

the Clinton administration, we were actually spending less money as a Federal Government than we were taking in—meaning we were paying down the debt? Was that not a good sign for the economy, to the rest of the world, and to our own taxpayers?

Mr. CORZINE. The Senator from Nevada is leading the witness because at that point in time we were in the process of creating 22.5 million jobs over that 4 years—10 million in the last sector. People would earn money and spend money, and it would multiply through the economic system. We were creating wealth in the greatest single period of time, when the Federal Government was running from the pulling down of capital and stayed out of the capital markets and put money where it was most efficient.

What we are doing right now is setting up a dynamic that will reverse that. We are going to see less investment over a period of time because the Federal Government has taken up all the dough and it is going to show lower growth in jobs, lower creation of wealth, and nobody will argue that the longrun deficits at the level we are running them now make any sense for this country. I don't think anybody would argue that—with the kinds of policies we have now, our taxes are about 15.5 percent of GDP. They were about 18 percent when this administration came in. But we have grown spending under this administration and the Congress, led by the other side of the aisle, up to about 21 percent. President Clinton's administration cut that to about 18 percent—a little lower, because we were running surpluses. The track we are on is absolutely a potion for disaster.

Mr. REID. Madam President, everybody within the sound of my voice should understand that the distinguished Senator from New Jersey is a person who understands the business world. Before coming to the Senate, he was one of the Nation's leading economic advisers, a person who had been so distinguished in the economic world that he was known all over the United States and in many parts of the world. When the Senator from New Jersey speaks about aspects of our economy, people should really listen.

THE HIGHWAY BILL

Mr. REID. Madam President, today many people in the Chamber came to work extremely early. The reason is they wanted to avoid being stuck in traffic. They got up early in the morning. They came to work earlier than they were required to come to work because they were afraid of being late for work because of the traffic jams in the Washington, DC, area. You may say, well, Washington is a unique place. But it is the same in Las Vegas, Reno, or anyplace else in our country. We have traffic jams, highway problems, too few mass transit systems, and those we do have need renovation and replenishment.

To mention a road in Las Vegas or here on the capital beltway as being a place to stay away from during rush hour, certainly everybody understands that. Is there going to be an accident in the morning? Maybe there was an accident. Maybe it is just routine congestion that creates difficult problems. People sit, losing precious time they could be spending with their families or getting to work and getting things done. But they are stuck in traffic.

As the Senator from New Jersey and I have talked about on the floor of the Senate a lot of times, the price of gasoline is tremendous. You sit there with your car idling, wasting precious fuel. In Nevada, there are places now where you are paying \$2.70 a gallon for gasoline. People are locked in these traffic jams that are unbelievably difficult. They keep us away from our families and our work, and that also adds to the stress of the individual involved.

But while Americans are stuck in traffic all over America, a bill to get America moving again is stuck in Congress. The highway bill is stuck in Congress. Why? Where is it stuck? It is across this great Capitol in the House of Representatives. They have refused to appoint conferees so that we can go to conference.

We were able to work out an arrangement in the Senate where we appointed very good conferees. The Republicans have 11 and the Democrats have 10. They are anxious to go to work and do something about the comprehensive 6-year surface transportation bill on which we have to work.

The House passed a version. The Senate passed a version. We like ours better, but they are both bills on which we need to work out the differences.

During the Memorial Day recess, staffs held bicameral meetings to begin a dialog between the two bodies. But because the House has not appointed conferees, these meetings mostly dealt with procedural matters. In effect, we did not do much.

I cannot imagine why the House is taking so much time to appoint conferees. We are losing weeks of valuable time. Before we can get to the meat of this bill and sit down with members of the conference to take votes on issues, staffs have to spend weeks going over this very complicated bill. It is a 6-year bill. It is a bill of hundreds of pages dealing with problems we have with our highways and problems we have with our transit systems all over America. We need to have something done yesterday. We need to meet this country's growing transportation needs which are improving safety and relieving congestion.

In 2003, the last year for which we have statistics, more than 43,000 people in America lost their lives on our roads, the highest number of fatalities since 1990. In addition to the personal tragedy associated with these accidents, they cost an estimated \$137 billion each year in property losses, productivity, and medical costs. There is

not an amount you can put on the loss of a life. In addition, we have a situation where we talk about 43,000 people—more than 43,000 people—being killed, but hundreds of thousands of people are injured. People become paralyzed. People lose eyes. I have visited a facility in Las Vegas where they deal with head trauma. The vast majority of people in that facility are the result of automobile accidents.

This year, Americans will lose more than 3.6 billion hours to traffic congestion. That is 3.6 billion hours they will not be able to spend with their families, their friends, or at work. The cost of wasted fuel will be about \$70 billion.

The bipartisan Senate bill—and it was bipartisan, led by the distinguished chairman of the committee, Senator INHOFE, and the ranking member, Senator JEFFORDS—this bipartisan Senate bill invests \$318 billion over 6 years, allowing States to improve safety and reduce congestion on roads.

Even this big bill is only an effort to keep a level playing field. We do not make any advancements, as we probably should, but at least it allows us to tread water in most places to keep from drowning with the problems we have with traffic in our country. The \$318 billion represents an investment in our transportation infrastructure, protects our economy and quality of life, and it creates hundreds of thousands of jobs. Why the President would pick this vehicle to flex his muscles is something I do not understand. There have been other issues that have come out of this Congress that maybe he should have taken a look at, but certainly not the highway bill. It creates hundreds of thousands of jobs.

We need to move forward on this legislation. I think we need to let everyone know that the House of Representatives is the cause of our not moving forward on this bill. If the House appointed conferees today, we might be able to complete this conference by the end of the Congress, but it is going to be a close call. There is so much work to do, and we need the House to work with us, not against us.

There are some reports that the chairman of the full committee in the House—and I have not talked with him; he is my friend—does not want a bill; that he is so disappointed with what has happened with the White House that he just says: I don't want a bill.

I hope that is wrong. I am confident the Members of the Senate and the House can work out the differences on this legislation, and we will do it with the number that will be appropriate to take care of the needs of this country. I think \$318 billion is a good figure. If the President vetoes the bill, it will just be overridden. I have spoken with the leadership in both the House and the Senate, and they acknowledge that would happen. But please let the Members vote to do this.

Again, all the Senators who have come to me and asked what is happening to the highway bill, I say we

have done everything we can in the Senate. It is now up to the House to appoint conferees. Once that is done, we will move as quickly as possible to solve the differences we have with the House of Representatives and move forward on this bill.

I yield my time back and urge we move to the legislation. I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. ENSIGN). The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

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

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

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2005

The PRESIDING OFFICER. Under the previous order, the Senate will resume consideration of S. 2400 which the clerk will report.

The legislative clerk read as follows:

A bill (S. 2400) to authorize appropriations for fiscal year 2005 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Services, and for other purposes.

Pending:

Graham of South Carolina amendment No. 3170, to provide for the treatment by the Department of Energy of waste material.

Crapo amendment No. 3226 (to amendment No. 3170), of a perfecting nature.

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. It is my understanding, under the order that is before the Senate, the first order of business would be two voice votes on two amendments pending. Is that right?

The PRESIDING OFFICER. Two amendments were to be disposed of.

Mr. REID. Mr. President, if I could take a minute.

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. In our conversations before the Senate was called back into session, the Senator from Idaho indicated he would like to speak for 5 minutes prior to those two voice votes and that time would be credited against the 2 hours the majority has on the underlying Cantwell amendment. I understand he is going to make that request.

The PRESIDING OFFICER. The Senator from Idaho.

Mr. CRAPO. Mr. President, I ask unanimous consent that I be allowed 5 minutes taken out of our side of the time that is allocated during this morning's debate to discuss an issue and make a unanimous consent request.

Mr. REID. Mr. President, if I could be heard, reserving the right to object, it is my further understanding this would have no bearing on our voting in 5 minutes on the two amendments. Is that right?

Mr. CRAPO. That is correct, Mr. President.

The PRESIDING OFFICER. Is there objection?

Ms. CANTWELL. Mr. President, I object.

The PRESIDING OFFICER. The objection is heard.

The Senator from Idaho.

Mr. CRAPO. Mr. President, I therefore ask unanimous consent that it be made in order that I be allowed to amend my amendment in the form of amendments that are at the desk at this time. The purpose of this request is that there has been some question raised in regard to the South Carolina language, as to whether it creates any precedential value in regard to other States which are dealing with radioactive materials and the handling of them. We do not believe there is such a precedential effect and we believe it is very clear there is not, but because some have raised that question, we would like to simply amend the legislation that is before us today to make it perfectly clear there is no precedential effect of this language on any State other than South Carolina.

For that reason, I ask unanimous consent that I be allowed to amend my own amendment, which is at the desk, in the form of an amendment which we have presented to the other side.

Mr. HOLLINGS. I object.

The PRESIDING OFFICER. The objection is heard.

Mr. REID. I ask for regular order.

The PRESIDING OFFICER. The Senator from Idaho.

Mr. CRAIG. Has the 5 minutes been used that the Senator requested for debate?

The PRESIDING OFFICER. There was an objection to the Senator's 5-minute request.

Mr. REID. Regular order.

Mr. CRAIG. I ask to speak for up to 2 minutes.

Mr. REID. Objection.

The PRESIDING OFFICER. Objection is heard.

The question is on agreeing to amendment No. 3226.

The amendment (No. 3226) was agreed to.

The PRESIDING OFFICER. The question is on agreeing to amendment No. 3170, as amended.

The amendment (No. 3170) was agreed to.

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. It is now my understanding the Cantwell amendment will be reported. It has not been reported yet, is that true?

The PRESIDING OFFICER. Under the previous order, the Senator from Washington, Ms. CANTWELL, is recognized to offer her amendment.

AMENDMENT NO. 3261

Ms. CANTWELL. Mr. President, I have an amendment at the desk.

The PRESIDING OFFICER. The clerk will report.

The legislative clerk read as follows:

The Senator from Washington [Ms. CANTWELL], for herself, Mr. HOLLINGS, Mrs. MURRAY, Mrs. CLINTON, Mrs. FEINSTEIN, Mr. LAUTENBERG, and Mr. SCHUMER, proposes an amendment numbered 3261.

Ms. CANTWELL. Mr. President, I ask unanimous consent that the reading of the amendment be dispensed with.

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

The amendment is as follows:

(Purpose: To ensure adequate funding for, and the continuation of activities related to, the treatment by the Department of Energy of high level radioactive waste)

Beginning on page 384, strike line 3 and all that follows through page 391, line 7, and insert the following:

SEC. 3117. ANNUAL REPORT ON EXPENDITURES FOR SAFEGUARDS AND SECURITY.

(a) ANNUAL REPORT REQUIRED.—Subtitle C of title XLVII of the Atomic Energy Defense Act (50 U.S.C. 2771 et seq.) is amended by adding at the end the following new section: “SEC. 4732. ANNUAL REPORT ON EXPENDITURES FOR SAFEGUARDS AND SECURITY.

“The Secretary of Energy shall submit to Congress each year, in the budget justification materials submitted to Congress in support of the budget of the President for the fiscal year beginning in such year (as submitted under section 1105(a) of title 31, United States Code), the following:

“(1) A detailed description and accounting of the proposed obligations and expenditures by the Department of Energy for safeguards and security in carrying out programs necessary for the national security for the fiscal year covered by such budget, including any technologies on safeguards and security proposed to be deployed or implemented during such fiscal year.

“(2) With respect to the fiscal year ending in the year before the year in which such budget is submitted, a detailed description and accounting of—

“(A) the policy on safeguards and security, including any modifications in such policy adopted or implemented during such fiscal year;

“(B) any initiatives on safeguards and security in effect or implemented during such fiscal year;

“(C) the amount obligated and expended for safeguards and security during such fiscal year, set forth by total amount, by amount per program, and by amount per facility; and

“(D) the technologies on safeguards and security deployed or implemented during such fiscal year.”.

(b) CLERICAL AMENDMENT.—The table of contents for that Act is amended by inserting after the item relating to section 4731 the following new item:

“Sec. 4732. Annual report on expenditures for safeguards and security.”.

SEC. 3118. AUTHORITY TO CONSOLIDATE COUNTERINTELLIGENCE OFFICES OF DEPARTMENT OF ENERGY AND NATIONAL NUCLEAR SECURITY ADMINISTRATION WITHIN NATIONAL NUCLEAR SECURITY ADMINISTRATION.

(a) AUTHORITY.—The Secretary of Energy may consolidate the counterintelligence programs and functions referred to in subsection (b) within the Office of Defense Nuclear Counterintelligence of the National Nuclear Security Administration and provide for their discharge by that Office.