

checked recently, go have it checked. It is as simple as having a blood pressure cup put on your arm. Thirdly, if you are over the age of 65, because of the President's Medicare bill, you are going to receive more help to get the prescription drugs you need if you need them to help save your life. Are you positively sure you don't have high blood pressure?

I yield the floor.

RECOGNITION OF THE MINORITY LEADER

The ACTING PRESIDENT pro tempore. The Democratic leader is recognized.

Mr. DASCHLE. Mr. President, I have some remarks I wish to make. I know Senator DORGAN has an important meeting at 10. I will withhold my comments so that he may be recognized first.

RESERVATION OF LEADER TIME

The ACTING PRESIDENT pro tempore. Under the previous order, the leadership time is reserved.

The Senator from North Dakota.

CREATION OF JOBS WITH S. 1072

Mr. DORGAN. Mr. President, I thank my colleague, Senator DASCHLE. I say to Senator FRIST, blood pressures rise from time to time actually on the floor of the Senate, depending on what we are doing. Mine relates to the issue of when we treat serious things too lightly or light things too seriously.

Speaking of that, most of us agree that a serious matter that ought to be treated seriously is the highway bill. This week was a disappointment because we had the difficulty of getting into our office buildings and the ricin issue here on Capitol Hill.

I know both the Republican leader and the Democratic leader share this view. This highway bill is critically important.

I recall a political campaign in an election that was waged a couple of campaigns ago where they had a sign on the wall that said, "It is the economy, stupid." That was their sign, just to remind them every day to focus like a laser on the economy.

With respect to this country's economy and jobs, at a time when more than 2½ million people lost their jobs in recent years and 8 to 10 million people are now looking for a job this morning, there isn't anything that we can do that is, in my judgment, more urgent than passing this highway bill. Why? Because this is a job generator. Instantly, people go back to work.

It means that contractors are out there with new contracts. They are hiring people. Everyone in this Chamber knows that the one formula for producing jobs now, immediately, is to pass this highway bill.

It has been a disappointment to me this week that we have had some—

was described in the National Journal or Congressional Quarterly as a small group of Republicans—who have decided to hold this bill up and stop it. That would not be in this country's interest.

We must get this done. I appreciate the strength of the majority leader and the strength of the Democratic leader, as well, to stay with it. I would say to Senator FRIST that I believe there is a broad, bipartisan consensus in this Chamber to produce a highway bill that helps us invest in the improvements necessary in roads and bridges across the country. Over 30 percent of them are in disrepair. But more important than that, in my judgment, is the ability to be a job generator, to expand this economy and put people back to work is job one.

There is not much more of importance we can do this year. I don't know of a more important bill this year that will be related to American jobs than this bill. So it is my hope that, even though there is some obstruction going on by a few in the Chamber on the other side, we stay here, stick with it, work late if necessary, and get this bill done. It is that important for this country. Frankly, I think there is a broad, bipartisan consensus on that point. When we have that, let's stick with it and do it, even if there are some in this Chamber who have decided they want to hold it up.

I thank my colleague from South Dakota, Senator DASCHLE, for giving me the time. I am about to go chair a hearing. It also relates to jobs. This jobs issue is so critically important. People got out of bed this morning in this country asking themselves: Where can I find a job? There are millions and millions of them. It is a big deal, a big issue. It is a serious matter for this country.

The bill we are considering now has the opportunity to allow us to address this in a very significant way, and we cannot and should not miss this opportunity.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Democratic leader.

JOB CREATION

Mr. DASCHLE. Mr. President, I thank the Senator from North Dakota for his comments this morning. I share his view about the importance of this highway bill, in particular.

I wish to say a few things about both the highway bill as well as the budget this morning. We just received our report again this month about the economy and the jobs created. I think the good news is that we did see the creation of 112,000 new jobs in January. I think that is a positive development. The bad news is that it falls short of what was needed to keep us on a path to ensure that jobs are not lost during the President's first term.

Mr. President, 150,000 new jobs in January was the stated goal of the Ad-

ministration. The figure released today indicates a substantial shortfall; this is nearly 40,000 jobs short of their stated goal. Of course, it is dramatically short—two-thirds short—of what the goal would be to reverse this unemployment debacle we have witnessed for the last 3 years. 300,000 new private sector jobs would have to be created each month to erase the decline we have witnessed the past 36 months. So while we made some progress this month with 112,000 new jobs, we are falling far short of the Administration's stated goal of 150,000 and even further short of the 300,000 jobs necessary to reverse the unfortunate trend.

There is another disturbing problem that we have not been able to address, and the administration has not been able to address. This is the 42nd month in a row that we have actually seen a loss of manufacturing jobs. For 42 straight months manufacturing jobs have declined.

The jobs issue may be the single most critical issue as we look at the economy. There is a long, long way to go before we can say with any confidence that we have turned this economy around, that people who have jobs will keep them, and people who don't have jobs will get them.

I think most of us would receive today's news about jobs this month with that sense of disappointment, but also with the realization that 112,000 jobs is better than what we had in December when only a thousand jobs were added.

THE TRANSPORTATION BILL

Let me take a moment to talk about the transportation bill again this morning. I will not repeat my concerns about the delay and resulting loss of those jobs. I want to focus on the positive and, once again, compliment the managers of the bill who balanced divergent interests to bring us a finely crafted bill that certainly deserves our support. Chairman INHOFE and Senator JEFFORDS, Senator BOND and Senator REID deserve our praise for working in a bipartisan fashion, as do Banking Committee Chairman SHELBY and Senator SARBANES, and Finance Committee Chairman GRASSLEY and Senator BAUCUS. But I also especially thank the majority leader for scheduling the time it will take to get this bill done. When the leader and I met on Monday, I was impressed with his resolve and desire to bear down and get this critical work done for this country.

Our roads, our bridges, our transit system, our rail lines, and our ports all need assistance to ensure that our Nation has the first-class infrastructure needed to reinvigorate our economy and make our country strong and competitive. After having lost 3 million jobs over the last 3 years, there is nothing more important than passing this bill, which will provide hundreds of thousands of jobs.

Senator FRIST and Senator INHOFE suggested the other day that it might

create nearly 2 million good jobs in engineering, construction, and administration. So I know that many of us would like to have made more progress on the bill this week than we have so far. But things really do seem to be coming together.

The Banking Committee approved transit provisions for the bill the other day. We had a discussion about those provisions yesterday on the Senate floor. The Finance Committee reported a bipartisan bill earlier in the week, and we have discussed many of these provisions on the floor throughout this week.

We also have had several amendments debated and discussed. There is no question about it, there is a lot of work to be done. But the work we are doing to provide jobs and assure first-class infrastructure is among the most important work the Senate could be doing. In fact, I cannot think of anything more important for us to be working on at this time than this bill.

To be frank, it is a good feeling to see us working on such an important issue in such a cooperative and bipartisan fashion. I salute Senator FRIST and his team for recognizing the importance of this bill. As Senator FRIST said on Monday, we need to move swiftly to pass this bill, which he so aptly said has broad support in the Senate, as well as across the country.

I also want to be abundantly clear that the firm and steadfast desire of every Democratic Senator I have spoken to is to stay with this bill, to be cooperative, and resolve differences, to complete the bill and move it forward so we can get it to the President's desk as soon as possible.

THE PRESIDENT'S BUDGET

Mr. President, having talked about the highway bill, let me now move to the last matter I want to address this morning. The budget I have here was presented to us by the administration. It is the budget for fiscal years 2005 through 2009, containing 2,365 pages, and literally millions of numbers and figures.

This document cannot be taken seriously as a budget. As vast and extensive as this budget seems, the administration has actually omitted essential facts and data that will have enormous consequences for the fiscal future and our economy.

There is nothing in this budget—not a dime—to cover the costs of operations in Iraq and Afghanistan. What does that tell you? Well, it tells you one of two things: Either the President is going to announce within the next month or so a complete withdrawal of all troops and all American presence in Afghanistan and Iraq to coincide with his current budget proposal or he is hiding those numbers until a later date. In either case, this omission makes this budget totally meaningless when it comes to helping us understand the costs of the commitments we are making in two of the most important parts of the world today.

I don't understand how the Administration can leave out the funding for these operations at the same time it acknowledges we have tens of thousands of troops in these countries today and will have troops there for years and years to come.

CBO estimated the cost associated with our efforts in Iraq could reach \$200 billion, yet there is not one dime in this budget—I am only holding up a piece of the budget—not one dime in this budget, this entire budget, to cover the costs of our ongoing operations in Iraq and Afghanistan for the current fiscal year or the four years after that. The charade, the sham, the misleading character of this budget makes me want to send it right back.

Or consider the alternative minimum tax. By 2009, the last year of the administration's 5-year budget plan, 30 million Americans will see their taxes increased as a result of the alternative minimum tax. Most of us agree that we will need to fix this tax to prevent it from falling on middle-class Americans.

The CBO estimates that the President would need to request at least \$150 billion through 2009 and more than \$600 billion through 2014 to prevent this tax increase caused as more Americans fall subject to the alternative minimum tax. Yet, other than a 1-year temporary patch for 2005, this budget does not address that this recognized problem either.

Let me make sure people understand. On the spending side, perhaps the largest military operations we expect to carry out over the course of the next several years, expenditures to directly pay for the activities of tens of thousands of troops in Afghanistan and Iraq, there is not one dime in this budget.

On the tax side, a collective realization, a bipartisan realization that we are going to have to change the alternative minimum tax before it hits middle-class Americans hard, a problem that is estimated to cost \$150 billion over the course of the next 5 years alone, there is a one-year patch, after which the budget acts as if this problem doesn't exist.

Most egregiously, the budget stops after 5 years, just before the full cost of the President's tax breaks begins to be felt and just as the full cost of the baby boomer retirement begins to emerge. When you include the 5 years after the budget projections stop, the President's tax breaks will add trillions more to the national debt, an estimated \$2 trillion.

So the President omits specific and known expenditures, ones to which we know we are going to have to commit resources—\$200 billion, perhaps, in the case of our presence in Iraq and Afghanistan; \$150 billion for AMT; and \$2 trillion over the next 10 years for his tax cuts. Of course, if I had a \$521 billion deficit already written into this so-called budget, I wouldn't put these costs in either, but I also wouldn't

have called the document a budget. I would call it my wish list. I would call it my priorities. But you can't call this a budget.

It would be like a man and woman sitting at their kitchen table trying to make ends meet, and they say: You know that mortgage payment we have to make for the coming year, let's just not count that. And, oh, yes, the kids' college, that \$500 check each month we have to pay, let's not count that. Oh, and the car payment, we better not count that either. Let's leave off the mortgage, college, and a car payment, and you know what, bingo, the budget balances. But in this case, the budget doesn't even balance with those omissions. In this case, we still have a \$521 billion deficit.

We cannot predict every challenge our Nation will face in the coming years, but we do not need a crystal ball to know we have to commit resources to support our troops. We do not need a crystal ball to know that Congress will act to spare 30 million Americans from the alternative minimum tax. And we do not need a crystal ball to know that when you ask to make tax cuts permanent, the cost will be with us for a lot more than 5 years.

There is a credibility chasm, whether it is weapons of mass destruction, whether it is the budget, whether it is so many things that emanate these days from this administration, its credibility has eroded dramatically.

I can't imagine, for the life of me, a more irresponsible document than what we have been sent this week. If anyone—anyone—would do this in real life, they would be in bankruptcy court within a year. That is why we will see our national debt skyrocket from \$5.6 trillion when President Bush took office, to \$11 trillion by the end of the 5-year budget—just the 5-year budget he has proposed.

In the end, budgets are not about numbers, they are about choices. The first observation that is that these glaring omissions, these extraordinary misrepresentations have enormous implications not only for our fiscal future but also for this Administration's credibility. That is just the first piece of this.

The second piece is what this budget tells us about the choices the administration made as they were writing these numbers. When we look closely at this so-called budget, we learn something valuable about the administration's priorities and choices. We shouldn't be surprised.

They propose that the IRS cut back on enforcement of America's tax laws. Can you imagine, not only are we not going to provide some fairness in our tax system, but those who are given these tax breaks are also being sent the message: Maybe you don't even have to comply as much because we are going to drop enforcement, which means more corporate loopholes will be exploited and more will resort to tax cheating. What does that say?

When we also cut back the COPS Program as this budget does, at the same time we cut back funding to enforce our tax laws, what does that say about the desire, the determination on the part of this administration to go after those who break the law, whether it is by failing to pay their fair share of taxes or doing something illegal in our neighborhood?

The cutback in enforcement funding also means higher taxes for honest American taxpayers and larger debts passed on to our children and grandchildren. That is the choice the White House has made. The administration proposes that hundreds of billions of dollars be given to the biggest corporations and wealthiest among us. This means a more uncertain future for Social Security because \$2 trillion will need to be taken out of the Social Security trust fund.

This also was a choice the administration has made. They insist that even in the face of massive deficits, a job crisis, and our ongoing activities in Iraq and Afghanistan, we must continue their failed policies of tax cuts first, last, and always.

Another sad illustration of its poor choices, in addition to record deficits and debt, 2.4 million children are going to be left behind because of underfunded education priorities; 210,000 more veterans will not receive the health care they need; 1,200 fewer cops will be on our streets. What an amazing turnaround.

Less than 3 years ago, we were praising the cops of New York and Washington for their incredible response to 9/11, and now we tell many of them they are out of a job because we are not going to fund the programs that put them there in the first place. Thousands of firefighters and emergency personnel also praised less than 3 years ago will be fired as a result of the cuts in this so-called budget. These are the choices the White House has made. The President has chosen to provide huge windfalls for millionaires and giant corporations, and huge cutbacks for the programs that matter most to American families. Families who make and follow budgets should look at the administration's budget and be aghast, not just for the sleight-of-hand tricks that hide its true cost, but for the fact that the President has abandoned their priorities and their concerns. If this budget passes, Americans face a future with poorer schools, higher crime, and less secure retirements.

We have to do better than this. We must provide Americans with a budget that honors their choices, their priorities, and prepares our Nation to meet challenges of our future. And we must be as forthcoming and responsible with taxpayers' dollars as they are with their own family budgets sitting at that kitchen table.

Mr. REID. Will the Senator yield?

Mr. DASCHLE. I am happy to yield to the Senator from Nevada.

Mr. REID. Through the Chair, I say to the distinguished Democratic lead-

er, as someone who has worked on this highway bill to get it to the point where it is now, I very much appreciate the team work that has been shown with the majority and Democratic leaders. They have both spoken out strongly in favor of this legislation. That means a lot to Senator INHOFE, Senator BOND, Senator JEFFORDS, and to me, the two chairmen of the committee and subcommittee, and the two ranking members, who have worked to get this bill to the point where it is.

So I want to say again how much we appreciate the Democratic leader and the majority leader coming to the floor often and talking about the importance of this bill and especially acknowledging the fact that 90 percent of this bill is paid for through the trust fund, and a small percentage of it is through other taxes, no new taxes. So I thank the minority leader very much for his help.

Mr. DASCHLE. Mr. President, I appreciate very much the compliments of the distinguished assistant Democratic leader. He has worked diligently with the chairman of the Environment and Public Works Committee, coordinated the efforts, and while this week could have been more productive, I do think at the committee level it was all that we could have hoped for on a bipartisan basis. The Finance Committee did its work. On a bipartisan basis, the Banking Committee has done its work. After the divisive and partisan battles we have had on energy, Medicare, and on so many things as we closed the first session of this Congress, it is somewhat refreshing to see the bipartisan nature of our work on this bill.

Senator FRIST has made it abundantly clear it is his desire, and I would say I share it just as strongly, that we finish next week. I would love to see this bill completed by this time next week. I think if we work hard, accommodate each other's desire to entertain amendments, debate these amendments, have votes on the amendments, there is no reason we cannot finish this bill a week from today, prior to the Presidents' Day recess. That would certainly be my hope.

Again, I appreciate the leadership provided, especially by the Senator from Nevada, in reaching that goal.

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. If I could just ask one more question. I know how busy the leader is, but as I was reading my news clips today, and as I was listening to the distinguished majority leader talk about what a great bill this Medicare bill is and how that now people, if they are 65 years old, can have a high blood pressure cup placed on their arm and in a few seconds find out what their blood pressure is, I do not think that is very expensive. I, frankly, say that most people who go to doctors have that done automatically anyway. I apologize for this, but it will take only about 3 minutes. I want to read an article that was in Nevada's second largest

newspaper, the Reno Gazette-Journal. This is what appeared in my news clips today: "Seniors Blast Medicare Prescription Plan." I am not making any of this up.

Riley Waller is among many Washoe County citizens still angry over the Medicare prescription plan signed into law in December, saying it will gouge seniors and the taxpayers who'll pay for it.

More than 100 senior citizens listened Thursday morning as Nevada Division of Aging officials explained how the new prescription drug program will work. Several seniors said they're unhappy with the new prescription program adopted by Congress and signed into law by President Bush, with the backing of the largest group representing older Americans.

"It took away the opportunity for people to get drugs from Canada at half the price," said Waller, 77, of Reno. "It will not allow Medicare to negotiate lower prices. That's ridiculous."

Robert Chamberlain, 67, a retired Reno lawyer, said he soon will be among 45,000 seniors to drop their membership in the American Association of Retired Persons.

"When the AARP came out in favor of the Bush plan, they did a disservice to the elderly people who are in need of Medicare," Chamberlain said. "The AARP will profit from them in selling them insurance."

Norma Herring, another Reno senior, said she doesn't take prescription drugs and will not pay a monthly premium to get them.

"No way am I going to pay a monthly fee."

The Medicare prescription program begins in January 2006, while a temporary discount card program starts this June. "How these programs provided by insurance companies will intertwine with the state's Senior Rx program has not been determined," said Betty Squires, Nevada Division of Aging Medicare adviser for seniors.

People must sign up for both programs. Seniors will be given a six-month window to register for the Medicare drug program starting November 15, 2005. If they register later, they'll pay a penalty.

Under the program, each year seniors must pay \$420 in monthly premiums; buy the first \$250 of medications; pay 25 percent of medication costs between \$250 and \$2,250; and all of the costs from \$2,250 to \$5,100—the so-called doughnut hole. After that, Medicare will pay 95 percent of prescription drug costs.

In providing an example, Squires said a married man whose prescriptions total \$4,850 a year would spend \$3,370 to buy them while Medicare would pick up \$1,080 of the cost.

Individuals with annual incomes less than \$9,600 and couples with incomes less than \$13,000 would generally pay between \$1 and \$5 per prescription with no additional costs. Other low-income groups with few assets also would get discounts.

Squires said some employers might drop prescription drug benefits for their retirees in anticipation of the new program.

"Teachers in Las Vegas lost the benefit. It's already happening," she said.

But her hope is companies will instead cover the premiums or provide coverage for the doughnut hole.

In the last few weeks, a national liberal group called Moveon.org has spent \$1 million on television commercials in Nevada, putting words in President Bush's mouth about the prescriptive drug program.

The commercials say the Medicare bill has real drug benefits for the big drug companies, Bush contributors, in forbidding Medicare from negotiating lower drug prices and barring people from importing drugs from Canada.

Squires said the drug companies won't be limited in how much profit they'll make from the new program.

I will not finish the article, and I am sorry to take the leader's time, but this is happening all over America. It is not just in Reno. The prescription drug benefit, no matter how it is painted with chocolate, is a program that is not good for the American people. The American people know this, as indicated by the group that met in Reno yesterday. This is a disaster waiting to happen.

Does the leader acknowledge the same thing is happening in South Dakota?

Mr. DASCHLE. Mr. President, I appreciate the most recent report from Nevada with regard to how his constituents are viewing this new Medicare Program. I must say it is perfectly in concert with the sentiments expressed in similar articles in South Dakota. During the last break, when I was home holding meetings regarding this program, we had standing room only crowds in every single meeting, and those crowds were almost universally angered, frustrated, and concerned about their circumstances as a result of this legislation passing.

Much of their anger, as the Senator noted in the article, is directed towards the organization AARP, for their failure to stand up for citizens, and I think that is understandable. Their frustration and their anxiety goes deeper than just an organization. They are concerned about their own livelihoods and what it may mean for them and how troubling it is to them that the Government is actually forbidden from negotiating lower drug prices, which is what the goal was in the first place.

So it is their inability to get lower drug prices, their concern about having to pay exorbitant premiums and fees for a limited benefit, their concern about being pushed into an HMO, their concern about whether they can access drugs from other countries like Canada where prices are cheaper: all of those and many more concerns were reflected in these discussions. It is again reflected in the article the Senator has just read into the record.

So I share his consternation and his resolve to address these issues. We have to find a way to fix it, and the senior citizens of this country are demanding we do it now.

I yield the floor.

SAFE, ACCOUNTABLE, FLEXIBLE, AND EFFICIENT TRANSPORTATION EQUITY ACT OF 2003

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will resume consideration of S. 1072, which the clerk will report.

The assistant legislative clerk read as follows:

A bill (S. 1072) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

Pending:

Modified committee amendment in the nature of a substitute.

Dorgan amendment No. 2267, to exempt certain agricultural producers from certain hazardous materials transportation requirements.

Gregg amendment No. 2268 (to amendment No. 2267), to provide that certain public safety officials have the right to collective bargaining.

The ACTING PRESIDENT pro tempore. The Democratic whip.

Mr. REID. Mr. President, I commend my friend, the junior Senator from Oklahoma, Mr. INHOFE, for his steadfastness in attempting to move this most important bill that the Chair just reported. He has worked hard on this for months. This week he has worked hard on it. This has not been an easy week. I said many times before, as I said earlier speaking with the Democratic leader this morning, there is no other legislation we will consider this Congress that will do more for the American worker or have so great an impact on every facet of American life than the bill which was just reported by the Chair, the highway bill.

Since coming to Congress, I have been so impressed with what infrastructure development does for the entire community. It provides jobs, but the social benefits are significant. For every \$1 billion invested in infrastructure, it has been established, and we heard it many times, we create more than 47,000 high-paying jobs, skilled jobs that generate more than \$6.2 billion of economic activity. Again, for every billion dollars spent on infrastructure development—for example, highway or transit—we create 47,000 jobs. But the spinoff for this \$1 billion is \$6.2 billion in economic activity. Even by conservative estimates, funding our Nation's infrastructure program at the \$311 billion Bond-Reid level will create hundreds of thousands, if not millions, of jobs.

I thank the two leaders again, Senators DASCHLE and FRIST, for their support and for their recognition of the importance of this measure. I wholeheartedly agree with the majority leader's statements earlier this week when he urged the Members of this body to focus their full attention on this legislation. I would say, however, that his focus should be on that side of the aisle. We, over here, are marching in lockstep toward completing this legislation. There has been a lot of stumbling taking place on the other side of the aisle. There has been roadblock after roadblock placed before this highway bill by the majority. The majority leader said:

We cannot ask our fellow citizens to join the great American workforce and then stand idly by while our roads decay and that commute to work stretches from minutes into hours. It is a job issue. . . . Our highways, our bridges, our roads, our ports, and our trains are in fact very much the physical expression of the very name we bear, uniting the States of America.

I agree with the majority leader, but we need help. This bill is being held up

by the majority. I don't know why, but some on the other side of the aisle have failed to recognize the wisdom of their leader, Senator FRIST. These Members continue to impede our progress on this. On the first thing we are doing this year in this session of the Legislature, there is a big roadblock, I repeat, on our highway bill. Progress is being impeded.

During last year's budget debate, 79 Senators—and there would have been more but we had some out running for President even then—79 Members of this body voted to support a \$311 billion piece of legislation for highways and transit. Under the leadership of Senator GRASSLEY and BAUCUS, we have a funding package that meets this goal, enjoys bipartisan support, and meets the President's funding criteria.

I am always amazed at this bipartisan stuff we talk about here. McCain-Feingold is said to be a bipartisan bill, the great legislation done to improve campaign financing. It was bipartisan. OK, we had MCCAIN and HAGEL—and there may be a few other Republicans, and I apologize to those; I am sure the Presiding Officer was one of them—who favored McCain-Feingold. Basically, the Democrats pushed campaign finance reform.

On the highway bill, unless something changes, I don't know where the bipartisanship is. We know BOND and INHOFE support this legislation. But let's have this a truly bipartisan piece of legislation and move forward as we did during the budget process; 79 Senators supported what we are supposed to be doing in this. With the finance package having been completed, every piece of the puzzle is in place.

I remember I was always very bad working jigsaw puzzles. My little brother, he was great, but I, in my little-boy head, was envious of my brother Larry. He could do these puzzles. So, what I would do, I would hide the last couple of pieces of the puzzle so that way he couldn't complete the puzzle. He would come to me for the missing pieces and I would say okay, but I would always get something; he would have to carry the wood or do something to get the last few pieces.

We have the pieces to this puzzle. None of them are hidden. This is an important, complicated piece of legislation. It has very difficult components—highways, rail, mass transit, and the tax portion. Everything is done and everything is paid for. There are no new taxes. With this last piece of the puzzle now in place, we are ready to move forward.

As my friend from Ohio, Senator VOINOVICH, so passionately communicated last night, now is the time to act. Why would Senator VOINOVICH know? What basis would this man have to talk about this highway bill? It could be that GEORGE VOINOVICH was mayor of one of the largest cities in America, the mayor of Cleveland, OH. It could be that he was Governor of one of the most populous States in America, Ohio. He knows, from being a