

SEC. 5. AUTHORIZATION OF APPROPRIATIONS.

Section 12 of the Coastal Barrier Resources Act (16 U.S.C. 3510) is redesignated as section 10, moved to appear after section 9, and amended to read as follows:

“SEC. 10. AUTHORIZATION OF APPROPRIATIONS.

“There is authorized to be appropriated to the Secretary to carry out this Act \$2,000,000 for each of fiscal years 2001, 2002, 2003, 2004, and 2005.”

SEC. 6. DIGITAL MAPPING PILOT PROJECT.**(a) IN GENERAL.—**

(1) **PROJECT.**—The Secretary of the Interior (referred to in this section as the “Secretary”), in consultation with the Director of the Federal Emergency Management Agency, shall carry out a pilot project to determine the feasibility and cost of creating digital versions of the John H. Chafee Coastal Barrier Resources System maps referred to in section 4(a) of the Coastal Barrier Resources Act (16 U.S.C. 3503(a)) (as amended by section 3(d)).

(2) **NUMBER OF UNITS.**—The pilot project shall consist of the creation of digital maps for no more than 75 units and no fewer than 50 units of the John H. Chafee Coastal Barrier Resources System (referred to in this section as the “System”), 1/3 of which shall be otherwise protected areas (as defined in section 12 of the Coastal Barrier Improvement Act of 1990 (16 U.S.C. 3503 note; Public Law 101-591)).

(b) DATA.—

(1) **USE OF EXISTING DATA.**—To the maximum extent practicable, in carrying out the pilot project under this section, the Secretary shall use digital spatial data in the possession of State, local, and Federal agencies including digital orthophotos, and shoreline, elevation, and bathymetric data.

(2) **PROVISION OF DATA BY OTHER AGENCIES.**—The head of a Federal agency that possesses data referred to in paragraph (1) shall, upon request of the Secretary, promptly provide the data to the Secretary at no cost.

(3) **ADDITIONAL DATA.**—If the Secretary determines that data necessary to carry out the pilot project under this section do not exist, the Secretary shall enter into an agreement with the Director of the United States Geological Survey under which the Director shall obtain, in cooperation with other Federal agencies, as appropriate, and provide to the Secretary the data required to carry out this section.

(4) **DATA STANDARDS.**—All data used or created to carry out this section shall comply with—

(A) the National Spatial Data Infrastructure established by Executive Order 12906 (59 Fed. Reg. 17671 (April 13, 1994)); and

(B) any other standards established by the Federal Geographic Data Committee established by Office of Management and Budget Circular A-16.

(c) **DIGITAL MAPS NOT CONTROLLING.**—Any determination as to whether a location is inside or outside the System shall be made without regard to the digital maps created under this section.

(d) REPORT.—

(1) **IN GENERAL.**—Not later than 3 years after the date of enactment of this Act, the Secretary shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Resources of the House of Representatives a report that describes the results of the pilot project and the feasibility, data needs, and costs of completing digital maps for the entire System.

(2) **CONTENTS.**—The report shall include a description of—

(A) the cooperative agreements that would be necessary to complete digital mapping of the entire System;

(B) the extent to which the data necessary to complete digital mapping of the entire System are available;

(C) the need for additional data to complete digital mapping of the entire System;

(D) the extent to which the boundary lines on the digital maps differ from the boundary lines on the original maps; and

(E) the amount of funding necessary to complete digital mapping of the entire System.

(e) **AUTHORIZATION OF APPROPRIATIONS.**—There is authorized to be appropriated to the Secretary to carry out this section \$500,000 for each of fiscal years 2002 through 2004.

SEC. 7. ECONOMIC ASSESSMENT OF JOHN H. CHAFEE COASTAL BARRIER RESOURCES SYSTEM.

(a) **IN GENERAL.**—Not later than 1 year after the date of enactment of this Act, the Secretary of the Interior shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Resources of the House of Representatives an economic assessment of the John H. Chafee Coastal Barrier Resources System.

(b) **REQUIRED ELEMENTS.**—The assessment shall consider the impact on Federal expenditures of the Coastal Barrier Resources Act (16 U.S.C. 3501 et seq.), including impacts resulting from the avoidance of Federal expenditures for—

(1) disaster relief under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.);

(2) the national flood insurance program established under chapter 1 of the National Flood Insurance Act of 1968 (42 U.S.C. 4011 et seq.); and

(3) development assistance for roads, potable water supplies, and wastewater infrastructure.

**ORDERS FOR THURSDAY,
SEPTEMBER 28, 2000**

Mr. LOTT. Mr. President, I ask unanimous consent that when the Senate completes its business today, it recess until the hour of 9:30 a.m. on Thursday, September 28.

I further ask consent that on Thursday, immediately following the prayer, the Journal of proceedings be approved to date, the time for the two leaders be reserved for their use later in the day, and the Senate then begin consideration of H.J. Res. 109 under the previous order.

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

PROGRAM

Mr. LOTT. Mr. President, for the information of all Senators, the Senate will begin consideration of the continuing resolution at 9:30 a.m. tomorrow.

Under a previous agreement, there will be 7 hours for debate, with the vote scheduled to occur after the use or yielding back of that time. After adoption of the resolution, the Senate will proceed to a cloture vote with regard to the H-1B visa bill, unless it can be agreed to be vitiated, and a vote on the final passage could occur.

Therefore, Senators can expect at least two votes during tomorrow's afternoon session, and hopefully more. We hope we can possibly have as many as three or four votes. That will depend on further action by the House on conference reports.

ORDER FOR RECESS

Mr. LOTT. Mr. President, if there is no further business to come before the Senate, I ask unanimous consent that the Senate stand in recess under the previous order following the remarks of Senator LAUTENBERG for up to 15 minutes.

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

AMENDMENT VEHICLE

Mr. REID. Mr. President, before the majority leader leaves, I think what we have heard today has been comforting, except for one thing. I wish we had a vehicle here before us that we could amend. I think we have a number of amendments we would like to offer to this legislation. The leader decided not to do that. I hope in the next few days we can work on some of the issues that we believe are so important, which we have talked about on many occasions, such as minimum wage, Patients' Bill of Rights, prescription drugs, and education. We understand where we are in a parliamentary situation now that we can't offer any amendments. We look forward to the next week being very productive and our being able to move forward on some of this very important legislation.

Mr. LOTT. Mr. President, in response, I believe the Senate has voted one or more times on all of the issues that Senator REID mentioned. It is my full expectation that before this session is over a minimum wage bill, coupled with a small business tax relief package that we will have to work through the final details on, will be incorporated in some other bill or moved in one way or another and sent to the President. I fully expect that it will be accomplished.

I think maybe the Senator knows there is a Patients' Bill of Rights conference that is still meeting. I think there are meetings, even today, to see if we can come to an agreement to get a bill that truly protects patients, but not just become a bill that provides more opportunities for my brother-in-law to sue people. So I am hopeful on a combination there. In fact, I discussed that with the President directly and said we would still like to see if we couldn't have some sort of a sit-down meeting and a broad, bipartisan, bicameral, “bi-branch” of the Government discussion and get an end result. I am still hopeful that can occur.

On education, obviously, when we get to the Labor-HHS-Education appropriations conference report, it is going

to have funds for education in it—more funds than was requested by the administration or was in our budget resolution. We will have to come to some agreement about how we help local school districts in terms of flexibility, accountability, school construction, and if the best way to be helpful is a bond or some other program. All of that is under discussion now, and it is occurring between the House and Senate and the administration.

So certainly I understand that there is a desire to perhaps offer other amendments. I am sure the Senator can understand my feeling that we have already voted on all of those issues, and repeated votes don't necessarily render a result. I think what we need to do in this final period of the session is get agreements and work together.

I had a meeting with Senator DASCHLE. We talked about a bill that has broad bipartisan support—actually, a couple of bills. We looked at whether we can consider them on the floor, or if there is another way we can get a result that would be satisfactory to the largest number of Senators without having an extended cloture process, such as we had on H-1B.

I have indicated I would like for us to see if we can find a way to do the railroad retirement bill. But if I bring that up, it probably would have to go through a lot of hurdles, and there is opposition to some aspects of it. Instead of trying to find a way to have a fight, I am trying to find a way to get an agreement and get it done.

I certainly understand Senator REID's position. He has been persistent in that effort, and he has done it without rancor. I appreciate that. As we go into these final few days of the session, hopefully we can keep the channels of communication open and see what we can do to facilitate a conclusion with which most Senators can be satisfied.

Mr. REID. Finally, the majority leader raised the minimum wage issue. I believe we can do something on a bipartisan basis. The three Senators on the floor presently—two Democrats and one Republican—know that one of the tax incentives we have to give small business is a meals tax deduction. We cut that back significantly and it has hurt restaurant businesses all over America. For Mississippi, having a heavy resort industry, along with Atlantic City and Nevada, I think that is something we can do on a bipartisan basis.

I hope we can get the minimum wage issue before us and have decent tax breaks that aren't budget busters and move forward on that.

On the Patients' Bill of Rights, for example, sadly, the structure of the Senate has changed by one. We believe we are entitled to another vote, and that failed by one vote previously. That is an issue we can debate later in

some other forum. We have talked enough today on H-1B and matters related thereto. I can say that I am comforted by the fact that we were able to get an early vote on the motion to suspend the rules. I hope that will satisfy everybody because it was an up-or-down vote on the Latino and Immigrant Fairness Act.

I hope we can set that matter aside and schedule an early vote on H-1B.

Mr. LOTT. I would be glad to work with Senator REID and our colleagues to see if we can find a time to do that tomorrow. I ask our staff to see if we can work through that agreement.

I yield the floor.

The PRESIDING OFFICER. The Senator from New Jersey.

Mr. LAUTENBERG. Mr. President, I understand that I have 15 minutes based on the unanimous consent agreement that we just concluded.

TRANSPORTATION

Mr. LAUTENBERG. Mr. President, I am getting very close to the end of my Senate career. One of the issues I consider vital in terms of my knowledge and experience in the Senate for these last 18 years is that I have learned, among several other serious problems, of a problem that looms large and is often ignored. That is, how do we establish our transportation system to satisfy the growing needs for travel in this country?

I see a crisis looming in our country because of congestion and because of our inability to move in a timely and reasonably comfortable fashion. We constantly read about delays at airports. As a matter of fact, these days I can almost never travel by air without resigning myself to the fact that I am not going to get there on time. There is a very good chance that I am going to miss my connection. There is a very good chance that a flight may be canceled. There is a very good chance that it is going to be a stressful, tough trip.

I was fortunate enough to be a grandparent for the eighth time. My son lives in Colorado. I am, as everyone knows, I hope, from New Jersey. My son and his wife just had their first child, my number eight grandchild. The oldest is six years old. They are little kids. They are an awful lot of fun. I would like to see more of them if I could do it and still make sure I perform the duties necessary to represent the people of New Jersey and the people of this country.

The trip I made consisted of two legs: one to Denver, CO, and the next one a short trip outside of Denver. It was on a Saturday. It wasn't on a busy weekday. It left an hour late from Newark. We were told that we should plan on a refueling stop in Wichita, KS. I have nothing against Kansas. I just didn't want to stop there if I didn't have to, because I was in such a hurry to get

out and see my newest granddaughter. Her name is Hannah Lautenberg. I wanted to see her in the worst way. We stopped in Wichita long enough, about 40 minutes, to add more fuel.

Why did we leave the Newark airport to start on a trip knowing full well that we weren't going to have enough fuel to make the trip? They said, based on the passenger load, the baggage load, and the severe headwinds that we were going to run into, we had to provide for circling over Denver Airport in case that was necessary. We managed to take on the fuel. We didn't have to circle over Denver. The weather was reasonable. But it was enough for me to miss my next flight.

I called ahead and tried to reserve the second flight 2 hours later and was told that it was canceled and that the one 2 hours after that was full. Normally I would have exploded. But nobody would have cared. The worst thing is that you kind of resign yourself to saying, "Oh, well, that is what I expected." Instead of getting a 30-minute airplane ride, I took a 2½ hour van ride bouncing along the pavement and trying to figure out what to do to keep myself amused during that period of time. It was hard to read.

I got to see that beautiful grandchild. Boy, was I happy, too. She was as glorious as my daughter-in-law and my son described her. I thought she looked a lot like me. They said no. But it was a pleasant experience.

I stayed overnight and planned to take a 1:30 flight out because I had only come in 5 o'clock the night before to Denver, CO from New Jersey. But I was told that the short flight was canceled and that I have to go back in the van. I have nothing against the van, the company, or the driver. It was just a lot of time to spend together with a stranger. That is what I did.

I got back having missed two legs of the flight for which I paid in advance. I am not blaming that particular airline.

It is terrible what we have adjusted to. We have adjusted to poor performance. We have adjusted to discomfort. We have adjusted to not having services that we paid for. That is the kind of society we created.

I have all kind of friends. I come out of the corporate world, as the distinguished occupant of the Chair knows, and am accustomed to business travel. In the days before I came to the Senate, you would have a reservation and arrive kind of at the last minute, get on the plane, arrive on time, do your business, and get on your way. It is not so anymore at all.

Again, it is not simply because the airlines are neglectful or that the airlines aren't trying. They simply can't carry the load.

We have to face up to it. If you have bad weather in Denver, CO, you can bet your boots that you will be held up by