chair.

The PRESIDING OFFICER (Mr. THOMAS). The Senator from Oklahoma.

Mr. INHOFE. Mr. President, I ask unanimous consent that, at the hour of 12:30, I be recognized for such time as I may consume as in morning business.

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

Mr. HAGEL addressed the Chair.

The PRESIDING OFFICER. The Senator from Nebraska is recognized.

BURIALS AT ARLINGTON NATIONAL CEMETERY

Mr. HAGEL. Mr. President, I come to the floor today to address what I believe is a serious issue. Let me read just the opening paragraph of a story that appeared this morning in The Washington Times. The headline of the story is "Koop given waiver for burial at Arlington; former Surgeon General helped Hillary."

The first paragraph of the story is this:

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.



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S245

President Clinton overrode Army opposition and granted a unique burial waiver at Arlington National Cemetery to C. Everett Koop at a time when First Lady Hillary Rodham Clinton had enlisted the former Surgeon General to support her national health care plan, internal documents showed yesterday.

The story goes on to talk about not just the dynamics of an implied deal, but it is far more serious than just an implied deal in my opinion, Mr. President, because what we are talking about here is giving sacred resting spots of our Nation's veterans away as deals, as rewards, as bargaining chips, as thank yous, as awards, as quid pro quos.

Mr. President, this is not only a bad precedent and very dangerous for the future of our country, but it flies in the face of the honor and the trust that America has always placed in its veterans and their service to our country. This is hallowed ground, Mr. President, this is sacred ground. Arlington National Cemetery is a national shrine. It should be a national shrine. We have very strict regulations and limitations as to who is allowed the great and distinct honor to be laid to rest at Arlington.

Mr. President, I have no quarrel with Dr. Koop. He was a very successful and important Surgeon General, a renowned doctor, and he has done many good things for his profession and our country and our Government. But someone has to talk about this because, you see, there is a connection; there is a connection between what obviously was done and what is not being done today for our active military men and women in uniform and for our retirees. I would like to read just two lines from one of Rudyard Kipling's finest poems. This poem, Mr. Kipling wrote is called "Tommy." Many veterans will know this poem. Two of the last lines go like this:

For it's Tommy this an' Tommy that, an' chuck him out the brute!

But it's "savior of 'is country" when the guns begin to shoot.

Mr. President, this is a time when this body will debate and vote on shortly—in the next few weeks—whether we are going to ask our military, our men and women in uniform, who we call on every day to protect our liberties around the world, and we are going to commit them to more responsibility in Bosnia, NATO expansion, Iraq, maybe, yet we are now in a position to be giving away burial spots that were originally always intended for the man and the woman who put on America's military uniform and serve our country with great honor and great distinction. This is also a time, Mr. President, when veterans are having difficulty using the veterans' preference in getting jobs in the Federal Government. We are asking them constantly, especially over the last few years, as we have cut more and more of our defense budget, to do more with less. We are asking them to go on longer deployments and more deployments.

The state of our military housing is embarrassing. Yet, the President is very proud to submit a military budget that has no increases. I watched this morning the President's news conference, bragging about this small, limited little Government we have, that we have cut Government. Well, again, as I said last week, I don't know how he measures the cutting of Government, but the fact is we are going to spend \$1.7 trillion on this Government this year. The Defense Department budget continually gets hammered and hammered. There has been no increase, but a 40 percent reduction in the last 10 years.

Health care. What have we done about health care for our retirees? We have done nothing. We have essentially taken away the promise that we made to these men and women in uniform, who served our country in time of war and peace, and now we are saying you need to get into the Medicare queue. I am sorry we cut back on military hospitals and on military personnel. Don't we understand that this may well inhibit readiness, retention, recruitment, and the best people for the military? Of course, it will.

The PRESIDING OFFICER. The Senator's 5 minutes have expired.

Mr. HAGEL. I thank the Chair.

In closing, Mr. President, this is a bad signal and a bad symptom. I hope that the Congress of the United States addresses this issue.

Mr. BYRD addressed the Chair.

The PRESIDING OFFICER. The Senator from West Virginia.

THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT

Mr. BYRD. Mr. President, the provisions of ISTEA, the Intermodal Surface Transportation Efficiency Act, expired on September 30, 1997. The Senate took up the ISTEA reauthorization bill on October 8, 1997, but between that date and October 29, the Senate was unable to adopt even one substantive amendment due to the impasse over Senate consideration of campaign finance reform legislation. As a consequence, the six-year ISTEA Bill was taken down and returned to the calendar.

Finally, on November 10, the Senate passed a short-term extension of our existing highway and transit programs, thus delaying the completion of Senate action on our nation's surface transportation policy until the second session of the 105th Congress, the first week of which has now passed into history. Despite the stated intentions last November of the distinguished Majority Leader to take up the ISTEA reauthorization bill, S. 1173, at the beginning of this session, the bill has not been taken up, it is not before the Senate, and we are still operating on the short-term extension.

With each passing day, I am increasingly concerned that the Senate may not return to the ISTEA reauthoriza-

tion bill until after action is completed on the fiscal year 1999 budget resolution, which may not occur until late spring.

I supported the enactment of the short-term extension bill back in November, but, as I said then, it was only a stopgap measure, and it provided only for one-half year of funding for our existing highway program, the highway safety programs, and the transit programs. Meanwhile, the various highway departments in the 50 states cannot establish a budget for the current fiscal year because they do not know the final level of federal resources they will receive even for this fiscal year which ends on September 30. The short-term extension bill will expire at the end of March, when the advent of spring will have made its appearance. Whether a new short-term extension of our highway programs will occur by the end of March is highly questionable. Meantime, how can the Governors and the highway departments of 50 states plan for the construction season that will soon be opening throughout the country? It is a classic case of dawdling and indecision in Washington which is throwing our states into highway planning and budget limbo!

Dante, the author of "The Divine Comedy", in Canto IV, described Limbo, as the "first circle of Hell." This, it seems to me, is a very apt description of the situation in which the Governors and heads of highway departments throughout the states now find themselves as they attempt to budget and plan for the upcoming construction season, and their situation may very well become worse than hell as, more and more, they find themselves unable to do any long-term budgeting and planning in respect to highway construction.

They cannot develop and implement any long-term financing plan because they do not know the level of federal resources that will be available to them over the five years following the current fiscal year. This is an impossible situation for our state highway departments. Given the costs and the duration of major highway projects, and the complexities associated with short construction seasons in our cold weather states, planning and predictability are essential to the logical functioning of our Federal-Aid Highway program. That kind of rational planning is precisely what our states cannot do at this time because of the inaction of Congress regarding the highway bill. This is not how our state and local transportation agencies should have to do business. It is, nonetheless, the precise circumstance in which our transportation agencies are being placed due to the failure of Congress to enact a multiyear ISTEA reauthorization bill in a timely manner.

It is not only unreasonable, it is also very unfair, for Congress—because of inaction—to place this burden upon the Governors, the Mayors, and the highway agencies throughout the country.