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CONGRESSIONAL RECORD—SENATE

with the most effective and worthwhile services their State agencies can pro-
vide.

Accountability is critical in any human undertaking. It provides an en-
vironment for those doing well to be commended and recognized. And, it
sheds light on those acting irrespon-
sibly. We in Congress have the respon-
sibility to see that taxpayer money is
spent wisely. I see a no more critical
responsibility than in ensuring States
are responsibly spending money on vul-
nerable youth in foster care.

November is National Adoption Month. Earlier this month, I joined my
colleagues with the Congressional Coa-

tion on Adoption in celebrating those
who have made a difference through
adoption. I was able to honor three
worthy individuals from the great
State of Iowa: Ruth Ann Gaines and
Jeff and earlotta Morris. Ruth Ann
adopted an autistic boy more than 14
years ago, and the Morrises adopted a
teenager just over a year ago. I am
grateful for their efforts and heart-felt
belief in the value of family, and I am
glad to announce them “Angels in
Adoption.”

In closing, I want to reaffirm my
commitment to finding permanent,
loving families for each boy and girl
currently without a loving and safe
home. I am disappointed the Foster
Care Independence Act did not contain
more provisions supporting perma-
nancy. However, I will continue my ef-
forts in support of permanency for chil-
dren in foster care. Among others, Con-
gresswoman NANCY JOHNSON has given
me her word that she will work with
me to improve accountability in the child
care system. I look forward to
working with all my colleagues in the
next session to that end.

Ms. COLLINS. Mr. President, I ask
unanimous consent that the Senate
turn to the resolution convening the
second session of the 106th Congress.

The joint resolution (H.J. 85) was
read the third time and passed, as
follows:

H.J. Res. 85

Resolved by the Senate and House of Rep-
resentatives of the United States of America in
Congress assembled,

SECTION 1. DAY FOR CONVENING OF SECOND
SESSION OF ONE HUNDRED SIXTH
CONGRESS

The second regular session of the One Hun-
dred Sixth Congress shall begin at noon on

SEC. 2. ADDITIONAL SESSION PRIOR TO CON-
VENING.

If the Speaker of the House of Representa-
tives and the Majority Leader of the Senate,
acting jointly after consultation with the
Minority Leader of the House of Representa-
tives and the Minority Leader of the Senate,
determine that it is in the public interest for
the Members of the House of Representatives
and the Senate to reassemble prior to the
convening of the second regular session of
the One Hundred Sixth Congress as provided
in section 1—

(1) the Speaker and Majority Leader shall
so notify their respective Members; and

(2) Congress shall reassemble at noon on
the second day after the Members are so no-
tified.

MEASURE PLACED ON THE
CALENDAR—S. 1982

Ms. COLLINS. Mr. President, I ask
unanimous consent that S. 1982 be
placed on the Calendar.
the Secretary of the Senate and ultimately became Keeper of the Stationery. His most noteworthy title was "Keeper of the Stationery," a title that has been used by many Secretaries of the Senate. Steve Bale, who currently holds that title, has been an employee of the Senate since 1984.

Steve Bale has been a key figure in the Senate's official functions. Few Senators have been as dedicated to their job and to the Senate as Steve Bale. He has always been willing to take on any task, no matter how difficult, and has always been encouraging to the numerous staff who come into his office on a daily basis. He has found no problem too trivial and no task too difficult to handle.

As Steve leaves his many friends and admirers in the Senate, we wish him a long retirement filled with many hours spent writing, reading, and enjoying the company of his wife and family.

MS. COLLINS. Mr. President, I ask unanimous consent that the resolution be agreed to, the preamble be agreed to, the motion to reconsider be laid upon the table, and any statements relating to this resolution be printed in the RECORD.

The PRESIDING OFFICER. Without objection, it so ordered.

The resolution (S. Res. 240) was agreed to.

The preamble was agreed to.

The resolution, with its preamble, reads as follows:

S. Res. 240

Whereas the Senate has been advised that its Keeper of the Stationery, Stephen G. Bale, will retire on December 31, 1999; and

Whereas Steve Bale became an employee of the Senate on April 3, 1984, joined the Office of the Secretary as a stockroom clerk, and became Keeper of the Stationery in 1994; and

Whereas Steve Bale has served with distinction as Keeper of the Stationery, and at all times has discharged the important duties and responsibilities of his office with dedication and excellence; and

Whereas he has exceptional business acumen and his unfailing dedication have earned him our esteem and affection; Now, therefore, be it

Resolved, That the United States Senate commends Stephen G. Bale for his exceptional service to the Senate and the Nation; wishes him a long, faithful and outstanding service; and extends its very best wishes upon his retirement.

SEC. 2. That the Secretary of the Senate shall transmit a copy of this resolution to Stephen G. Bale.

MOTOR CARRIER SAFETY IMPROVEMENT ACT OF 1999

Ms. COLLINS. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of H.R. 3419.

The PRESIDING OFFICER. The clerk will report the bill by title.

The legislative clerk read as follows:

A bill (H.R. 3419) to amend title 49, United States Code, to establish the Federal Motor Carrier Safety Administration, and for other purposes.

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

MS. COLLINS. Mr. President, today the Senate will consider H.R. 3419, the Motor Carrier Safety Improvement Act of 1999. H.R. 3419 reflects a negotiated compromise between the House and Senate on two bills (S. 1501 and H.R. 2679). I want to extend my appreciation to Senators Hutchison, Hollings, and Breaux, along with Congressmen Shuster and Oberstar, for their bipartisan effort in developing this comprehensive motor carrier safety legislation. I also want to acknowledge the recommendations by the Office of the Department of Transportation (DOT) Inspector General, Ken Mead and his staff, as well as the highway safety advocates, truck drivers, industry officials, and safety enforcement officials for their suggestions on improving truck and bus safety.

During the past year, significant attention has been directed toward truck carrier safety issues in both chambers. Following a comprehensive analysis on the federal motor carrier safety program by the DOT Inspector General, the Commerce Committee held two hearings on truck safety concerns. The House Transportation and Infrastructure Committee also conducted a number of oversight hearings and DOT initiated its own programmatic review. Based on these efforts, a consensus on the need to enact legislation to improve truck safety developed leading to the introduction legislation before the Senate today.

The Motor Carrier Safety Improvement Act would establish a separate Federal Motor Carrier Safety Administration within the DOT to carry out motor carrier safety. We clearly do not desire to expand the size of the federal government. I know my view is shared by many of my colleagues. However, the near unanimous voices voiced by all the interested parties involved in motor carrier safety agree that a separate agency is needed to remedy a severe lack of leadership over motor carrier safety enforcement and regulatory responsibilities at DOT. This legislation addresses this serious safety lapse, but guards against increasing the already bloated Federal bureaucracy by capping employment and funding for the new agency for Fiscal Year 2000.

This legislation provides additional motor carrier safety funding and we fully expect those resources to be dedicated toward increased motor carrier safety enforcement and inspection activities. The cost for unnecessary headquarter administrative or overhead positions, including public affairs officers, congressional liaison representatives and other nonsafety related positions, is not a proper use of the additional authorized funding. Therefore, the Administration is required to provide a detailed justification to the Committee on Commerce, Science, and Transportation and the House Committee on Transportation and Infrastructure before increasing any administrative or overhead positions beyond the current level.

As the Senate considers this legislation, I believe one of the most important provisions in the bill is the provision directing the Department to implement all of the safety recommendations issued by the DOT's April 1999 audit report. DOT has indicated it will act on some of the recommendations, but it has been more than six months since the release of