

(Notice of Revised Contract Rent Annual Adjustment Factors)" (FR-4528-N-01), received October 19, 1999; to the Committee on Banking, Housing, and Urban Affairs.

EC-5722. A communication from the Assistant General Counsel for Regulations, Department of Housing and Urban Development, transmitting, pursuant to law, the report of a rule entitled "Fair Market Rents for the Section 8 Housing Assistance Payments Program for Fiscal Year 2000 (Notice of Final Fiscal Year (FY) 2000 Fair Markets Rents (FMRs))" (FR-4496-N-02), received October 19, 1999; to the Committee on Banking, Housing, and Urban Affairs.

EC-5723. A communication from the Legislative and Regulatory Activities Division, Administrator of National Banks, Comptroller of the Currency, transmitting, pursuant to law, the report of a rule entitled "Extended Examination Cycle for U.S. Branches and Agencies of Foreign Banks" (RIN3064-AC15), received October 19, 1999; to the Committee on Banking, Housing, and Urban Affairs.

PETITIONS AND MEMORIALS

The following petitions and memorials were laid before the Senate and were referred or ordered to lie on the table as indicated:

POM-367. A joint resolution adopted by the Legislature of the State of California relative to trucks entering California from foreign nations; to the Committee on Finance.

ASSEMBLY JOINT RESOLUTION NO. 16

Whereas, A recent study by the United States Government Accounting Office (GAO) found that Mexican commercial trucks entering the United States often fail to meet basic safety standards; and

Whereas, The GAO reported that Mexican trucks entering the United States may have serious safety violations impacting highway safety, including broken suspension systems, substandard tires, inoperable brakes, overweight loads, and improperly maintained hazardous material loads; and

Whereas, The report of the federal Office of the Inspector General titled, "Motor Carrier Safety Program for Commercial Trucks at U.S. Borders," issued on December 28, 1998, identified California as the only state that enforces the Federal Operating Authority Regulation and complimented California for having both the best inspection practices and the lowest out-of-service rate; and

Whereas, Mexico has no automated system by which California law enforcement officials can determine whether a Mexican commercial driver has a valid license or a driving or criminal record; and

Whereas, The government of Mexico has no laws limiting the maximum number of hours that drivers may safely operate a commercial vehicle and no system of worker's compensation insurance to protect drivers who are injured while at work; and

Whereas, Mexico's mandatory alcohol and drug testing program does not adequately test commercial drivers and its substance-abuse testing laboratory has not been certified by the United States Department of Transportation to meet internationally agreed-upon standards for accuracy; and

Whereas, "Operation Alliance," a federally sponsored drug-enforcement coordinating agency and the United States Customs Service drug-inspection program found that drug traffickers are becoming owners of, or are obtaining controlling interests in, transportation businesses, such as trucking compa-

nies, warehouses, and semi-trailer manufacturing companies, in order to take advantage of the increased trucking trade authorized by the North American Free Trade Agreement; and

Whereas, The Southern California Association of Governments recently passed a resolution authorizing its regional council to alert the President of the United States to the "major safety issues involved in trucking regulations under the North American Free Trade Agreement"; and

Whereas, The federal government has chosen not to implement the provisions of the North American Free Trade Agreement that call for unlimited access by Mexican trucks to the territory of the State of California; now therefore, be it

Resolved by the Assembly and Senate of the State of California, jointly, That the Legislature memorializes the President and the Congress of the United States to maintain the existing restrictions on trucks from Mexico and other foreign nations entering California and to continue efforts to ensure full compliance by the owners and drivers of those trucks with all highway safety, environmental, and drug-enforcement laws; and be it further

Resolved, That the Chief Clerk of the Assembly transmit copies of this resolution to the President and the Vice President of the United States, to the Speaker of the House of Representatives, to each Senator and Representative from California in the Congress of the United States, and to the Governor.

POM-368. A resolution adopted by the House of the Legislature of the State of Michigan relative to block grant amounts to the states through the Temporary Assistance to Needy Families program; to the Committee on Finance.

HOUSE RESOLUTION NO. 48

Whereas, A key component of the welfare reforms enacted in 1996 is the Temporary Assistance to Needy Families block grant program. The levels of these block grants were guaranteed for a five-year period as a means to help in the transformation of the nation's approach to welfare and helping people help themselves; and

Whereas, A proposal has surfaced in Washington to have the states return unobligated balances from the TANF block grant funding. The proposal has raised the concerns and opposition of state policymakers around the country who do not want the success of welfare reform to be derailed or threatened by reductions in this funding. This funding, as well as the flexibility to administer federal programs, is critical to genuine, meaningful, longstanding welfare reform; and

Whereas, Discussions on altering or reducing block grant programs for needy families also include proposed changes in Medicaid options, social services block grants, child support initiatives, and efforts to secure health insurance coverages for children. The possibility of bringing new conditions for the expenditure of funds or cuts in the amounts of block grants has generated considerable concern across the country; and

Whereas, The reforms brought to the country's approach to welfare in 1996 also represented a significant step in the relationship between Washington and the states. This new partnership allowed and even encouraged the "laboratories of democracy" to find solutions that account for the unique resources and needs of each state. Michigan's success and the similar achievements across the nation should not be jeopardized by Washington reclaiming money promised to the states; now, therefore, be it

Resolved by the House of Representatives, That we memorialize the Congress of the United States to reject any reduction in block grant amounts to the states through the Temporary Assistance to Needy Families (TANF) program or any changes in conditions or requirements that reduce the flexibility of the states, and be it further

Resolved, That copies of this resolution be transmitted to the President of the United States Senate, the Speaker of the United States House of Representatives, and the members of the Michigan congressional delegation.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. CAMPBELL, from the Committee on Indian Affairs, without amendment:

S. 1290. A bill to amend title 36 of the United States Code to establish the American Indian Education Foundation, and for other purposes (Rept. No. 106-197).

By Mr. MURKOWSKI, from the Committee on Energy and Natural Resources, with an amendment in the nature of a substitute:

S. 624. A bill to authorize construction of the Fort Peck Reservation Rural Water System in the State of Montana, and for other purposes (Rept. No. 106-198).

EXECUTIVE REPORT OF A COMMITTEE

The following executive report of a committee was submitted:

By Mr. MURKOWSKI, for the Committee on Energy and Natural Resources:

David J. Hayes, of Virginia, to be Deputy Secretary of the Interior.

(The above nomination was reported with the recommendation that he be confirmed, subject to the nominee's commitment to respond to requests to appear and testify before any duly constituted committee of the Senate.)

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. CHAFEE (for himself, Mr. CRAPO, Mr. MOYNIHAN, and Mr. LIEBERMAN):

S. 1752. A bill to reauthorize and amend the Coastal Barrier Resources Act; to the Committee on Environment and Public Works.

By Mr. HATCH (for himself, Mr. ABRAHAM, Mr. LEAHY, and Mr. KENNEDY):

S. 1753. A bill to amend the Immigration and Nationality Act to provide that an adopted alien who is less than 18 years of age may be considered a child under such Act if adopted with or after a sibling who is a child under such Act; to the Committee on the Judiciary.

By Mr. HATCH (for himself and Mr. LEAHY):

S. 1754. A bill entitled the "Denying Safe Havens to International and War Criminals Act of 1999"; to the Committee on the Judiciary.

By Mr. BROWNBACK (for himself and Mr. DORGAN):

S. 1755. A bill to amend the Communications Act of 1934 to regulate interstate commerce in the use of mobile telephones; to the

Committee on Commerce, Science, and Transportation.

By Mr. BINGAMAN (for himself and Mrs. MURRAY):

S. 1756. A bill to enhance the ability of the National Laboratories to meet Department of Energy missions and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. COCHRAN:

S. 1757. A bill to amend title XVIII of the Social Security Act to improve access to rural health care providers; to the Committee on Finance.

By Mr. COVERDELL (for himself, Mr. DEWINE, and Mr. GRASSLEY):

S. 1758. A bill to authorize urgent support for Colombia and front line states to secure peace and the rule of law, to enhance the effectiveness of anti-drug efforts that are essential to impeding the flow of deadly cocaine and heroin from Colombia to the United States, and for other purposes; to the Committee on Foreign Relations.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. CHAFEE (for himself, Mr. CRAPO, Mr. MOYNIHAN, and Mr. LIEBERMAN):

S. 1752. A bill to reauthorize and amend the Coastal Barrier Resources Act; to the Committee on Environment and Public Works.

THE COASTAL BARRIER RESOURCES REAUTHORIZATION ACT OF 1999

• Mr. CHAFEE. Mr. President, I am here today to introduce a bill to reauthorize the Coastal Barrier Resources Act (CBRA). Most people do not realize that coastal barriers are the first line of defense protecting the mainland from major storms and hurricanes, and this extremely vulnerable area is under increasing developmental pressure. From 1960 to 1990, the population of coastal areas increased from 80 to 110 million and is projected to reach over 160 million by 2015. Continued development on and around coastal barriers place people, property and the environment at risk.

To address this problem Congress passed CBRA in 1982. This extremely important legislation prohibits the Federal government from subsidizing flood insurance, and providing other financial assistance such as beach replenishment within the Coastal Barrier Resources System. Nothing in CBRA prohibits development on coastal barriers, it just gets the Federal government out of the business of subsidizing risky development.

The law proved to be so successful that we expanded the Coastal Barrier System in 1990 with the support of the National Taxpayers Union, the American Red Cross, Coast Alliance and Tax Payers for Common Sense, to name just a few. The 1990 Act doubled the size of the System to include coastal barriers in Puerto Rico, the U.S. Virgin Islands, the Great Lakes and additional areas along the Atlantic and Gulf coasts. We also allowed the inclusion of

areas that are already protected for conservation purposes such as parks and refuges. Currently the System is comprised of 3 million acres and 2,500 shoreline miles.

Development of these areas decreases their ability to absorb the force of storms and buffer the mainland. The devastating floods of Hurricane Floyd are a reminder of the susceptibility of coastal development to the power of nature. The Federal Emergency Management Agency reports that 10 major disaster declarations were issued for this hurricane, more than for any other single hurricane or natural disaster. In fact, 1999 sets a record for major disaster declarations—a total of 14 in this year alone. As the number of disaster declarations has crept up steadily since the 1980's, so has the cost to taxpayers. Congress has approved on average \$3.7 billion a year in supplemental disaster aid in the 1990's, compared to less than \$1 billion a year in the decade prior.

Homeowners know the risk of building in these highly threatened areas. Despite this taxpayers are continually being asked to rebuild homes and businesses in flood-prone areas. The National Wildlife Federation came out with a study that found that over forty percent of the damage payments from the National Flood Insurance Program go to people who have had at least one previous claim. A New Jersey auto repair shop made 31 damage claims in 15 years.

At a time when climatologists believe that Floyd and other major hurricanes signal the beginning of a period of turbulent hurricane activity after three decades of relative calm, safety factors of continuing to develop coastal barrier regions must also be considered. As roadway systems have not kept up with population growth, it will become increasingly difficult to evacuate coastal areas in the face of a major storm.

Beyond the economic and safety issues, another compelling reason to support the Coastal Barrier Resources Act is that it contributes to the protection of our Nation's coastal resources. Coastal barriers protect and maintain the wetlands and estuaries essential to the survival of innumerable species of fish and wildlife. Large populations of waterfowl and other migratory birds depend on the habitat protected by coastal barriers for wintering areas. Undeveloped coastal barriers also provide unique recreational opportunities, and deserve protection for present and future public enjoyment.

The legislation which I am introducing today would reauthorize the Act for eight years and make some necessary changes to improve implementation. A new provision would establish a set of criteria for determining whether a coastal barrier is developed. Codifying the criteria will make it easier for homeowners, Congress and the Fish

and Wildlife Service to determine if an area qualifies as an undeveloped coastal barrier. The legislation would also require the Secretary of the Interior to complete a pilot project to determine the feasibility of creating digital versions of the coastal barrier system maps. Digital maps would improve the accuracy of the older coastal barrier maps, and make it easier for the Department of Interior and homeowners to determine where a structure is located. Eventually, we hope that the entire System can be accessed by the Internet.

I believe that Congress should make every effort to conserve barrier islands and beaches. This legislation offers an opportunity to increase protection of coastal barriers, and at the same time, saves taxpayers money. I urge my colleagues to support this legislation.●

By Mr. HATCH (for himself, Mr. ABRAHAM, Mr. LEAHY, and Mr. KENNEDY):

S. 1753. A bill to amend the Immigration and Nationality Act to provide that an adopted alien who is less than 18 years of age may be considered a child under such Act if adopted with or after a sibling who is a child under such Act; to the Committee on the Judiciary.

KEEPING IMMIGRANT SIBLINGS TOGETHER

Mr. HATCH. Mr. President, I rise today to introduce a bill corresponding to one introduced by Congressman HORN of California and passed the House of Representatives this week. The intent of this bill is to allow immigrant orphan siblings to stay together when being adopted by U.S. citizens.

Under current law, a U.S. citizen may bring an immigrant child they have adopted to the United States if the child is under the age of 16. This bill would allow U.S. citizens to adopt immigrant children ages 16-17 if the adoption would keep a group of siblings together.

Mr. President, I agree with Mr. HORN's conclusion that family unity is a frequently cited goal of our immigration policy, and this proposal would promote that goal. Under current law, if children are adopted by U.S. citizens and the oldest sibling is 16 or 17, the oldest sibling cannot come to the United States with his or her brothers and sisters under current law. It seems clear to me that siblings of these young ages ought not to be separated.

Further, foreign adoption authorities in some cases do not allow the separation of siblings. In such cases, if a U.S. citizen wanted to adopt a group of siblings and one of them is 16 or older, the citizen would lose the opportunity to adopt any of them under current law.

As Mr. HORN's analysis of the consequences of this bill confirm, this bill is unlikely to cause a significant increase in immigration levels overall. During fiscal year 1996, a total a 351