

Whereas for over 50 years the Small Business Administration has helped approximately 22,000,000 Americans start, grow, and expand their businesses and has placed almost \$250,000,000,000 in loans and venture capital financing into the hands of entrepreneurs;

Whereas the Small Business Administration has helped millions of entrepreneurs achieve the American dream of owning a small business; and

Whereas the Small Business Administration will mark National Small Business Week, the week beginning April 24, 2005: Now, therefore, be it

Resolved, That the Senate—

(1) honors small businesses during the Small Business Administration's National Small Business Week, the week beginning April 24, 2005;

(2) supports the purpose and goals of National Small Business Week; and

(3) commends the Small Business Administration and the Small Business Administration's resource partners—

(A) for their work, which has been critical in helping the Nation's small businesses grow and develop; and

(B) for being key players in the Nation's economic vitality.

CORRECTING THE ANABOLIC STEROID CONTROL ACT

Mr. INHOFE. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of S. 893, introduced earlier today.

The PRESIDENT pro tempore. The clerk will report the bill by title.

The assistant legislative clerk read as follows:

A bill (S. 893) to make technical corrections to the Anabolic Steroid Control Act of 2004.

There being no objection, the Senate proceeded to consider the bill.

Mr. INHOFE. I ask unanimous consent the bill be read a third time and passed, the motion to reconsider be laid on the table, and any statements relating thereto be printed in the RECORD, without intervening action or debate.

The PRESIDENT pro tempore. Without objection, it is so ordered.

The bill (S. 893) was read the third time and passed, as follows:

S. 893

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. TECHNICAL CORRECTIONS.

Section 102(41)(A) of the Controlled Substances Act (21 U.S.C. 802(41)(A)), as amended by the Anabolic Steroid Control Act of 2004 (Public law 108-358), is amended by—

(1) striking clause (xvii) and inserting the following:

“(xvii) 13 β -ethyl-17 β -hydroxygon-4-en-3-one;”;

(2) striking clause (xiv) and inserting the following:

“(xiv) stanozolol (17 α -methyl-17 β -hydroxy-[5 α]-androst-2-eno[3,2-c]-pyrazole);”.

TRANSPORTATION EQUITY ACT; A LEGACY FOR USERS—MOTION TO PROCEED

The PRESIDENT pro tempore. Under the previous order, the Senate will re-

sume consideration of the motion to proceed on H.R. 3, which the clerk will report:

The assistant legislative clerk read as follows:

Motion to proceed to the consideration of a bill (H.R. 3) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

Mr. INHOFE. Mr. President, on Friday, the leader filed a cloture motion on the motion to proceed to H.R. 3, the highway bill. I believe the cloture vote has been scheduled for tomorrow at 11:45 am. I strongly urge all of my colleagues to vote yes.

The Transportation Equity Act for the 21st Century, TEA-21, expired on September 30, 2003, nearly 19 months ago. Yet we are still attempting to get a bill done. The Federal-aid program has been operating under a number of short-term extensions—a total of six to date.

We need to get this done. The vote on Tuesday on cloture is critical. If we cannot proceed to this bill, we will miss yet another deadline and our States will continue to pay the price. The current May 31 expiration date for the highway, transit and safety programs is fast approaching. The House bill, H.R. 3, has some very significant differences from S. 732 the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005, SAFETEA, the bill reported out by the Environment and Public Works Committee on March 16. We will need as much time as possible to work out a compromise. Although we may not all be in perfect agreement here on the Senate floor on each and every provision of S. 732, one thing I believe we are all in agreement on is that we need to get this done. In addition to conversations with colleagues, I have visited with community leaders and outside interest groups and the message is clear . . . get the bill done.

My committee colleagues and I are asking the Senate to consider essentially the same language that 76 Senators voted for in 108th Congress. The Environment and Public Works Committee used as its mark the Senate-passed S. 1072 with the exception that we adjusted the numbers to reflect the President's proposed spending level of \$284 billion over 6 years. During our markup we accepted several non-controversial amendments from committee members. None of these amendments substantially changed the policy goals of the bill as passed last year.

Therefore, I strongly urge my colleagues to support the pending cloture motion and allow us to move to H.R. 3. We really need to keep this moving. The longer we delay enactment of a long-term bill, we are negatively affecting economic growth. According to DOT estimates, every \$1 billion of Federal funds invested in highway improvements creates 47,000 jobs. The same \$1 billion investment yields \$500 million in new orders for the manufacturing sector and \$500 million spread

throughout other sectors of the economy.

State contract awards for the 2005 spring and summer construction season are going out to bid. If we fail to send a bill to the President by May 31st, States will not know what to expect in Federal funding and the uncertainty will potentially force States to delay putting these projects out for bid. According to the American Association of State Highway Transportation Officials—AASHTO, an estimated 90,000 jobs are at stake. This problem is exacerbated for northern States, such as Alaska, that have shorter construction seasons. Many State transportation departments have advanced State dollars to construct projects eligible for Federal-funding in anticipation of our action to reauthorize the program. Without a new bill, States are essentially left “holding the bag.”

Over the past 6 years under TEA-21, we have made great progress in preserving and improving the overall physical condition and operation of our transportation system. However, more needs to be done. A safe, effective transportation system is the foundation of our economy. We are past due to fulfill an obligation to this country and the American people.

I am pleased that the President's budget assumed more funding for reauthorization over his previous level of \$256 billion. I and along with many of you believe we need more. Certainly that is an issue that will be thoroughly debated on the floor of the Senate, but we can't even have that debate unless we get to the floor.

Again, if we are able to proceed, the language that the Senate will be considering is essentially the same bill that was passed on the Senate floor last year—a bipartisan product of many months of hard work and compromise. This bill remains a very good piece of legislation which I hope will require few, if any, changes here on the floor. However, I am anxious to discuss with Senators their amendments so that we can debate them and hopefully get this bill in conference with the House prior to the recess, but we need to get to the bill first.

S. 1072 passed the Senate last year guaranteed all donor States a rate of return of 95 percent. I can remember that was 75 percent when I first came here. At a lower funding level we were able only to achieve a 92 percent rate of return but kept the 10 percent floor over TEA-21. The scope, or split of percent funding above and below the line, remain the same at 92.5 percent.

In order to get this bill off the floor, we have to balance the needs of donor and donee States. I will be the first to acknowledge that this balance—as with any compromise—is not perfect. My colleagues representing donee and donor States that receive lower rates of return or growth rates than they feel fair have made this fact very clear to me over the past year.

I am very sympathetic to the concerns of both donors and donees in this