

the original lease proposal, the USAF will get its tankers in a way that defers the payment burden to someone else at some unspecified point in the future.

This is what we were trying to originally avoid.

The language we agreed to late last night is clear and would unequivocally prevent the USAF from leasing more than the 20 tankers.

And more importantly will prevent “costs that are unique to this lease arrangement . . . costs for issuing the bonds required to finance the lease or the construction of the tankers, operating expenses for the special-purpose entity, lease administration fees, FAA certification costs, etc.” apply to the subsequent 80 aircraft.

The Air Force will be forced to, just like the other military services do, obtain budget authority before placing an order for the purchase of tankers or before Boeing spends any money for the construction of those planes. Because this will require the USAF to pay at the time of order, make progress payments and acquire the tankers under two separate contracts, as it should, potential savings could be as much as \$5.2 billion according to unofficial CBO estimates.

Remarkably, the key threshold issue of corrosion remains an open issue. CRS still believes that, to date, the DOD has not provided a thorough corrosion assessment as the SASC asked for. And, the two reports that Secretary Roche cited as updating the Economic Service Life Study, ESLS, which concluded that the current fleet is viable to 2040, are in no way comparable in sophistication, depth or scope. So, to date, the DOD has produced, despite numerous requests, any data or analysis that invalidates the conclusions of the ESLS.

The November 5, 2003, letter from the Deputy Secretary of Defense to Chairman WARNER is disturbing. In this letter, the DOD describes how it intends to proceed acquiring tankers under the legislative language agreed upon by the conferees 2 days ago. In particular, it indicates that the DOD intends to sign the current contract for the acquisition of all the tankers now and not obtain requisite budget authority until the out-years to fund the purchase of the tankers.

According to the letter, the DOD will fund its purchase of the 80 tankers by adding \$3.8 billion in the out-years to “achieve[] an immediate start to the program and allow [for the] purchase [of] the last 80 aircraft at time of delivery.”

There are several problems with this:

It seems inconsistent with the plain language of the bill that the conference has agreed upon—that the USAF buy up to 80 aircraft under a multi-year procurement/incremental funding methodology.

It will likely result in the proposals being scored as a \$18 billion “direct purchase.”

It suggests that taxpayers will be stuck with unnecessarily having to pay for construction financing costs at a premium open-market rate and other lease-unique disbursements.

It is unabashedly similar to what the USAF intended to do under the original contract to lease 100 tankers, and I appreciate that we now have a commitment, as Senator WARNER said on the floor of the Senate, that would put this program back into the traditional procurement process, this program back into the traditional budget process, and this program back into the traditional authorization process.

I yield.

#### TRIBUTE TO DR. S. KING SANDERS

Mr. BROWNBACK. Mr. President, I rise to honor Dr. S. King Sanders, who passed away October 30, 2003. I hope my colleagues will join me in expressing condolences to his family in this great loss.

King Sanders left a worthy and memorable legacy for his wife, Rose; his children, Courtney and Michael, and other family members and friends to remember him by. He was a vocational Christian minister for 30 years, working as a director of missions and then a pastor in New Mexico for 20 of those years. During the last 14 years of his life, King also worked in the public policy arena. He served as liaison to the New Mexico legislature on behalf of that State's Baptist convention for eight years. Beginning in 1997, he worked here in Washington for the Ethics & Religious Liberty Commission of the Southern Baptist Convention.

His behind-the-scenes work in our Nation's Capital supported the efforts of the ERLC and others to make this country all it should be. He used his abilities and position in the effort to protect all human life, from conception to natural death. King worked to help expand religious freedom to all people in this country and around the world. He was concerned about marriages and families, and sought to strengthen them and protect them from the ravages of harmful forces in our culture. He also worked earnestly to motivate citizens to become more involved in the political process.

For King, relationships were foremost. He loved people and served them in many ways. He constantly expressed concern for others, even in the midst of the health problems that plagued him near the end of his life. His love for others and his concern for their welfare were based on his relationship with God by faith in Jesus Christ.

King Sanders was the best of what this country is all about. He wanted America to be a great force for good in the world, and he wanted the lives of Americans to be blessed. All who knew him will miss him, and we pay tribute to his influential life and legacy.

I yield the floor.

#### NEW TERMINAL AT ABERDEEN REGIONAL AIRPORT

Mr. DASCHLE. Mr. President, I would like to speak about an important ceremony occurring this Veterans Day in my home town: the dedication of a new terminal at Aberdeen Regional Airport.

Community leaders have chosen Veterans Day for this event because the terminal will be called the War Memorial Building. It will be located on the grounds of Saunders Field, named for General LaVerne Saunders, a World War II hero from Aberdeen.

A plaque inside the new building proclaims:

The City of Aberdeen dedicates this building and sculpture to the brave men and women who served and continue to serve to protect the values we all cherish: freedom, justice and democracy.

The War Memorial sculpture recognizes the courage they have shown and continue to show in the service of our great nation. They will never be forgotten.

Let us reflect on the past and hope that we might learn as a world to live in peace.

Those words are a fitting tribute to our nation's heroes, past and present, and are especially fitting in a year that has seen a new generation take up arms in defense of the homeland. Aberdeen is one of the communities that has been touched by the largest call-up of South Dakota Guard and Reserve troops since World War II.

This terminal was constructed with funds from the Federal Aviation Administration, State and local government, and a Senate amendment to the fiscal year 2001 transportation appropriations act. I remain grateful to Senator FRANK LAUTENBERG, former ranking member of the Transportation Appropriations Subcommittee, for helping me secure \$2.5 million in that legislation. The Senate funds completed the financing for this project and allowed it to move ahead without further delay.

The project is a step into the future for one of the busiest airports in South Dakota. It replaces a 50-year-old facility, providing improved security measures, additional ticket counter space, and expanded baggage claim areas. It will improve access for disabled passengers. It will shorten the time that planes spend taxiing, thus resolving a long-standing problem of flight cancellations due to wing icing. Given the critical role that airports play in economic development, I also see this new terminal as a long-term investment in Aberdeen's prosperity.

This project required a great deal of hard work and dedication, and I would like to thank some people who made it possible: Mayor Tom Hopper, the airport board and staff, the Aberdeen City Commission, the Brown County Commission, the Aberdeen Chamber of Commerce, architects Herges Kirchgasser Geisler & Associates, engineers Helms and Associates, Transportation Director Dave Osborn, and former airport managers Tom Wylam and Rebecca Hupp.

This facility is a wonderful tribute to America's veterans, and a valuable asset for the people of northeastern South Dakota. Congratulations, Aberdeen, on another job well done.

Mr. REID. Mr. President, I rise today to express my congratulations and warm wishes to Bjorn Selinder as he retires from his position as Churchill County Manager in the State of Nevada.

Bjorn, affectionately known as "BJ", has led a selfless life as a public servant, friend, husband and father. Born in Goteborg, Sweden, Bjorn, his brother and his parents immigrated to the United States in the early 1950s and moved to Minneapolis, MN.

After Bjorn graduated from Southwest High School, he ended up in California where he met the love of his life, Judy Moffatt. Soon after he met her, they married in 1996 and later moved to Nevada in 1973 to raise their children and start a family business.

Bjorn originally went to Churchill County looking for a short-term job. Twenty-seven years later, he is one of the longest serving county managers in the State of Nevada.

When he first joined Churchill County in August of 1974, his duties were coordination and planning activities and acting as assistant to the county manager. A short 2 years later, BJ became the Churchill County manager.

Prior to moving to Fallon, Nevada, Bjorn received his bachelors degree in management science from Sierra Nevada College and did post graduate work at the University of Nevada Reno.

He worked in the aerospace and ordinance industries when he lived in southern California and Minneapolis. He also came to Churchill County with an understanding about how to run a small business.

Throughout Bjorn's life as a public servant, his wife Judy has been the rock on which he leans. With the road of retirement stretching before them, they plan to spend time with their three grandchildren and their two daughters, Kristen and Majken. I am sure BJ will also put in a few hours on the lovely Fallon golf course.

Bjorn Selinder is leaving his job, but he's not leaving the community. As he goes about his new life, I hope he will take time every day to look around at the county he helped create, and know that his work is appreciated.

I congratulate Bjorn on a job well done and wish him an enjoyable retirement.

#### VOTE EXPLANATION

Mr. NELSON of Nebraska. Mr. President, I ask that the following information be entered into the RECORD. I was unavoidably absent for rollcall votes on Thursday, October 30, 2003 as I was attending a funeral in Omaha, NE. As a result, I would ask that the RECORD reflect the following:

On vote No. 419, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 420, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 421, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "nay."

On vote No. 422, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 423, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 424, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 425, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 426, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 427, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 428, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 429, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 430, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "yea."

On vote No. 431, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "nay."

On vote No. 432, if present and voting, the Senator from Nebraska (Mr. NELSON) would have voted "nay."

#### LOCAL LAW ENFORCEMENT ACT OF 2003

Mr. SMITH. Mr. President, I rise today to speak about the need for hate crimes legislation. On May 1, 2003, Senator KENNEDY and I introduced the Local Law Enforcement Enhancement Act, a bill that would add new categories to current hate crimes law, sending a signal that violence of any kind is unacceptable in our society.

In pronouncing sentence on 21-year-old Yitzak Abba Marta, Circuit Judge William Storey told the court, "this was nothing more than a hate crime . . . this person was killed because he was gay." Marta was convicted for the 1996 beating and strangling death of Alan Fitzgerald Walker, a transvestite. Marta and an accomplice picked up Walker outside of a gay nightclub while he was dressed as a woman. Police were called to Walker's home 3 days later when neighbors became suspicious of his disappearance. Not only had he been absent, but the tires on his car had been slashed, and there were notes on his door. Police found Walker's body in his bedroom with "KKK" scrawled in blood on an adjacent wall.

I believe that Government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act is a symbol that can become substance. I believe that by passing this legislation and changing

current law, we can change hearts and minds as well.

#### UNIVERSAL SERVICE

Mr. JOHNSON. Mr. President, the Senate Committee on Commerce, Science, and Transportation held a hearing last week on the Universal Service Fund, USF, and I would like to take a few moments to share with my colleagues some thoughts on this topic. As many of my colleagues know, the survival and strength of this fund is critically important to providing affordable, state-of-the-art telecommunications services to rural and high-cost areas. Without universal service support, many residents in South Dakota and other rural areas would not have the opportunity to share in the benefits of quality telephone and data services.

I have recently cosponsored S. 1380, the Rural Universal Service Equity Act of 2003, which would change the formulas that determine the distribution of universal service high-cost funds among nonrural telephone companies. I believe this legislation is necessary to address an inequity in the current formulas limiting the amount of high-cost support so called nonrural companies such as Qwest receive from the USF. While I am pleased that under this legislation, South Dakota would receive more support than it currently does, I am mindful that it does so at the expense of other States and Puerto Rico.

Under the current USF system, although Qwest provides telephone service to many South Dakota residents, including some in very rural and high cost areas, it receives no universal service support from the high-cost model for operations in South Dakota. This has the practical effect of forcing Qwest to keep rates in other areas of my State higher than they otherwise would be in order to subsidize service in the high cost areas.

Although I support this legislation, I recognize that it does not address the more fundamental issues threatening the sustainability of the universal service fund. The entire universal service system is jeopardized because of a shrinking contribution base and increased demands. Without addressing these fundamental problems related to the viability of the system as a whole, the change in the formulas as proposed in S. 1380 will have limited value.

I urge my colleagues to work in a bipartisan manner to help assess and develop comprehensive solutions to the many outstanding and emerging issues that confront the universal service program. We can do no less if we truly believe in the underlying principles of this longtime national policy that has proven so vital to both our economic and national security.