

girl born to privilege, a wife, a mother, a person content to live in comfort, to live in the background, to eat at the women's table, to live in a woman's world.

For the next 40 years, she was a woman, through tragedy, called upon to suddenly take on enormous responsibility. She had to learn, and learn fast, about the business and about journalism. She had to learn about the intersection of journalism and politics. She learned about the reality of the role of women in all of these worlds, and she mastered them greatly.

In her seventies she learned about herself. She committed to write her memoirs with the idea that they would give to her children and grandchildren and future generations an insight on her, her family, her husband, her mother and father, those things that had influenced her life. She decided to do this without the assistance of a ghostwriter or someone who would put her words on paper. Rather, she took up pen and yellow paper and for 7 years wrote her memoirs.

At the conclusion, she had accomplished her objective of having placed for all time her life on paper. She also saw some results which were probably unexpected. She changed the way that many women looked at themselves and looked at their possibilities.

Yesterday, at the funeral, a woman in a wheelchair told me about how much Kay Graham's life had meant to her when she was unexpectedly handicapped. She thought she had lost the opportunity to challenge herself or reach for her potential. Through Kay's example, she gained a renewed confidence her own potential.

Kay's memoirs also changed the way in which we think about the writing of autobiographies. It is not a book of histrionics. It is not a book meant to make people necessarily feel good or to placate and to soften events in the past. It is written with a directness of one friend talking to another with great candor. And it also was a lesson of what is possible.

At the age of 80, after 80 years of living, including 7 years of writing, Kay's memoirs won the Pulitzer Prize. What an enormous statement about a life which at every stage is one of growth and unwillingness to accept limitations.

I believe these examples of the lessons of compromise, of self-confidence, and of constant life growth are just part of the legacy that Katharine Graham has given to our society. I believe in these she speaks particularly to those in our profession of politics. Their proper learning and absorption will be of great value to us.

These are examples I will be honored to attempt to emulate. My only regret is that she will not be here to critique my performance.

Mr. HATCH. Mr. President, I would like to join my colleagues today in paying tribute to a great woman, Katharine Meyer Graham, whose untimely

passing saddens those of us who had the pleasure, indeed the privilege, of knowing her. Her courage, determination and style are an inspiration to all of us in public service.

There are far too many cynics in this town, and unfortunately, there is far too much to be cynical about. But, at the end of the day, it is people like Kay Graham who have inspired and mentored a new generation of idealism, of American youths who strive to be the very best in all their chosen fields of endeavor. And that is the true story behind her unflagging support of two young, obscure, city-desk reporters who broke a story that changed our Nation forever.

There is much I will miss about Kay Graham. I could talk for hours about her many outstanding accomplishments, as a wife, a mother, and a publisher. But she was also a true and loyal friend to many, an incredible force for good. Kay was one of the most powerful women in our world, but what I remember most about her is that she was genuinely a nice person.

And so, today, let us pay tribute to Kay Graham's greatness and goodness, in public and in private. I hope the world will also learn a little more about her kindness, her humility, and the sense of charity that never left her.

Mr. President, one of the most touching tributes I can recall vividly describes the cycle of life and our profound transition. It likens our passage to the journey of a magnificent sailing ship, gliding through deep blue water, growing smaller and smaller as the sea meets the sky. And when the ship fades silently from sight, just as we think she is gone, we are reassured to know that on the opposite shore . . . she awaits.

EXTENSION OF MORNING BUSINESS

Mr. REID. Mr. President, I ask unanimous consent that the morning hour be extended for 45 minutes, with Senators permitted to speak therein for up to 10 minutes each.

The PRESIDING OFFICER (Mr. NELSON of Nebraska). Without objection, it is so ordered.

Mr. REID. 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.

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

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

TRANSPORTATION APPROPRIATIONS

Mr. DASCHLE. Mr. President, we have been in a quorum call now for several hours. As I understand it, there are still negotiations ongoing with regard to the trucking amendment. In

order to accommodate further discussion, I would like to ensure that other Senators know I will be filing cloture tonight, and it will be very important during this negotiation period for other Senators to come to the floor to offer their amendments.

I expect there will be additional rollcall votes later on tonight. We know of two amendments that will be offered. We will expect rollcall votes on those amendments sometime after 6:30 this evening. Beyond that, there may be other amendments as well. But we will have additional votes tonight.

Senators ought to come to the floor. As I say, I reluctantly will file cloture with the hope that perhaps it could be vitiated if we can reach some agreement. But barring that, we will expect a cloture vote on Thursday. We would expect, as well, that Senators who have amendments that may not be germane postcloture can come to the floor, offer them, have them debated, and certainly have a vote on them as well.

So tomorrow we will be devoting time to amendments. If amendments are not offered, it would be my expectation that we would take up at least one, if not more, of the controversial nominations that might require some debate time. But we will address that in greater detail at a later moment.

At this point, I encourage Senators to come to the floor because we are entertaining amendments. We expect to offer a couple. As I said, we will have rollcall votes later on this evening.

Mr. President, I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

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

Mrs. MURRAY. Mr. President, what is the pending business?

The PRESIDING OFFICER (Mr. AKAKA). We are in a period of morning business.

Mrs. MURRAY. Mr. President, I yield to the Senator from Oregon.

Mr. WYDEN. Mr. President, I thank Senator MURRAY. I commend her for the excellent job she has done on this bill. This is an extremely important measure. She has done a first-rate job handling it. We appreciate it in the Pacific Northwest and across this country.

I want to take a few minutes tonight to discuss the situation that the flying public is facing as they look at using our airlines and our system of aviation this summer. Unfortunately, so many Americans are going to face long and tedious hours stranded in overcrowded airports. In many instances, they are not even going to have the basic courtesy of straight information about their flights, cancellations, and important details that are so essential to them when they make their plans.

It seems to me the central aviation problem today is that there are no consequences for this flagrant mistreatment of passengers. There really is no accountability. While this problem is extremely complicated, clearly demand exceeds supply in this country. We need more runways. We need better air traffic control. But you do not have to pour more concrete to start telling passengers the truth about their travel options in the United States.

Again and again we find that passengers are kept in the dark. They are not told when a flight is overbooked. For example, I have no problem with the airline selling a ticket to a passenger on an overbooked flight, but I think the passenger has a right to know that flight is overbooked. The inspector general found repeatedly that the airlines would know hours ahead of time that a flight was going to be significantly delayed by 2 or 3 hours. Yet the airlines would not go out and change the departure board.

It seems to me what we ought to require, in an area that is extremely complicated, is that passengers at least have a right to know what their travel options are. Senator REID and Senator MCCAIN and I have been working together very closely for several years now. A bill has cleared the Senate Commerce Committee under the leadership of Chairman HOLLINGS and Senator MCCAIN. Under normal circumstances I would offer a measure that would ensure passengers have these basic rights as they fly this summer in what proves to be a pretty exasperating travel season for millions of Americans. But, frankly, I do not like to legislate on an appropriations bill.

I think Chairman HOLLINGS and Senator MCCAIN and Senator REID, our bipartisan group that has worked in this area, has put together a very good bill. It has passed the Senate Commerce Committee unanimously.

Suffice it to say, the chair of the Senate Transportation Committee has enough headaches in handling this legislation right now as to not put yet another challenge on the bill. But I will tell you my patience with respect to this matter is growing pretty thin.

Senator MCCAIN and I introduced the first bipartisan passenger rights legislation back in 1999. The airlines then said there really was no problem. They said this was just an anecdotal situation and there really was not a problem.

Then, as the evidence began to pour in that this problem was systemwide, they said the answer is a voluntary approach. Just keep the U.S. Congress out of it and everything is going to be fine. The inspector general came forward and did an analysis of the voluntary approach and saw that was not working particularly well. Then the airlines said it was the FAA's fault, the Federal Aviation Administration.

The fact is, it has been a bottomless pit of excuses with respect to this question of improving passenger service in

this country. Now the airlines have basically said that if passengers want any rights, they should basically go to court to try to get them. They will have a voluntary program, but if the passengers want any rights they should go out and try to find somebody in the trial bar to get interested in a lawsuit.

Suffice it to say, this country needs a straightforward, enforceable package of rights to protect the passenger.

I want to make it clear, I am not calling for a constitutional right to a fluffy pillow on your airplane flight or a legal right to a jumbo bag of peanuts. But I do think you ought to have a right to basic information such as when your flight is chronically delayed.

One of the areas the inspector general has felt most strongly about is a situation that would require airlines to inform a prospective passenger when a flight is going to be 2 or 3 hours late and has a track record of being that late 30 or 40 percent of the time.

I also think disclosing that information to the flying public would inject a bit of competition into the system because, if consumers could have that kind of information, then they might choose another flight, say, that was only late 10 percent of the time or they might choose another travel option altogether. You could begin to hold the airlines accountable. You could begin to have some consequences for this shoddy service to which the passengers are so often subjected.

The passenger bill of rights is really about the public's right to know. It is about giving passengers information. I was told early on that somehow giving passengers these rights was going to jack up the bills of consumers. It seems to me it only can be a force for holding costs down because when you give passengers information about their options, that helps to make the system more competitive and serves as a force to drive prices down.

I hope we will not have to wait much longer to get an enforceable set of passengers' rights in place.

I do not quarrel in the least with the airlines' argument that we need more funding for runways and air traffic control and infrastructure. The airlines are absolutely right. Today, demand exceeds supply with respect to American aviation, but I will tell my colleagues and the Senate that all the concrete in the world is not going to do it if the airlines are not required to give the passengers basic information about their flight options that is now in their possession. I am continually struck how it can be that this industry, which has performed such technological miracles in so many other areas, cannot devote just a tiny bit of that talent and ingenuity to making sure that passengers are kept well informed.

It seems to me it is a basic sort of proposition of industry in this country that you try to treat the customer properly, that you tell someone what

their options are. But essentially aviation is one of the few industries—perhaps the only one—where you consistently can't get the product for which you contracted. If the local movie house doesn't have enough people for the 3 o'clock showing, the local movie house doesn't go out and cancel the 3 o'clock showing. It has been found again and again that is what airlines do when they don't think they have sufficient people on a particular flight.

I am not going to offer the passenger bill of rights as an amendment on Senator MURRAY's appropriations bill, but I wanted to come to the floor and say this is an area where I think the Senate is ready to go with the good work of Senator REID and Senator MCCAIN, and particularly Senator HOLLINGS, who pulled together a bipartisan bill in the Senate Commerce Committee.

I think we are on our way to passing legislation that could make a real difference. Given the fact that it will take some time to get that new infrastructure which is needed in place—it is going to take time to get additional runways and improvements in air traffic control and other basic purposes—that is all the more reason to pass a passengers' rights bill now so that passengers, as we are building the additional infrastructure, can know what their travel options are and know how to plan what is best for them and their families.

I again thank Senator MURRAY for the excellent job she has done on this bill. I see Senator SHELBY and others are here as well. Senator SHELBY was very involved in passing and supporting passenger rights as well. I thank him for that.

I yield the floor.

The PRESIDING OFFICER. The Senator from Washington.

Mrs. MURRAY. Mr. President, as the majority leader announced, we are moving towards an amendment that will be voted on shortly. I understand the Senator from New Jersey would like to speak for 12 minutes. I yield to the Senator from New Jersey.

The PRESIDING OFFICER. The Senator from New Jersey.

Mr. TORRICELLI. Mr. President, I thank the Senator from Washington for yielding the time.

I rise in opposition to efforts by Senator GRAMM and Senator MCCAIN to strike the Murray language regarding access by Mexican motor carriers to United States highways. In fact, while I commend Senator MURRAY for her efforts to reach compromise with regard to access to United States highways by Mexican truck companies—I am indeed even opposed to her compromise—I believe that any compromise is going to result in danger to American motorists and believe the better course is for the Senate to follow the leadership of the House of Representatives and ban these trucks unless and until we are certain that American motorists can be safe.

Senator DORGAN and I have prepared such an amendment and are considering offering it. Obviously, that can

only be done if, indeed, we begin by defeating Senator MCCAIN's efforts.

While serving in the House of Representatives, I opposed the NAFTA treaty. I believed then, as I believe now, that for all of the advantages of integrating the economies of North America, NAFTA was a missed opportunity. It was a missed opportunity to establish regulatory environmental and labor requirements that would protect both our natural environment and also our human resources. Now we are about to make the same mistake again at an enormous price.

I do not believe NAFTA or any international law imposes on the United States an obligation to lower or ignore safety standards for our citizens in the name of free trade. I believe in free trade. I have often voted for free trade. I believe its economic advantages to our Nation are overwhelming. But our first obligation is always to protect the health and well-being of American citizens.

If there is a question as to whether allowing Mexican trucks immediate and unlimited access will endanger American citizens, one need look no further than developments along our southern border in the last decade.

Since the enactment of NAFTA, the number of Mexican commercial trucks crossing between our countries has increased by 324 percent. There are over 4.5 million commercial truck crossings a year into our Southern States. Only 1 percent of these vehicles are inspected by U.S. personnel. Thirty-six percent of those trucks inspected failed basic safety standards for such things as faulty brakes, broken lights, unsafe transportation, or dangerous cargo.

As this chart illustrates, the percentage of trucks ordered off the roads because of faulty brakes or hazardous and dangerous or toxic cargoes is 50 percent higher in Mexican trucks than in America trucks and nearly four times as high as with Canadian trucks. If you were to extrapolate this number on the basis of actually inspecting all those trucks crossing the American border, 1.5 million truck crossings would pose a safety hazard, the vast majority of which are obviously undetected. Public Citizen estimates that were we to do nothing, there would be an additional 3 million truck crossings.

Using this 36 percent failure rate, that means, incredibly, that we could expect 1 million hazardous truck crossings per year from Mexico to the United States. Based on our current experience, 1 million trucks are going to enter into the States that Members of this Senate represent with faulty brakes, hazardous cargo, unsafe lighting, and unsafe design.

How many lives will be consumed by 1 million faulty trucks on America's highways? It is a question no one can answer. But every Senator can agree upon this: It is going to cost lives—not maybe, not perhaps. People will lose their lives. This problem is driven by systemic flaws within the Mexican reg-

ulatory system which result in low compliance, lax enforcement, and little or no sanctions for violations.

The chart on my left demonstrates the stark difference between American and Mexican truck regulations, beginning with driver fatigue.

In order to assure that drivers are alert on American highways, American truckdrivers are limited to 10 hours of consecutive driving. Even with this American limit of 10 consecutive hours on the road, driver fatigue still causes one-third of all truck accidents in the United States.

Only months ago, Mexico instituted its first limitations on hours of service. But most trucks in Mexico are exempt from the limitation. Imagine American highways with Mexican truckdrivers who have no experience with these limitations and who lack compliance with driving for limited hours. Truckdrivers from Mexico earn, on average, \$7 per day driving these truck rigs across the United States.

I can tell you this about a truck-driver who earns \$7 a day to feed his family. Having him stop driving after 10 hours when he lives in those economic circumstances, not being accustomed to these regulations, having no history of them, with questionable enforcement—these trucks are going to be driven for hours and hours past current regulations.

Second, logbooks: In the United States, all truckdrivers are required to keep detailed logbooks of their driving time, cargo, and destination and to present them, on demand, for safety.

In Mexico, the law for keeping logbooks is not enforced, and border inspectors have reported that virtually none of the Mexican drivers entering the United States uses these logbooks—virtually none.

Weight limits: American trucks cannot exceed 80,000 pounds and are often inspected by weigh stations throughout the Interstate Highway System. Eighty-three percent of the fatal truck accidents in the United States involve trucks that are over 26,000 pounds, clearly establishing that heavier trucks are the cause of most fatal truck accidents.

In Mexico, the weight limit is an incredible 135,000 pounds, or 28 tons higher than the American limit. Equally as disconcerting as this higher weight limit is that even should the limit be reduced, there is inadequate infrastructure or even space along the border to perform weight compliance checks. Seventy percent of inspection sites in the United States have room for only one or two trucks. Not only are these trucks out of compliance, not only are they dangerous, but even if we were requiring compliance, we do not have the infrastructure to do it.

These trucks are coming to American roads. It is a safety problem, to be certain, that is going to cause loss of life. It is also an invitation to massive damage to American highways, massive damage to highways and bridges that

are not designed for these kinds of extraordinary weights.

Hazardous materials: In the United States, all hazardous materials must be clearly marked with an official placard when transported, and all truckdrivers transporting hazardous materials must be specifically licensed. This has been done to ensure safety that when hazardous materials go through our neighborhoods and our cities and our States, we know the driver is competent, but we also know that driver is traceable and responsible if those toxic or hazardous materials are dumped in water supplies or streams or neighborhoods because of a long problem of criminal and even organized criminal activity in dumping these hazardous materials.

Nearly a quarter of all trucks entering the United States from Mexico are transporting hazardous materials but only 1 out of 14 is properly identified.

Age: The average age of a commercial truck in the United States is 4½ years. In Mexico, the average truck is 15 years old. There are few truck companies in America that operate any trucks that are 15 years old. "Average" or "median" age means a significant portion of Mexico's trucks is 20, 25, and 30 years old. By definition, such a truck is not safe to be operating on the American Interstate Highway System.

Lest anyone think my concerns are solely on the Mexican side of the border, let me discuss for a moment the failure of the United States to properly prepare for an inspection program.

On the assumption that Senator MCCAIN's efforts will fail, we are left with Senator MURRAY's efforts to reach a compromise on this to try to improve this system. We hope she succeeds. But if she does, it will require a Federal inspection system.

Today, Federal and State inspectors are on duty 24 hours a day at only 2 of the 27 border crossings with Mexico. If a Mexican truck enters a border crossing when no one is there, it is not subject to inspection.

The Department of Transportation, under these proposals, is going to issue operating certificates to Mexican firms based on their answers to questionnaires. The Department will have 18 months to perform a safety audit on the firm. But the firm's trucks can freely travel throughout the United States during this 18-month period when the questionnaires are being reviewed.

Second, the inadequacy of the U.S. inspection infrastructure is an invitation to problems. Many State inspectors who augment Federal inspectors do not even routinely check for licenses and documents. Most border crossings lack any telecommunications, so the inspection personnel cannot even check on the validity of licenses and registrations being offered at border crossings.

I make these points to demonstrate that the Mexican trucking industry as

well as the American inspection system are not ready to protect the American driving public. There is no infrastructure. There is inadequate personnel. There are not weigh stations. There are not even telephones. There are not parking spaces. There is an avalanche of old Mexican trucks, without requirements for safety or background or design, that are coming to the United States.

This Nation has spent more than 50 years modernizing its trucking industry, learning about safety, training drivers, ensuring that they understand how to operate these rigs. After 50 years of experience, and lowering mortality rates, we are now opening our borders to Mexican trucks.

I recognize that this issue is difficult because of our close relations with Mexico and our obligations under NAFTA. Indeed, on February 6 an international arbitration panel ruled that the United States cannot bar all Mexican applicants from entering the United States. The United States wants to comply with its international obligations. But the arbitration panel also found that because of vast differences between the two regulatory regimes, the United States did not have to treat Mexican applicants the same as it did United States or Canadian applicants.

The panel indicated that NAFTA did not restrict the ability of the United States to implement measures to ensure that Mexican trucking companies and their drivers meet United States standards. I quote:

Nor does it (NAFTA) require that Mexican-domiciled firms currently providing trucking services in the U.S. be allowed to continue to do so, if and when they fail to comply with U.S. safety regulations.

Later on the panel added:

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—indeed, we have the obligation—to ensure that our citizens are safe and our highways are operated to the very 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 with heavy 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.

The Senator from Wyoming 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. 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 Demo-

cratic 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.

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

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

(Purpose: Relating to commercial air service at the Gary-Chicago Airport)

On page 55, line 2, insert after "access," the following: "increasing commercial air service at the Gary-Chicago airport, and increasing commercial air service at the Greater Rockford Airport".

On page 55, line 7 insert after "Chicago area" the following: ", including Northwest Indiana".

Mrs. MURRAY. Mr. President, I ask for the yeas and nays on the amendment.

The PRESIDING OFFICER. Is there a sufficient second?

There is 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: