□ 1700

If this legislation is passed by the Senate and signed into law, that means all these Californians over the age of 64 will be able to continue adding to our economic productivity while keeping all of their Social Security. These are individuals who paid into Social Security on the assurance that their money would be there when they retired.

The idea that the Federal Government can withhold access to their money, frankly, is outrageous. However, this is precisely what the Federal Government has done with the earnings test. It is denying seniors the benefits that they have paid for. It is denying them their earned right, and this is wrong.

With this booming economy and tightening of the labor force, the Federal Government should not discourage Americans from working. Rather, it should encourage people to be more productive. By repealing the earnings limit, more individuals will now work, pay more social security taxes, increase Federal revenues, and improve economic efficiency. America would also benefit from older workers' valuable work experience and work skills.

The earnings test discriminates against those who must work to supplement their benefits, because only wages are counted for purposes of this test. Income from hard-earned paychecks should not be treated less fairly than income from investment, and that is another reason why we needed to repeal it.

Repealing the Social Security earnings limit will also eliminate the need to recalculate affected retirement credits and benefits. And how much would that save a year? One hundred fifty million dollars annually is spent by the bureaucracy in doing this calculation.

Now, I constantly hear from seniors in my district about this issue. Whenever we hold a town meeting, or if we stop at a senior center or community center, the issue of allowing senior citizens to work without losing Social Security comes up.

Senior citizens have a place in our society and in our work force, and no one should ever discourage or deny that. It is unfair for the government to penalize them for wanting to work, and that is why the best thing we can do to honor seniors and their contributions is to repeal this senseless outdated earnings limit.

So, Mr. Speaker, I hope the Senate and the President move quickly on this legislation that we have passed today and which I coauthored.

SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

(The following Members (at the request of Mr. DOGGETT) to revise and extend their remarks and include extraneous material:)

Mr. WEYGAND, for 5 minutes, today.

Ms. WOOLSEY, for 5 minutes, today.

Mr. CUMMINGS, for 5 minutes, today.

Ms. CARSON, for 5 minutes, today.

Ms. JACKSON-LEE of Texas, for 5 minutes, today.

Mrs. MINK of Hawaii, for 5 minutes, today.

(The following Members (at the request of Mr. SOUDER) to revise and extend their remarks and include extraneous material:)

Mrs. CHENOWETH-HAGE, for 5 minutes, March 8.

Mr. BILBRAY, for 5 minutes, today.

Mr. FOLEY, for 5 minutes, today.

Mr. PAUL, for 5 minutes, today.

Mr. WALSH, for 5 minutes, today.

Mr. SOUDER, for 5 minutes, today.

Mr. METCALF, for 5 minutes, today.

BILLS PRESENTED TO THE PRESIDENT

Mr. THOMAS, from the Committee on House Administration, reported that that committee did on the following date present to the President, for his approval, a bill of the House of the following title:

On Tuesday, February 29, 2000:

H.R. 149. To make technical corrections to the Omnibus Parks and Public Lands Management Act of 1996 and to other laws related to parks and public lands.

ADJOURNMENT

Mr. ROYCE. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 5 o'clock and 03 minutes p.m.), the House adjourned until tomorrow, Thursday, March 2, 2000, at 10 a.m.

RULES AND REPORTS SUBMITTED PURSUANT TO THE CONGRESSIONAL REVIEW ACT

Pursuant to 5 U.S.C. 801(d), executive communications [final rules] submitted to the House pursuant to 5 U.S.C. 801(a)(1) during the period of July 15, 1999 through January 24, 2000, shall be treated as though received on March 1, 2000. Original dates of transmittal, numberings, and referrals to committee of those executive communications remain as indicated in the Executive Communication section of the relevant CONGRESSIONAL RECORDS.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 8 of rule XII, executive communications were taken from the Speaker's table and referred as follows:

6385. A letter from the Director, Defense Security Cooperation Agency, transmitting notification concerning the Department of the Air Force's Proposed Letter(s) of Offer and Acceptance (LOA) to Israel for defense articles and services (Transmittal No. 00–23), pursuant to 22 U.S.C. 2776(b); to the Committee on International Relations.

6386. A letter from the Director, Defense Security Cooperation Agency, transmitting notification concerning the Department of the Air Force's Proposed Letter(s) of Offer and Acceptance (LOA) to Egypt for defense articles and services (Transmittal No. 00–29), pursuant to 22 U.S.C. 2776(b); to the Committee on International Relations.

6387. A communication from the President of the United States, transmitting Copies of international agreements, other than treaties, entered into by the United States, pursuant to 1 U.S.C. 112b(a); to the Committee on International Relations.

6388. A communication from the President of the United States, transmitting a report consistent with the War Powers Resolution regarding U.S. military forces in East Timor; (H. Doc. No. 106—203); to the Committee on International Relations and ordered to be printed.

6389. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Bombardier Model DHC–7–100 Series Airplanes [Docket No. 99–NM–107–AD; Amendment 39–11526; AD 2000–02–07] (RIN: 2120–AA64) received February 11, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

6390. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; General Electric Company GE90 Series Turbofan Engines [Docket No. 99–NE–62–AD; Amendment 39–11496; AD 99–27–15] (RIN: 2120–AA64) received February 11, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

6391. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Airbus Model A340–211, -212, -213, -311, -312, and -313 Series Airplanes [Docket No. 99–NM–336–AD; Amendment 39–11495; AD 99–27–14] (RIN: 2120–AA64) received February 11, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

6392. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Fokker Model F27 Mark 050 Series Airplanes [Docket No. 99–NM–236–AD; Amendment 39–11494; AD 99–27–13] (RIN: 2120–AA64) received February 11, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

6393. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Bombardier Model CL–600–2B19 (Regional Jet Series 100) Series Airplanes [Docket No. 98–NM–192–AD; Amendment 39–11510; AD 2000–01–12] (RIN: 2120–AA64) received February 11, 2000, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

6394. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Raytheon Model BAe.125 Series 1000A and 1000B Airplanes and Model Hawker 1000 Series Airplanes [Docket No. 99–NM–80–AD; Amendment 39–11499; AD 2000–01–02] (RIN: 2120–AA64) received February 11, 2000, pursuant to 5 U.S.C.