

Senate on Tuesday, February 29 at 10:00 a.m. to hear testimony regarding Competition in the Medicare Program.

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

COMMITTEE ON FOREIGN RELATIONS

Mr. COVERDELL. Mr. President, I ask unanimous consent that the Committee on Foreign Relations be authorized to meet during the session of the Senate on Tuesday, February 29, 2000 at 10:30 am to hold a hearing.

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

COMMITTEE ON INDIAN AFFAIRS

Mr. COVERDELL. Mr. President, I ask unanimous consent that the Senate Committee on Indian Affairs be authorized to meet during the session of the Senate on Tuesday, February 29, 2000 at 2:30 p.m. to markup the Committee's letter to the Budget Committee regarding funding for Indian programs for FY 2001. The meeting will be held in the Committee room, 485 Russell Senate Building.

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

COMMITTEE ON THE JUDICIARY

Mr. COVERDELL. Mr. President, I ask unanimous consent that the Committee on the Judiciary be authorized to meet to conduct a hearing on Tuesday, February 29, 2000 at 1:00 p.m., in SD-226.

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

SELECT COMMITTEE ON INTELLIGENCE

Mr. COVERDELL. Mr. President, I ask unanimous consent that the Select Committee on Intelligence be authorized to meet during the session of the Senate on Tuesday, February 29, 2000 at 2:00 p.m. to hold a closed hearing on intelligence matters.

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

SUBCOMMITTEE ON NATIONAL PARKS

Mr. COVERDELL. Mr. President, I ask unanimous consent that the Subcommittee on National Parks, Historic Preservation and Recreation of the Senate Committee on Energy and Natural Resources be authorized to meet during the session of the Senate on Tuesday, February 29 at 9:30 a.m. to conduct an oversight hearing. The subcommittee will consider the President's proposed budget for FY2001 for National Park Service programs and operations.

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

SUBCOMMITTEE ON STRATEGIC FORCES

Mr. COVERDELL. Mr. President, I ask unanimous consent that the Subcommittee on Strategic Forces of the Committee on Armed Services be authorized to meet during the session of the Senate on Tuesday, February 29, 2000 at 9:30 a.m. in open session to receive testimony on the Department of Energy's fiscal year 2001 budget request for the Office of Environmental Management in review of the fiscal year 2001 defense authorization request and the future years defense program.

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

TRIBUTE TO STEVE HIGDON

• Mr. McCONNELL. Mr. President, I rise today to pay tribute to fellow Kentuckian Steve Higdon on his recent success in becoming president and chief executive officer of Greater Louisville, Inc.

Steve Higdon grew up in Hikes Point and graduated from Trinity High School. He received a bachelor's degree in business administration from the University of Kentucky and began work with Yellow Freight Systems in Louisville after college.

Steve made his way to the top of the Louisville business world through hard work and determination. After his work at Yellow Freight Systems, he held several positions of leadership within the United Parcel Service (UPS), including economic development manager. Steve's work at UPS led to his involvement with Greater Louisville, Inc., and to his being hired as executive vice president for economic development and chief operating officer.

Many of Steve's colleagues have noted his extraordinary leadership skills. Steve's co-workers at UPS and colleagues within Greater Louisville, Inc. have all spoken of his drive and ambition, his work ethic and intelligence. From everything I've observed, Steve deserves all of these compliments—and more. He has taken on a huge responsibility in the Louisville community, and his past experience and success is a sign of good things to come for the city, its residents and its workers.

Steve also is involved in efforts to build a better Louisville community. He holds positions on the Workforce Investment Board, Housing Partnership Board, Kentucky Industrial Development Council, Industrial Development Research Council, and the Trinity High School Alumni association. This is further evidence that Steve's commitment to the community goes beyond mere business interests—he genuinely cares about Louisville's children and families.

Steve, on behalf of my colleagues and myself, thank you for your dedicated service to Louisville and to the people of Kentucky. I have every confidence in your ability to lead Greater Louisville, Inc. and its efforts to build great accomplishments and successes in the years to come.

Mr. President, I also ask that an article which ran in the Louisville Courier-Journal on Sunday, January 30, 2000, appear in the record following my remarks.

The article follows:

[From the Louisville Courier-Journal, Jan. 30, 2000]

GREATER LOUISVILLE GREW NEW LEADER FROM THE INSIDE—STEVE HIGDON LOVES TO DEAL WITH PEOPLE

(By David Goetz)

Steve Higdon, the new man in charge of Louisville's economic future, speaks the lan-

guage of development in a broadcast-quality baritone. He moves seamlessly from discussions of work-force issues to business retention to the prospects of city-county merger.

But if you watch him speak as well as listen, you can catch glimpses in his gestures of the airport baggage handler he was not too many years ago. He seems to grab his words as he speaks them bracketing them between his hands or rolling them up in front of him. Then he hands them to you, or takes them to heart, or just places them here and there like a man sorting bundles.

Higdon, 37, is the new president and chief executive officer of Greater Louisville, Inc., a hometown guy whose love of long distances shaped a business career in shipping and distribution that never took him very far from home.

He's not too far removed in years or though from the college graduate of 1987 who found himself bossing men twice his age on the loading dock of Yellow Freight Systems at 35th and Duval streets in Louisville.

"It was the most stressful job I've ever had," Higdon recalled last week in his modest new office, a passable view of Sixth Street over his shoulder, business cards on his desk still identifying him in his former job as the non-profit corporation's head of economic development.

"I was very young and green, there were the hours, managing Teamsters whose average on the job was 25 to 30 years," Higdon continued. "The productivity goals were extremely tough."

He was young and it would have been easy to quit, Higdon said, but he had already developed a sense of having a career rather than just a job.

"I didn't know what the career was, but I knew I would have to be responsible," he said. "I knew I would have to work my way through it."

It was the beginning of a career that eventually placed Higdon with air carrier UPS and brought him into contact with the old Greater Louisville Economic Development Partnership.

There he garnered the notice and respect of entrepreneur Doug Cobb, who had signed on as president of Greater Louisville Inc., in 1997 when the partnership merged with the Chamber of Commerce to create a unified front for Louisville's business-support and economic-development efforts.

Cobb said he wasn't intentionally grooming a successor when he hired Higdon to run the development side of Greater Louisville Inc., in 1997.

"I called Steve because he had a good idea of what was going on" in Louisville, Cobb said. "But when you find out what people can do and you ask them to do more, which they do well, they just naturally grow into leadership."

Higdon is "maybe the most impressive executive I've ever worked with," Cobb said. "He's a great organizer. He knows how to figure out what needs to be done and get it done. He's good judge of talent."

Higdon has "a lot of the leadership characteristics that make the difference," said LG&E Energy Corp. executive Steve Wood, chairman of Greater Louisville, Inc.'s economic development committee.

"To be a successful executive, you have to out-work and out-think the competition, in this case, other jurisdictions competing for new business," Wood said. "I don't think you can outwork him. His energy level's extremely high, and he's as bright as they come."

Retired banker and civic leader Malcolm Chancey advocated a broader, national search for Cobb's successor, but he praised Higdon's energy and talent.

"If he has the right kind of support, he'll be successful," Chancey said. "I hope everybody will support him. I certainly will."

Higdon grew up one of four kids in a house off Klondike Lane near Hikes Point. His father was a photoengraver at the old Standard Gravure printing plant.

The Rev. David Zettel, a counselor at Trinity High School, remembers Higdon as bright, gregarious and outgoing. "He smiled a lot," Zettle said.

Higdon was "more social than most smart guys," and he had the ability to befriend any group, said friend Tom Scanlon, now president of ScanSteel Service Center Inc. in Louisville.

Scanlon remembers exchanging words with students from a rival school in the parking lot one night after a football game. Then Higdon walked over to them.

"What looked like it was going to turn into a fight, 30 minutes later we were sitting on the hood of their car drinking beer with them," Scanlon said. "He has a look in his eye and you trust him."

Higdon started out in accounting at the University of Kentucky but found marketing more to his taste. "It was exciting. It was fun. It was creative," he said. "You got these marketing problems and there were 30, 40, 50 different ways to come up with a solution."

He had never been on a plane before, but on a whim Higdon left a summer job before his senior year to fly with a co-worker to Europe. He visited 13 countries on about \$4 a day, he said, and discovered a personal maturity and a love of travel that have marked his career since.

His first job out of college was as a part-time baggage handler for Piedmont Airlines in Louisville—not for the \$6 an hour, Higdon said, but for the free flights, employees got if the planes weren't full.

"I flew 100,000 miles that year. We'd fly out to L.A. for ladies night at the Red Onion, fly to Miami for the Super Bowl, all we did was travel—it was so much fun," he said. "I've worked for an airline most of my life since. Travel is the spice of life."

Even the full-time jobs at Yellow Freight and Emery Worldwide that followed had a touch of the exotic for Higdon. "Every piece of freight had a destination or an origin in cities all over the world," he said.

He was a sales manager for the local office of Emery parent CF Airfreight when UPS won landing rights in Japan and hired him to run the Louisville office of its new UniStar cargo company. His charge was finding enough freight customers to fill the overnight package-delivery jets flying to and from Japan.

"I was one of the first people hired to a significant management position from outside UPS," Higdon said. "In less than two years this was the most profitable of their 40 offices in the U.S."

UPS later named Higdon the first marketing manager of its own air-cargo division and had him create its first air-passenger charter service.

"In a real sense I've been like a corporate entrepreneur," Higdon said. "Every job I've had (with UPS) was a new job. I never went into a position where I was replacing somebody."

Doug Kuelpman, a former boss at UPS, said Higdon "understands the business world and what has to be done. He has a knack."

"I never had to tell Steve more than once about doing something, even in areas where he may not have felt well-equipped going into it. He's the kind of guy who likes to put his head down and charge."

In 1995, UPS "loaned" Higdon to the development partnership to help recruit transportation-intensive businesses. Louisville Mayor Dave Armstrong was county judge-executive at the time and worked with Higdon in an unsuccessful attempt to lure a new Harley-Davidson manufacturing plant to the area.

"We were out of the picture altogether" when he and Higdon went to work on the project, but in the end, "we were barely edged out" by Kansas City, Armstrong said. "He did a great job with that."

Higdon concentrated on a strategy for attracting high-tech industries and recruited seven computer-repair firms with 700 jobs by the end of 1996.

But while he loved his work, Higdon said, "there was never a time I felt this is where I want to be." The following year he went to Cobb for advice on starting his own company.

Instead, Cobb hired Higdon to head the business-attraction efforts of what had become Greater Louisville Inc.

His first day on the job, Oct. 8, 1997, Higdon told Cobb that UPS was planning to expand its operations and was seriously considering Columbus, Ohio, as the site.

That conversation resulted in five months of intensive negotiations that ended with the announcement that the \$1 billion expansion and its 6,000 jobs were ticketed for Louisville.

As a former UPS insider, Higdon had "a good sense of what was going on" inside the company, Cobb said, and he played "a huge role" in the negotiations' success.

Higdon is credited with helping develop the innovative Metropolitan College concept that lets UPS package handlers work their night shifts while attending college.

When Cobb said last fall that he wanted to step down as president and CEO, the board of directors decided to look internally for a successor, said Ed Glasscock, chairman of the board's search committee. The aim was to maintain momentum and avoid a long adjustment period under a new executive.

They chose Higdon. "It's not fair to characterize it as Doug naming his successor. We asked Doug for his recommendations," Glasscock said. "You had a number of independent business people on the search committee who reviewed the job description and Steve's background. We felt he matched up, not because Doug said he was the perfect candidate. We came to that conclusion independently."

Choosing a successor internally is not unusual in corporations, Higdon said, and, under Cobb, Greater Louisville Inc. adopted the corporate model in its structure and thinking.

"That's why we're successful," he said. "The mentality is we're all running a business here."

Running a business—his own—is still on Higdon's mind, though it's been pushed into the indefinite future. He said he is committed to his new job for at least three years and that has its rewards.

"I love dealing with people more than anything," he said. "Since I was a kid I loved to be out among people."●

IN MEMORY OF GEORGE A. ATHANSON

● Mr. DODD. Mr. President, on January 11, 2000, with the passing of George A. Athanson, the state of Connecticut lost a faithful and companionate public servant and one of its most colorful political figures in recent memory. Often called the "people's mayor," George was one of the longest serving and most beloved mayors in the history of Hartford, Connecticut. I would like to take a few moments to reflect on his many contributions to the city of Hartford.

George Athanson was a product of the city he came to love and serve so

well. A Hartford-born son of Greek heritage, he attended Hartford Public High School, where his intelligence and personal charm won him the admiration of his peers and teachers alike. He went on to Amherst College where he graduated cum laude with a degree in political science. Following a short stint in the Marines, George returned to academia, this time to the University of Chicago law school where he received a law degree in 1955. George would also earn a masters in international relations from the University of Connecticut in 1958.

George's love for his home town and affinity for learning lead him to teaching at the University of Hartford. As a professor of history and political science, George was known for a dramatic flair that enlivened his classes—a flair that George would bring to the mayor's office with his election in 1971. His magnetic personality, energy, creativity and verve for the dramatic contributed to his tremendous popularity and resulted in one of the longest mayoral tenures in Hartford's history, from 1971 to 1981.

He considered himself a liberal Democrat and was confident that government could play a role in solving social and economic problems. George was a colorful politician with a flamboyant style. While he was hard working, his efforts were often overshadowed by the creative and novel actions he undertook to promote the city. On one occasion, George rowed across the Connecticut River holding a state flag and dressed as George Washington to protest a General Assembly vote. On another occasion, he stepped into a boxing ring with a Republican opponent to raise money for charity. And in perhaps his best known act of political theater, George showed up to promote development at Brainard Airport in Hartford dressed as the Red Baron and climbed into the cockpit of a bi-plane for photographers.

It wasn't these dramatics that made George Athanson so popular, however, but his underlying dedication to the city of Hartford. He humanized the mayor's office. George was a man of great personal strength and he used his talent and energy to bring the city together. He built and maintained lines of communication among the city's diverse racial and ethnic communities and in the process became the people's mayor.

It was fitting that in his final days in office, George continued what had become a tradition during his tenure, the delivery of the annual New Year's poem. The poems were symbolic of the man who composed them—witty, humorous and full of political insight. With tears in his eyes, George delivered his last New Year's poem in 1981 entitled Ode to the People of Hartford, which read in part:

Those stunts for charity, I did my part
"Buffoon," critics said, but where's THEIR heart?
Resolutions by the thousands, I've made my mark