

where baseball is played they felt the same excitement and the same enthusiasm that we did.

To both Mark McGwire and Sammy Sosa, we say congratulations and thank you for a wonderful season. Mr. Sosa has some more games to play with the Chicago Cubs. But I did not want this moment to pass without asking this body to consider acting on something that I think is a good idea. Actually, I read about it on the sports page. Bernie Miklasz' column in the St. Louis Post-Dispatch suggested it. I talked to my friends at the St. Louis Cardinals and they have been thinking about it. You see, there is an interstate highway that runs through St. Louis, interstate 70—a very fortuitous number, given the feat that Mr. McGwire has achieved.

There are some of us—we don't want to raise a question, be nitpicking—who think he actually hit 71, if you count one in Milwaukee. But we are willing to pass on that one and say that there were 70 home runs that were hit. I am going to propose a measure today to designate a portion of interstate 70 in Missouri as the Mark McGwire Interstate Route 70; through St. Louis County and St. Louis City, to recognize the man who has not only brought baseball back to the top of everybody's mind and heart, but has done a tremendous amount for the community as well.

This, I think, is a small measure for us to undertake. We are contacting our colleagues in the House to ask for their support. The mayor of St. Louis has indicated his support, and we are asking others to join with us. We hope to have clearance later on today, if we can obtain clearance to pass it in wrap-up.

We also invite additional cosponsors. I have three who wish to cosponsor it to recognize this tremendous feat and to designate this in honor of the man who has really brought the thrill back to baseball and has shown that human beings have tremendous talent.

I send to the desk a bill to designate the Mark McGwire Interstate Route 70.

Mr. President, I ask unanimous consent, before being referred, that the bill be held at the desk to seek clearance from the minority side of the aisle.

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

Mr. DOMENICI addressed the Chair.

The PRESIDING OFFICER. The Senator from New Mexico.

Mr. DOMENICI. Mr. President, has Senator BOND finished?

Mr. BOND. Yes.

Mr. DOMENICI. Mr. President, in a moment I am going to ask consent on something, but I thank Senator BOND and congratulate him for what he did today. I don't know if we can do anything that is enough in response to the marvelous baseball year that Mark McGwire and others have given to the American people.

I suggest that in an America that has grown so cynical about anything, wasn't it a marvelous thing to see how the people responded to the genuine-

ness, the frankness, the decency of both Mark McGwire and Sammy Sosa? Just remember, on a number of those very important home runs, those people who caught that ball, without one moment's hesitation—until right at the end, of course—they said the ball belongs to him; they weren't trying to get rich. It was just absolutely marvelous for the United States to see that kind of thing happen.

Then to see the friendship between two people who are really at war in a very civil and different kind of way to break this title, which both of them did, which has been there for 37 years, and see how they related to each other. I think they have become genuine friends while they have proceeded, each in their individual way, to try to break one of the most important and difficult athletic standards in all of organized athletics worldwide.

I believe if the Senate understands what has happened, they are going to approve that very soon. I commend the Senator for it, and I hope Mark McGwire and his family understand the reason for you doing this and why we are probably going to unanimously accept it. I thank the Senator.

Mr. President, I ask unanimous consent to speak as in morning business and then proceed to a unanimous consent request.

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

RESTORING CONFIDENCE TO WORLD FINANCIAL MARKETS

Mr. DOMENICI. Mr. President, the Federal Reserve today decided to cut interest rates, and this is a very important step toward restoring confidence and stability in the world's financial markets. It shows that the world's policymakers are taking an active role in ensuring that financial contagion does not spread further. It is also an insurance policy against further damage to the U.S. economy from international events which currently are out of our control.

However, the U.S. Federal Reserve cannot resolve the current financial crisis alone. Investors are shunning the emerging markets because of a heightened sense of the risk that is there. In order to get money flowing to these regions again, nations must improve their banking regulations and must make information about their financial systems more available. This will assure investors and will help resolve much of the current crisis.

As policymakers, we should aid the Fed's effort to restore international confidence by approving the International Monetary Fund's request with appropriate amendments. We should also remain confident that the Fed will continue to act in a way that ensures maximum U.S. long-term growth, as they have done in the past and, as I gather, they decided to do today.

UNANIMOUS CONSENT REQUEST— H.R. 4060

Mr. DOMENICI. Mr. President, I note there is a minority Member on the floor. I would not make this request if there was not.

I ask unanimous consent that the Senate now proceed to the consideration of the conference report to accompany H.R. 4060; that there be 40 minutes for debate, with 30 minutes under the control of Senator GRAHAM from Florida; and that the remaining 10 minutes be equally divided between Senator REID of Nevada and myself, as ranking member and chairman, respectively, managers of the bill. I further ask unanimous consent that upon the conclusion or yielding back of time, the conference report be adopted and the motion to reconsider be laid upon the table.

The PRESIDING OFFICER. Is there objection?

Mr. BAUCUS. Mr. President, on behalf of another Democratic Senator, I must respectfully object.

The PRESIDING OFFICER. Objection is heard.

Mr. DOMENICI. Mr. President, I had hoped the Senator would have stated the name of the Senator, because he has already talked to us, so we all know who it is.

Mr. BAUCUS. Mr. President, I say to my friend, he can mention the name because he knows more than I do. I don't know the name.

Mr. DOMENICI. Distinguished Senator HARKIN is the Senator who told me he is going to object. He is not here, so the Senator from Montana is objecting.

I say to the Senate—in a way to the absent Senator HARKIN—frankly, this is a completed conference report on one of the required annual appropriations bills. From what I understand, there is no objection to this bill. From what I understand, it passed the House 389 to 25.

We are all engaged in trying to get the appropriations bills passed because that is our duty. We are supposed to have them finished before the fiscal year ends, and there are constant complaints that we don't get it done.

Essentially, tomorrow is the end of the year. We worked very hard, Democrats and Republicans, House and Senate, to get this bill done, to meet it, have it within our allocation so it does not break the budget, to do it in the way that most probably will get a Presidential signature.

The Corps of Engineers, the Bureau of Reclamation, the entire Department of Energy, both defense and non-defense, the Nuclear Regulatory Commission—they cannot help Senator HARKIN. They are all in this bill. They should get their funding. They can't help Senator HARKIN solve the problem of the labor, health, and human services bill, which the Senator from Iowa thinks needs a further allocation of resources in order to accomplish what he, as ranking member, thinks should be done.

In addition, I suggest, at the request of the President, this bill includes a provision to resolve a dispute between the District of Columbia courts and the Public Defenders Office. We included that provision in the bill because this has to be enacted before the end of the current year. If that does not happen, then the public defenders—the entire office, which defends those in the District who cannot afford their own lawyers, will not be able to meet its payroll.

The leadership of the House and Senate Appropriations Committee wanted Senator REID and me to address that problem, and we were able to do that with the help of Chairman MCDADE and his ranking member, Representative FAZIO from the State of California.

I hope Senator HARKIN will reconsider this objection and will let us adopt this conference report. All I can say is, in all honesty, Senator HARKIN and those who feel like he does, holding this bill up is not going to help one bit resolve the problem that centers around how much money should Labor, Health, and Human Services have to spend this year on its annual appropriations. It is just not going to help.

There is nobody suggesting the money ought to come out of this bill. There is nobody suggesting that the solution to the problem, which is raised by the Senator from Iowa, can be solved by this bill or by this Senator.

It has to be resolved, if a problem exists, through the leadership here and the chairmen of both of the Appropriations Committees, and I assume maybe even the White House. Since all of that would be required to resolve the problem, I once again ask, What good does it do to hold this bill up? And I hope that will not be a long-lasting event.

I thank the Senate for considering this.

I yield the floor.

Mr. BAUCUS addressed the Chair.

The PRESIDING OFFICER. The Senator from Montana.

INTERIOR APPROPRIATIONS BILL

Mr. BAUCUS. Mr. President, I would like to mention another anti-environment rider in the Interior appropriations bill. I have already discussed two of them. One is Glacier Bay and the other is Izembek. This will be the third.

Mr. President, this amendment deletes the rider that limits the Forest Service's ability to close roads on National Forests that threaten public safety or the environment.

Let me explain. The Forest Service has constructed over 370,000 miles of roads on National Forests across America—370,000 miles of roads. These roads, the ones that Forest Service has constructed, are called authorized roads; another name given to them is systems roads. Most of these are single-lane roads. They are relatively low quality, often built to harvest timber. They are just basic roads built to meet basic needs.

Many of these roads, though, have outlived their intended purpose. They are no longer needed. That is, they are built essentially to harvest timber, a lot of them, or built for a specific purpose and that purpose is no longer in use. So the roads therefore are no longer needed.

About 40 percent of the 370,000 miles of authorized roads are maintained to public safety and environmental standards. The remaining 60 percent are in poor condition and in many cases are a threat—a real threat—to the public safety or a threat to water quality or often a threat to wildlife habitat.

In addition to these authorized roads, the Forest Service estimates that there are at least 60,000 miles of additional roads. These unauthorized roads are sometimes referred to as ghost roads.

This is a photograph, Mr. President, of typical ghost roads. These are created when somebody decides that he or she wants to drive a pickup, a car, or a four-wheeler to a stream, or whatnot. After a while, a few people drive back and forth and we end up with an unauthorized road or a ghost road.

Another example is here. Here is a young fellow on a bicycle. It is close, perhaps, to a stream. It is hard to tell from this photograph, but basically after a bit more use it becomes kind of a road—a ghost road. There are about 60,000 miles of these kinds of ghost roads that the Forest Service thinks exist out in the National Forests—roads caused by people, not roads that the Forest Service has planned or built.

Again, Mr. President, just to recapitulate, there are about 370,000 miles of roads the Forest Service has planned on building. Most of these are deteriorating. Many of these roads were intended to be used as logging roads to harvest timber, and the timber harvest is gone; that is, the timber has been harvested so they are no longer in use.

Then there are 60,000 miles of ghost roads not planned by the Forest Service and which are created by people who drive around in pickups or other off-road vehicles.

Mr. President, the Forest Service cannot safely manage all of the authorized and the unauthorized, so-called ghost roads that cover our National Forests. It just cannot do it. There are too many roads. Too many miles of roads. As a result, many of these roads are safety hazards, and some cause significant environmental problems.

Mr. President, let me show you these two photographs. These are photographs of authorized roads, of system roads, of roads the Forest Service planned—not the ghost roads. In this top photograph of this road, you can tell the road is washed out. It is just washed out.

Here is another photograph of another authorized road, the kind the Forest Service plans on. What happened here? The bridge went out. Some poor unlucky fellow did not realize the bridge had gone out until he caused it

to go out. The bridge just collapsed. This guy's pickup went down on the collapsed bridge on the authorized road. Obviously, the bridge has rotted out.

In other cases, the authorized roads create environmental hazards. I might tell you what the top road is. This is a road on the Mount Baker/Snoqualmie National Forest that has washed out. These types of washouts often clog streams, as you might guess. They kill fish. That is pretty obvious. And in the middle of the night, they can be one heck of a pothole.

When roads such as these are unsafe, or cause environmental problems, we have two options. One is to fix the road; and the other is to decommission the road. Just a fancy way of saying closing it.

In deciding which roads to upgrade or close, the Forest Service sets priorities, obviously, based on public safety, based on environmental concerns, on a forest-by-forest basis.

Let's face it, road closures can be a big issue in some parts of the country. I know that is very much the case in my State of Montana; people have strongly held views as to which roads should be closed and which roads not.

These are not easy decisions for the Forest Service to make. But the Forest Service personnel by-and-large do the very best they can. And they do so after talking with the public. And they make their decisions based on what they think the public wants and based upon safety and based upon environmental needs.

Well, this is where the rider comes in. This rider prevents funds from being used to remove any authorized road until the regional forester certifies that all the ghost roads have been either upgraded to U.S. Forest Service standards or closed. That is, the Forest Service cannot look at any of the authorized roads in a region until it looks at all the ghost roads and either closes or upgrades each of them.

What does that mean? That means the Forest Service could not close any authorized road no matter how great a safety hazard it is until the Forest Service can certify that every single mile of the ghost roads, that is these kinds of roads—the little pathways—who-knows-where-they-are in the forest, have been either upgraded to either system standards or have been removed.

For starters, this is virtually impossible. The Forest Service does not even know where many of these ghost roads are. More important, this rider does not take into account whether these roads pose the greatest immediate threat to public safety or the environment.

In sum, this simplistic one-size-fits-all approach would wreak havoc on the ability of the Forest Service to sensibly manage roads in our National Forests.

As I mentioned early, the Forest Service now sets priorities for closing