

It is one of the most important things that we need to do around here in terms of economic development, transportation and safety. But it will take some time. I would envision that whenever the majority leader wants to schedule it, it would take at least a couple of weeks and maybe more. So while we are doing that, we should not cut off the transit, the safety, or the contracting obligation that the States would normally do.

As I said, we presented this at the EPW hearing this morning. We had a very good discussion with representatives of the National Governors' Association and the Department of Transportation.

Mr. President, the National Governors' Association has sent a letter signed by 39 Governors. Getting 39 Governors—having been one—I can tell you, to sign on a letter is not easy. But the Governors very simply said:

... it is imperative for the Senate to consider and pass short-term legislation providing funding for highway, transit, and safety programs and to complete a conference on that legislation with the House of Representatives. Such legislation would minimize the interruption in funding to State and local governments. It would also avoid the disastrous effects that a several-month lapse in authorization would have on many States' transportation programs.

Mr. President, I ask unanimous consent that that letter be printed in the RECORD.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

NATIONAL GOVERNORS ASSOCIATION,
Washington, DC, November 4, 1997.

Hon. TRENT LOTT,
*Majority Leader, U.S. Senate,
Washington, DC.*

Hon. THOMAS A. DASCHLE,
*Minority Leader, U.S. Senate,
Washington, DC.*

DEAR SENATOR LOTT AND SENATOR DASCHLE: Given the very limited time remaining in this legislative session, it is imperative for the Senate to consider and pass short-term legislation providing funding for highway, transit, and safety programs and to complete a conference on that legislation with the House of Representatives. Such legislation would minimize the interruption in funding to state and local governments. It would also avoid the disastrous effects that a several-month lapse in authorization would have on many states' transportation programs.

Sincerely,

Governor George V. Voinovich; Governor Thomas R. Carper; Governor Edward T. Schafer, Co-Chair, Transportation Task Force; Governor Paul E. Patton, Co-Chair, Transportation Task Force; Governor Mike Huckabee; Governor Roy Romer; Governor Lawton Chiles; Governor Phillip E. Batt; Governor Terry E. Brandstad; Governor Mike Foster; Governor Parris N. Glendening; Governor Arne H. Carlson; Governor Marc Racicot; Governor Jeanne Shaheen; Governor Jane Dee Hull; Governor Pete Wilson; Governor John G. Rowland; Governor Zell Miller; Governor Frank O'Bannon; Governor Bill Graves; Governor Angus S. King Jr.; Governor John Engler; Governor Mel Carnahan; Governor Bob Miller; Gov-

ernor Christine T. Whitman; Governor James B. Hunt Jr.; Governor David M. Beasley; Governor Don Sundquist; Governor Howard Dean, M.D.; Governor Gary Locke; Governor Tommy G. Thompson; Governor Benjamin J. Cayetano; Governor John A. Kitzhaber; Governor William J. Janklow; Governor Michael O. Leavitt; Governor Roy Lester Schneider, M.D.; Governor Cecil H. Underwood; Governor E. Benjamin Nelson; Governor Pedro Rosselló.

Mr. BOND. Mr. President, in conclusion, let me say that we have had good ideas from both sides of the aisle in the EPW Committee. We look forward to working with Chairman WARNER, Senator BAUCUS, Chairman CHAFEE, the other members of the committee.

I hope this is something that we could agree on and move forward on quickly so that our States and the traveling public will not suffer while we go through the very important discussions on coming up with a new highway funding formula.

I invite comments. I look forward to working with my colleagues. This one I hope we can do on a bipartisan basis without the regional differences that will inevitably arise when we begin discussion of the funding formula.

Mr. President, I appreciate the time, and I yield the floor.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Monday, November 3, 1997, the Federal debt stood at \$5,427,078,768,247.28 (Five trillion, four hundred twenty-seven billion, seventy-eight million, seven hundred sixty-eight thousand, two hundred forty-seven dollars and twenty-eight cents).

Five years ago, November 3, 1992, the Federal debt stood at \$4,068,937,000,000 (Four trillion, sixty-eight billion, nine hundred thirty-seven million).

Ten years ago, November 3, 1987, the Federal debt stood at \$2,392,685,000,000 (Two trillion, three hundred ninety-two billion, six hundred eighty-five million).

Fifteen years ago, November 3, 1982, the Federal debt stood at \$1,142,065,000,000 (One trillion, one hundred forty-two billion, sixty-five million).

Twenty-five years ago, November 3, 1972, the Federal debt stood at \$435,625,000,000 (Four hundred thirty-five billion, six hundred twenty-five million) which reflects a debt increase of nearly \$5 trillion—\$4,991,453,768,247.28 (Four trillion, nine hundred ninety-one billion, four hundred fifty-three million, seven hundred sixty-eight thousand, two hundred forty-seven dollars and twenty-eight cents) during the past 25 years.

ENSURING THE HEALTH OF INTERNATIONALLY ADOPTED CHILDREN UNDER 10

Mr. ABRAHAM. Mr. President, I rise to express my support for H.R. 2464,

legislation to exempt internationally adopted children under age 10 from the immunization requirement that was contained in last year's immigration bill.

Mr. President, in my view it is important that the Federal Government not unnecessarily burden American parents who adopt foreign born children. The process of adopting a child abroad is already quite arduous and involves great emotional risk. The Federal Government should not make that process yet more difficult. It is particularly important that we not endanger the health of these children.

Last year's immigration bill unnecessarily and unintentionally made the process of adopting foreign born children more difficult.

I am, however, concerned that this bill did not go far enough. There are adopted children 10 years of age and older who do not need to be treated differently than those under 10 years old. Moreover, the problems with infected needles in many countries should give us serious pause as to whether immigrant children who are not adopted are undergoing undue risk.

I also want to call attention to a provision that I would have preferred not be in this bill—the provision requiring that parents of the exempted adopted children must sign an affidavit promising to vaccinate their children within 30 days or when it is medically appropriate. I think we do not want to imply in this or other legislation that the Federal Government cares more about children than parents do and, unfortunately, I think that is what this provision says.

Despite these reservations, I think that this is a good bill and it is an important bill for the many Americans who will be adopting children internationally both this year and in the years to come. I want to commend the sponsors of the bill and commend the leadership on this issue of the two Senators from Arizona, Senator KYL and Senator MCCAIN, who have helped see to it that this important correction in law will become a reality and thus help ensure the safe adoption of foreign-born children by American citizens.

ONE-CALL NOTIFICATION PROVISIONS

Mr. FAIRCLOTH. I would like to clarify the intent of the Commerce Committee's ISTEIA transportation safety amendment as it relates to State one-call—call-before-you-dig—programs. It is my understanding that the one-call provisions of this amendment are the same as the provisions of S. 1115, the Comprehensive One-Call Notification Act of 1997.

Mr. LOTT. The Senator is correct. The minority leader and I introduced as S. 1115 on July 31. Thirteen of our colleagues have joined us as cosponsors to the bill, and the Committee on Commerce, Science, and Transportation held a hearing on the bill on September