

law, the three-year update of the Administration's Strategic Plan; to the Committee on Small Business and Entrepreneurship.

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-430. A resolution adopted by the Senate of Pennsylvania relative to the Federal Aviation Administration's proposed air traffic diversion plan; to the Committee on Commerce, Science, and Transportation.

SENATE RESOLUTION

Whereas, the Senate of the Commonwealth of Pennsylvania recognizes the Federal Aviation Administration's plan to divert substantial air traffic from the Philadelphia International Airport over Delaware County, Pennsylvania; and

Whereas, Philadelphia International Airport air traffic presently travels over the Delaware River, with minimal impact on air pollution and noise pollution and minimal danger of catastrophic aircraft disaster to residents of Delaware County communities; and

Whereas, Delaware County comprises 49 municipalities and has an approximate population of 550,000 people; and

Whereas, Delaware County is the fourth most populous county in the Commonwealth of Pennsylvania; and

Whereas, diverting Philadelphia International Airport air traffic over Delaware County potentially increases air and noise pollution by 925% in residential areas, subjects residents to the danger of falling debris as a result of an aircraft disaster and threatens hundreds of wildlife species inhabiting the John Heinz National Wildlife Refuge; and

Whereas, over 4,000 residents of Delaware County have signed petitions objecting to the Federal Aviation Administration's plan to divert air traffic over their homes and schools; and

Whereas, the Federal Aviation Administration has not fully provided residents and government officials an opportunity to offer meaningful comment or input on its plan to change flight patterns over Delaware County; Now, therefore, be it

Resolved, That the Senate of the Commonwealth of Pennsylvania call on the Federal Aviation Administration to conduct at least three public hearings throughout Delaware County to properly inform residents and government officials of the Federal Aviation Administration's proposed air traffic diversion plan, to explore the health, safety and impact on quality of life by diverting air traffic over a densely populated residential area, to afford residents and government officials an opportunity to provide meaningful comment on the plan and to obtain additional input on the environmental impact of its flight diversion plan; and be it further

Resolved, That copies of this resolution be transmitted to the presiding officers of each house of Congress and to each member of Congress from Pennsylvania and to the Federal Aviation Administration's Eastern Region Air Traffic Division, 1 Aviation Plaza, Jamaica, NY 11434-4809.

POM-431. A concurrent resolution adopted by the Pennsylvania House of Representatives relative to the Federal Aviation Administration's proposed air traffic diversion plan; to the Committee on Commerce, Science, and Transportation.

HOUSE RESOLUTION NO. 836

Whereas, the House of Representatives of the Commonwealth of Pennsylvania recog-

nizes the Federal Aviation Administration's plan to divert substantial air traffic from the Philadelphia International Airport over Delaware County, Pennsylvania; and

Whereas, Philadelphia International Airport air traffic presently travels over the Delaware River, with minimal impact on air pollution and noise pollution and minimal danger of catastrophic aircraft disaster to residents of Delaware County communities; and

Whereas, Delaware County comprises 49 municipalities and has an approximate population of 550,000 people; and

Whereas, Delaware County is the fourth most populous county in the Commonwealth of Pennsylvania; and

Whereas, diverting Philadelphia International Airport air traffic over Delaware County potentially increases air and noise pollution by 925% in residential areas, subjects residents to the danger of falling debris as a result of an aircraft disaster and threatens hundreds of wildlife species inhabiting the John Heinz National Wildlife Refuge; and

Whereas, over 4,000 residents of Delaware County have signed petitions objecting to the Federal Aviation Administration's plan to divert air traffic over their homes and schools; and

Whereas, the Federal Aviation Administration has not fully provided residents and government officials an opportunity to offer meaningful comment or input on its plan to change flight patterns over Delaware County; therefore, Now, be it

Resolved, That the House of Representatives of the Commonwealth of Pennsylvania call on the Federal Aviation Administration to conduct at least three public hearings throughout Delaware County to properly inform residents and government officials of the Federal Aviation Administration's proposed air traffic diversion plan, to explore the health, safety and impact on quality of life by diverting air traffic over a densely populated residential area, to afford residents and government officials an opportunity to provide meaningful comment on the plan and to obtain additional input on the environmental impact of its flight diversion plan; and be it further

Resolved, That copies of this resolution be transmitted to the presiding officers of each house of Congress and to each member of Congress from Pennsylvania and to the Federal Aviation Administration's Eastern Region Air Traffic Division, 1 Aviation Plaza, Jamaica, NY 11434-4809.

POM-432. A joint resolution adopted by the California Legislature relative to amending the Federal Railroad Safety Act; to the Committee on Commerce, Science, and Transportation.

SENATE JOINT RESOLUTION NO. 13

Whereas, the transportation of freight and passengers by railroad has been an integral part of California's economic infrastructure for nearly 150 years, and remains central to a vibrant economy that Californians hope to continue to enjoy in the 21st century; and

Whereas, the regulation of railroad operations is a major objective of California government in order to ensure and promote the health and safety of California's communities and its residents; and

Whereas, there has been a significant increase in the past 10 years in the number of derailments and accidents on California railroads, resulting in injuries, death, and damage within communities where railroads exist, and leading to growing attention and concern throughout the country; and

Whereas, the Federal Railroad Safety Act was intended to promote safety in every area of railroad operations and reduce railroad-re-

lated accidents and incidents, and has sharply restricted the authority of California and the other states to address rail safety issues, through a broad preemption of state laws; and

Whereas, the Federal Railroad Safety Act nevertheless was intended to provide for cooperative state and federal activity to prevent accidents and reduce their severity when they do occur, including allowing states to act where federal officials have not, providing concurrent state safety jurisdiction over railroads at essentially local safety hazards within states, and authorizing delegations of authority to state officials by the Federal Railway Administration; and

Whereas, Federal courts have consistently failed to find local safety hazards that would permit California to effectively regulate railway safety so as to anticipate and prevent accidents; and

Whereas, the Federal Railroad Administration has failed to institute the necessary rulemakings to develop safety regulations that fully protect California's communities and their residents from railroad derailments, hazardous materials spills, and highway-rail crossing accidents that result in injuries, death, and damage within communities where railroads exist; and where the Federal Railroad Administration has exercised jurisdiction, it has precluded states from providing the public with greater safety protections and from reducing the number and severity of railroad derailments, hazardous materials spills, and highway-rail crossing accidents within their jurisdictions; and

Whereas, the Federal government has failed to develop comprehensive plans to protect the public health and safety and to effectively fund railway safety programs; and

Whereas, California has a history of working with the Federal Railroad Administration in coordinating inspections, and has established and funded extensive railway safety programs; and

Whereas, there now exists a clear need to amend federal law in order to empower California officials to protect the public health and safety and to continue to build on the cooperation between California and federal rail safety officials; Now, therefore, be it

Resolved, by the Senate and the Assembly of the State of California, jointly, That the Legislature of the State of California urges the President and the Congress of the United States to amend the Federal Railroad Safety Act to increase the authority of state and local governments to enact railroad safety regulations providing greater protection for their residents from railroad derailments, hazardous materials spills, and highway-rail crossing accidents, so long as the state enactments, rules, or regulations do not conflict with federal law and do not impose an unreasonable burden on interstate commerce; and be it further

Resolved, That the Federal Railroad Administration is urged to work cooperatively with California and the railroad corporations by increasing its staff and funding, and by delegating additional authority to California officials to promulgate and enforce standards relating to railway track, operations, and equipment that will prevent and reduce the severity of accidents, derailments, and hazardous materials spills; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the President and Vice President of the United States, and to each Senator and Representative from California in the Congress of the United States.

POM-433. A concurrent resolution adopted by the Pennsylvania House of Representatives relative to urging the Pennsylvania

Congressional Delegation to support legislation calling for Federal approval of the extension of the Lewis and Clark National Historic Trail; to the Committee on Energy and Natural Resources.

HOUSE RESOLUTION NO. 676

Whereas, the Lewis and Clark Expedition was conceptualized by President Thomas Jefferson, who appointed his personal secretary, Meriwether Lewis, to lead the expedition; and

Whereas, Meriwether Lewis spent the early months of 1803 in southeastern Pennsylvania, where he trained with the official Surveyor of the United States, Andrew Ellicott, in Lancaster County and received instruction in celestial navigation; was tutored in botany by Benjamin Smith Barton, professor of natural history and botany at the University of Pennsylvania in Philadelphia; gained knowledge of latitude and longitude, botany and fossils from University of Pennsylvania's vice-provost and professor of mathematics and natural philosophy, Robert Patterson; received advice on health standards to maintain on the trail, diet and internal cleansing from Dr. Benjamin Rush, professor at the University of Pennsylvania's Institute of Medicine and Clinical Practice; and studied paleontology and anatomy with Caspar Wistar, another noted Philadelphian; and

Whereas, Meriwether Lewis purchased more than 3,500 pounds of equipment and merchandise from 28 Philadelphia merchants and artisan manufacturers providing life necessities for the 28-month venture, including portable shelter, clothing, illumination, Indian trading goods, weapons, powder and ball, health maintenance items, emergency food, navigational and cartographic instruments, construction tools and packing boxes, and all was loaded in a Conestoga wagon along with supplies requisitioned at the United States Arsenal, also known as Schuylkill Arsenal, for shipment to Pittsburgh; and

Whereas, renowned Philadelphia clock and gun maker Isaiah Lukens provided Meriwether Lewis with a compressed air rifle he made which became a showpiece of the expedition: the stock of the pneumatic rifle served as an air reservoir to shoot its .31 caliber bullet, producing no smoke and little noise and using no black powder, an astounding innovation during an era when "keep your powder dry" was a hallmark admonition to outdoorsmen; and

Whereas, after obtaining more equipment, including his iron frame boat, from the United States Army Arsenal in Harpers Ferry, Virginia, and hiring a wagon and horses in Fredericktown, Maryland, Meriwether Lewis traveled with his second wagon through Uniontown, Pennsylvania, and finally reached Redstone Old Fort (now Brownsville, Fayette County); and

Whereas, Meriwether Lewis arrived in Pittsburgh on July 15, 1803, where he received a letter from President Thomas Jefferson informing him that the United States had acquired the Louisiana Purchase from France; and

Whereas, on August 31, 1803, Meriwether Lewis departed Pittsburgh at 10 a.m. in a pirogue and a 55-foot masted keelboat built either by Captain John Walker at the Bayard's boat yard in Elizabeth, or by Eliphalet Beebe at a boatyard operated by John Tarascon and James Berthoud on land owned by William Greenough, near what is now the north end of the Liberty Bridge in Pittsburgh; and

Whereas, after launching the crafts with a party of 11 men, Meriwether Lewis traveled three miles down the Ohio River to Brunot Island where he demonstrated his air rifle, and then proceeded downriver to McKees Rock, where the water had fallen so low that

the crew was forced to raise the boat for 30 yards; and

Whereas, Meriwether Lewis and his party continued downriver until the pirogue began to leak, forcing him to purchase a canoe at Georgetown, Beaver County, before continuing to Wheeling, West Virginia, where supplies from Pittsburgh were loaded; and

Whereas, on October 15, 1803, Meriwether Lewis and William Clark met in Louisville, Kentucky, and continued their expedition west with their Corps of Discovery on a quest to find and map a transcontinental water route to the Pacific Ocean; and

Whereas, the expedition reached the Pacific Ocean in November 1805 and built Fort Clatsop on the south side of the Columbia River in Oregon; and

Whereas, Meriwether Lewis returned in April 1807 to Philadelphia where he commissioned John James Barralet to paint a likeness of the Great Falls of the Missouri; arranged for noted horticulturist William Hamilton to propagate seeds gathered in the West at the renowned greenhouses adjacent to Hamilton's residence, The Woodlands; sat for a portrait painted by Charles Willson Peale; worked with preeminent ornithologist Alexander Wilson, who arranged the painting of four birds the Corps of Discovery found in the West—Lewis's woodpecker, Clark's nutcracker, the western tanager and the black-billed magpie; and

Whereas, the expedition led by Meriwether Lewis and William Clark "from sea to shining sea" mapped a western route and resulted in the discovery of hundreds of species new to science and collection of natural history specimens; and

Whereas, the Academy of Natural Sciences in Philadelphia houses 226 of these original plant specimens, still mounted on the original sheets of linen paper and labeled in the handwriting of Meriwether Lewis; and

Whereas, a journal kept by Meriwether Lewis during the expedition, contained in 18 small notebooks, was edited by Philadelphia literary figure Nicholas Biddle, with the final revision completed by Paul Allen before its publication by the Philadelphia firm of Bradford and Inskeep in 1814 as "History of the Expedition under the Command of Captains Lewis and Clark to the Sources of the Missouri, Thence Across the Rocky Mountains and Down the River Columbia to the Pacific Ocean"; original journals of Meriwether Lewis and William Clark are held by the American Philosophical Society Library in Philadelphia; and

Whereas, while the Lewis and Clark National Historic Trail currently begins at Camp River Dubois near Hartford, Illinois, and continues through 11 states, ending in Oregon, the significant representation of the Commonwealth of Pennsylvania and many Pennsylvanians in the planning and preparations which launched the Lewis and Clark search for the Gateway to the West and in the expansion of knowledge from the expedition which is recognized as a foundation of our American heritage is not included in the Lewis and Clark National Historic Trail; and

Whereas, the General Assembly of the Commonwealth of Pennsylvania joins the Lewis and Clark Trail Heritage Foundation in supporting the recognition of a continuous Lewis and Clark National Historic Trail which would include nine additional eastern states of Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Ohio, Kentucky, Indiana and Tennessee and the District of Columbia and would complete the story of the expedition and expose a broader base of Americans to the educational and cultural aspects of the expedition; Now, therefore be, it

Resolved, (the Senate concurring), That the General Assembly of the Commonwealth of

Pennsylvania memorialize the Pennsylvania Congressional Delegation to support legislation calling for Federal approval of the extension of the Lewis and Clark National Historic Trail; and be it further

Resolved, That a copy of this resolution be transmitted to each member of the Pennsylvania Congressional Delegation.

POM-434. A resolution adopted by the Pennsylvania House of Representatives relative to urging the President and Congress of the United States to enact bills that would add denatonium benzoate to antifreeze containing ethylene glycol; to the Committee on Energy and Natural Resources.

HOUSE RESOLUTION NO. 835

Whereas, each year a number of adults intentionally ingest antifreeze to commit suicide; and

Whereas, each year a number of children are accidentally exposed to antifreeze left unattended or in open containers; and

Whereas, pets and other animals can die from ingesting antifreeze that has leaked, spilled or been left in improperly secured containers in a garage or driveway; and

Whereas, the National Safety Council, the American Medical Association and the American Association of Poison Control Centers have noted that the addition of a nontoxic bittering agent can make antifreeze so unpalatable that adults, children and animals will reject these products upon tasting them, preventing injury and death; and

Whereas, legislation, in the form of S. 1110 and H.R. 2567, has been introduced in the 109th Congress to require the inclusion of denatonium benzoate at a minimum of 30 parts per million as a bittering agent to any engine coolant or antifreeze that contains more than 10% ethylene glycol; and

Whereas, the Doris Day Animal League, the Humane Society of the United States, the American Veterinary Medical Association, the Society for Animal Protective Legislation, the Pet Food Institute, the United States Conference of Mayors, the Consumer Specialty Products Association and the retail antifreeze industry have endorsed the proposed legislation with the goal of protecting consumers and animals and

Whereas, the House of Representatives of the Commonwealth of Pennsylvania supports protecting the health and safety of adults, children and animals through the inclusion of a bittering agent in ethylene glycol-based antifreeze; Now, therefore, be it

Resolved, That the House of Representatives of the Commonwealth of Pennsylvania urge the President and Congress of the United States to protect adults, children and animals by enacting legislation, S. 1110 or H.R. 2567, to require the addition of denatonium benzoate to antifreeze containing ethylene glycol; and be it further

Resolved, That the House of Representatives urge the Pennsylvania Congressional Delegation to protect adults, children and animals by supporting enactment of this legislation; and be it further

Resolved, That the House of Representatives urge the President of the United States to advance this legislation to protect adults, children and animals; and be it further

Resolved, That copies of this resolution be transmitted to the President of the United States, to the presiding officers of each house of Congress and to each member of Congress from Pennsylvania.

POM-435. A joint resolution adopted by the California Legislature relative to urging the Administrator of the Environmental Protection Agency to adopt federal regulations limiting emissions from marine vessels, locomotives, and aircraft; to the Committee on Environment and Public Works.

SENATE JOINT RESOLUTION NO. 31

Whereas, California is a global gateway for trade, with more than 40 percent of all of the goods imported to the United States entering through California's ports; and

Whereas, growth in the movement of goods through California's ports is projected to double or triple over the next 25 years; and

Whereas, toxic diesel air pollution from goods movement sources, such as marine vessels and locomotives, will increase in the face of this growth, unless more protective control actions are undertaken; and

Whereas, the International Maritime Organization (IMO), and agency of the United Nations, has established initial smog-forming NO_x emissions limitations and fuel sulfur specifications for oceangoing vessels, and the United States Environmental Protection Agency (EPA) has adopted emission standards for new locomotives, new trucks, and some vessels; and

Whereas, current international and federal standards governing air pollution from port-related sources are not sufficient to support attainment of federal health-based air quality standards in areas with growing emissions from port-related sources; and

Whereas, rules adopted by the EPA and the IMO have not adequately reduced emissions from sources associated with the ports; and

Whereas, the EPA has not regulated emissions from foreign flag vessels. The vast majority of oceangoing vessels calling on local ports, over 90 percent, are foreign flagged; and

Whereas, the EPA stated that it will consider adopting emission standards for foreign flag vessels in 2007; and

Whereas, the IMO emissions and fuel standards for foreign flag vessels are particularly weak. IMO smog-forming NO_x standards for new "Category 3" vessels will achieve only a 6-percent reduction in emissions. IMO fuel rules allow extraordinarily high levels of sulfur content; and

Whereas, Federal emission standards for locomotives are relatively lenient. Even the newest locomotives must only achieve a 57-percent reduction in NO_x emissions. In contrast, most onroad and stationary sources are controlled to over 90 percent. EPA has stated it intends to adopt more stringent locomotive emission standards in 2006; and

Whereas, port-related sources emit substantial and growing quantities of smog-forming nitrogen oxides and other air contaminants; and

Whereas, locomotives and marine vessels emit diesel exhaust, a toxic air contaminant; and

Whereas, diesel emissions are responsible for 70 percent of the cancer risk from air toxics emissions in California; and

Whereas, the EPA has stated that diesel exhaust is likely to be carcinogenic for humans; and

Whereas, part or all of 474 counties in 32 states are classified nonattainment for either failing to meet the new eight-hour federal ozone standard or for causing a downwind county to fail to meet that standard; and

Whereas, one hundred fifty-nine million people nationwide live in areas that do not meet the new eight-hour federal ozone standard; and

Whereas, all areas of the country could benefit from the reduction in emissions of toxic air contaminants from locomotives, and many areas would benefit from reduction in those emissions from marine vessels; and

Whereas, emissions from mobile sources, including locomotives, marine vessels, and aircraft, are preventing California from achieving state and federal clean air standards; and

Whereas, the EPA has authority to adopt regulations establishing emissions standards for marine vessels, locomotives, and aircraft; and

Whereas, Federal law mandates that the state adopt rules to attain national ambient air quality standards, but limits state and local authority to adopt certain regulations establishing emissions standards for aircraft, new locomotives, and new locomotive engines; and

Whereas, Federal regulations define new locomotives and new locomotive engines to include remanufactured locomotives and engines so as to restrict state authority to adopt some regulations establishing emissions standards for these older locomotives; and

Whereas, locomotives have extremely long useful lives and older locomotives emit air contaminants at relatively high rates; and

Whereas, State and local governments seeking to control emissions from marine vessels have faced arguments by vessel operators that state and local governments lack authority to adopt laws establishing emission limits for foreign flag vessels; and

Whereas, stringent regulations in California have reduced emissions by over 90 percent from most significant stationary sources and from motor vehicles and other mobile sources under the jurisdiction of state and local authorities in California, but locomotives, marine vessels, and aircraft have been controlled far less stringently by the Federal government, and have not achieved their fair share of emission reductions needed to meet State and Federal clean air standards; and

Whereas, until locomotives, marine vessels, and aircraft are required to achieve their fair share of emission reductions, other mobile sources such as passenger cars, buses, and commercial trucks, as well as stationary sources, including large and small businesses in California will have to make up the difference; and

Whereas, the ports have developed ambitious programs and plans but, to date, they have not rolled back emissions or even arrested emissions growth. Both the Port of Los Angeles and the Port of Long Beach have developed emission control programs and plans that will help mitigate air quality impacts, but the fact remains that the ports continue to be sources of singularly large and growing quantities of diesel emissions; Now, therefore, be it

Resolved, by the Senate and the Assembly of the State of California, jointly, That the Legislature respectfully memorializes the Administrator of the EPA urging the administrator to adopt Federal regulations limiting emissions from marine vessels, locomotives, and aircraft in order to achieve healthful air quality in California and other areas with air quality problems; and be it further

Resolved, That those Federal regulations mandate use and improvement of state-of-the-art emission control and prevention technologies at the earliest feasible date, be comparably stringent to State and local air pollution control requirements so that operators of locomotives, marine vessels, and aircraft contribute their fair share to support air quality attainment plans, and implement Congress' intent that State and local air quality authorities be allowed to adopt rules establishing emissions standards for remanufactured locomotives; and be it further

Resolved, That the Legislature respectfully encourages the EPA to pursue more protective regulations and incentive programs to reduce substantially the emissions from marine vessels, including domestic and foreign flagged vessels, locomotives, and aircraft, with the level of emissions sufficiently reduced to help regions polluted by trade-re-

lated diesel emissions attain Federal health-based standards by the dates required by the Clean Air Act, Federal regulations, and corresponding State implementation plans; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the President and 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, to the United States Environmental Protection Agency, to the United States Coast Guard, and to the author for appropriate distribution.

POM-436. A resolution adopted by the Massachusetts State Senate relative to memorializing the fiftieth anniversary of the 1965 Hungarian Revolution for Freedom and Democracy; to the Committee on Foreign Relations.

SENATE RESOLUTION

Whereas, following World War II, the Soviet Union occupied Hungary and forced an anti-democratic and brutal government upon the people of Hungary; and

Whereas, on October 23, 1956, Hungarian freedom fighters, the Time magazine 1956 "Man of the Year", took up arms in Hungary to establish a democratic government and free the people of Hungary from oppression by ending the political and economic domination by the communist government and the Soviet Union; and

Whereas, the people of Hungary fought valiantly but alone, and in the course of the uprising thousands gave their lives, thousands were imprisoned, and over 150,000 escaped, many to the United States, including Massachusetts; and

Whereas, in 1956, the brave Hungarians were the first to rebel against the totalitarian and oppressive communist government and their sacrifices exposed the weaknesses of the communist system; and

Whereas, the Hungarians in 1989 were again instrumental in the collapse of communism as they dismantled the Iron Curtain and allowed the East Germans to leave Eastern Europe through Hungary, actions that eventually led to the fall of the Berlin Wall; and

Whereas, the sacrifices of the Hungarians in 1956 were not in vain, as they ultimately led to the collapse of most of the communist systems of the world and freedom for hundreds of millions of people; and

Whereas, the Massachusetts Senate supports the current efforts of people of all nations to assert the right of self-determination and other basic human rights for which the Hungarian people bravely fought in 1956; and

Whereas, October 23, 2006, is the 50th anniversary of the ultimately successful uprising of the people of Hungary, which still serves as an example that sacrifices must be made for the freedom and democracy; now therefore be it

Resolved, that the Massachusetts Senate commends the people of Hungary for their sacrifices for freedom and democracy, and joins in celebrating October 23, 2006, as "Hungarian Freedom Fighters' Day" in the Commonwealth; and be it further

Resolved, that a copy of these resolutions be transmitted forthwith by the Clerk of the Senate to Honorary Consul Gabor Garai, to each member of the Massachusetts Congressional Delegation, the Honorable George H. Walker, United States Ambassador to Hungary, and the Honorable Andras Simonyi, the Ambassador of Hungary to the United States.

POM-437. A resolution adopted by the Michigan Senate relative to urging Congress

to support the National Cancer Institute's plan to eliminate suffering and death from cancer by the year 2015; to the Committee on Health, Education, Labor, and Pensions.

SENATE RESOLUTION NO. 152

Whereas, each year more than 1.4 million Americans are diagnosed with cancer. One out of every two men and one out of every three women will be diagnosed with cancer in their lifetimes. In 1971, Congress began the battle against cancer with enactment of the National Cancer Act and creation of the National Cancer Institute within the National Institutes of Health. The foundation laid by their foresight puts the nation in position to aggressively enter the final stages of the fight against cancer. Sixty designated cancer research centers have been established across the country by the National Cancer Institute. These centers have the capacity to share knowledge with each other and solve problems in real time through advances in computer technology as well as work collaboratively with researchers in other disciplines, such as engineering, to develop the technologies needed to fight cancer; and

Whereas, scientific research on the human genome and proteins have led to breakthroughs in our understanding of the molecular changes that cause cancer and differences between the same cancers in different patients. This understanding makes it possible to design therapies that target the cancer and bypass healthy tissues that will eliminate the suffering caused by collateral damage to normal tissues from chemotherapy and radiation treatment. Therapies can also be modified to account for the cancer's response to a given treatment in individual patients. Doctors believe it is within their grasp to cure or manage cancer similar to other chronic diseases that a person can live with and not necessarily die from; and

Whereas, concurrent advances in imaging technologies and knowledge networking mean scientists and doctors will be able to see and assess the impact of treatment within days and not have to wait months or years to know the outcome. Imaging technologies now show not only the physical size, shape, and location of cancer tissue, but can also show the function of the tissue. Thus, doctors may apply a treatment targeting the abnormal cells that make up the cancer tissue and be able to see within 24 to 48 hours whether the treatment is altering function in the expected way. Knowledge networking through computers in real time means scientists and doctors working across the country at the 60 centers sponsored by the National Cancer Institute can share what they have learned. This will be particularly valuable with rare forms of cancer as doctors will pool their experience with patients being treated in different centers; and

Whereas, tremendous advances in the treatment and cure of cancer have been achieved in the past 35 years, and this nation has never shied away from bold goals to advance science and technology. The director of the National Cancer Institute has shown great leadership, enthusiasm, and optimism for being able to harness what we know and catapult the scientific and clinical communities forward through the final stage of the battle against cancer; Now, therefore, be it

Resolved by the Senate, That we memorialize Congress to support the National Cancer Institute's plan to eliminate suffering and death from cancer by the year 2015; 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.

POM-438. A joint resolution adopted by the California Legislature relative to urging Congress and the President to enact the Microbicide Development Act; to the Committee on Health, Education, Labor, and Pensions.

SENATE JOINT RESOLUTION NO. 22

Whereas, microbicides are a promising new prevention tool that could slow down the spread of the HIV/AIDS epidemic in the United States and around the world; and

Whereas, women and girls are the new face of HIV/AIDS and account for almost one-half of the 37 million adults living with HIV and AIDS worldwide as of 2005, and approximately 7,000 women are infected with HIV each day; and

Whereas, in California, women comprise about 8 percent of all reported AIDS cases, yet are the fastest growing population with AIDS, and sex with an HIV-infected male is the most common route of transmission; and

Whereas, AIDS is now the number one cause of death among African-American women between the ages of 25 and 34 years; and

Whereas, the United States has the highest rates of sexually transmitted diseases of any industrialized nation, with more than 19 million new STD infections every year; and

Whereas, it is estimated that by age 25 one-half of all sexually active people in the United States can expect to be infected with a STD; and

Whereas, HIV and AIDS result in direct medical costs of more than \$15 billion per year and the pandemic undermines our economy and security; and

Whereas, microbicides may be formulated as gels, creams, or rings to inactivate, block, or otherwise interfere with the transmission of the pathogens that cause AIDS and other STDs, allowing women to protect themselves from disease; and

Whereas, unlike current HIV prevention methods, microbicides would allow women to both conceive children and protect themselves from HIV and STDs; and

Whereas, the microbicide field has achieved an extraordinary amount of scientific momentum, with several first-generation candidates now in large scale human trials around the world; and

Whereas, microbicides are a classic public health good, for which the social benefits are high but the economic incentive to private investment is low and, like other public health goods such as vaccines, public funding must fill the gap; and

Whereas, the federal government needs to make a strong commitment to microbicides research and development, and while three agencies—the National Institutes of Health (NIH), the Centers for Disease Control and Prevention (CDC), and the United States Agency for International Development (USAID)—have played important roles, further strong, well-coordinated, and visible public sector leadership is essential for the promise of microbicides to be fully realized; and

Whereas, in 2005, NIH spent less than 2 percent of its HIV/AIDS research budget on microbicides, and that funding level is inadequate; and

Whereas, HIV and STD prevention strategies must recognize women's unique needs and vulnerabilities if women are to have a genuine opportunity to protect themselves, and their best opinion is the rapid development of new HIV prevention techniques such as microbicides; Now, therefore, be it

Resolved by the Senate and the Assembly of the State of California, jointly, That the Legislature memorializes the United States Congress and the President and the United States to enact the Microbicide Development

Act (S. 550 and H.R. 3854), which would amend the Public Health Service Act to facilitate the development of microbicides for preventing the transmission of HIV and other diseases, and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the President and Vice President of the United States, the Speaker of the House of Representatives, the Majority Leader of the Senate, and each Senator and Representative from California in the Congress of the United States.

POM-439. A joint resolution adopted by the California Legislature relative to urging Congress to place a statue of former President Ronald Reagan next to the statue of Father Junipero Serra in the Congressional collection representing California; to the Committee on the Judiciary.

SENATE JOINT RESOLUTION NO. 3

Whereas, by act of the Congress of the United States, each state is invited to provide two statues of distinguished citizens for display in the United States Capitol; and

Whereas, California, in years past, provided two statues of notable citizens that have been displayed in the United States Capitol since 1931; and

Whereas, one of the those statues is of Thomas Starr King, known as "the orator who saved the nation." He spoke out fervently in favor of the union during the Civil War and is credited with saving California from becoming a separate republic; and

Whereas, Thomas Starr King can best be memorialized by locating his statute in a place of honor in the Capitol of California where citizens and visitors can enjoy it and be reminded of his significant historical impact upon our state; and

Whereas, California has a citizen, Ronald Wilson Reagan, who is exceptionally worthy of national commemoration. He stands alone in California history as beloved actor, President of the Screen Actors Guild, two-term Governor of California, and two-term President of the United States; and

Whereas, affectionately known as the "Great Communicator," Ronald Wilson Reagan served as the 40th President of the United States and was the first Governor of California to be elected President of the United States; and

Whereas, the people of California wish to place a statue of Ronald Wilson Reagan in Statuary Hall in the United States Capitol, with the statue being provided by the citizens of California through the efforts of the Ronald Reagan Presidential Foundation; and

Whereas, the Ronald Reagan Presidential Foundation shall select a commission to represent the state in selecting the sculptor or sculptors to sculpt the statue and obtain the necessary funds to carry out this resolution; and

Whereas, the Ronald Reagan Presidential Foundation shall be responsible for all of the following:

- (a) Forming a commission to select the sculptor or sculptors.
- (b) Paying the sculptor or sculptors to carve or cast the statue.
- (c) Creating a pedestal and desired inscription.
- (d) Transporting the statue and pedestal to the United States Capitol.
- (e) Removing and transporting the replaced statue of Thomas Starr King back to the California State Capitol.
- (f) Temporarily erecting the new statue of Ronald Wilson Reagan in the Rotunda of the United States Capitol for the unveiling ceremony.
- (g) Paying the expenses related to the unveiling ceremony and any other expenses

that the commission may find necessary to incur in implementing this resolution; Now, therefore, be it

Resolved by the Senate and the Assembly of the State of California, jointly, That the Legislature of the State of California respectfully memorializes the Congress of the United States to place a statute of Ronald Wilson Reagan alongside the statute of Father Junipero Serra in the Congressional collection representing the State of California; and be it further

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

POM-440. A resolution adopted by the Tompkins County Legislature of the State of New York relative to urging the federal government to commence a humane, orderly, and comprehensive withdrawal of United States military personnel and bases from Iraq; to the Committee on Armed Services.

POM-441. A resolution adopted by the Lauderdale Lakes City Commission of the State of Florida relative to opposing the enactment of the Communications, Opportunity, Promotion, and Enhancement Act of 2006; to the Committee on Commerce, Science, and Transportation.

POM-442. A resolution adopted by the Macomb County Board of Commissioners of the State of Michigan relative to urging full federal funding to complete construction and ensure permanent operation and maintenance of both electrical barriers in the Chicago Sanitary and Ship Canal to protect the Great Lakes from Asian carp; to the Committee on Environment and Public Works.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

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

By Mr. INHOFE:

S. 4048. A bill to prohibit Federal funding for the Organisation for Economic Co-operation and Development; to the Committee on Banking, Housing, and Urban Affairs.

By Mr. FEINGOLD:

S. 4049. A bill to provide for the redeployment of United States forces from Iraq by July 1, 2007; to the Committee on Foreign Relations.

By Mr. ISAKSON (for himself and Mr. CHAMBLISS):

S. 4050. A bill to designate the facility of the United States Postal Service located at 103 East Thompson Street in Thomaston, Georgia, as the "Sergeant First Class Robert Lee 'Bobby' Hollar, Jr. Post Office Building"; to the Committee on Homeland Security and Governmental Affairs.

By Mr. SPECTER:

S. 4051. A bill to provide sufficient resources to permit electronic surveillance of United States persons for foreign intelligence purposes to be conducted pursuant to individualized court-based orders for calls originating in the United States, to provide additional resources to enhance oversight and streamline the procedures of the Foreign Intelligence Surveillance Act of 1978, to ensure review of the Terrorist Surveillance Program by the United States Supreme Court, and for other purposes; read the first time.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. CRAPO (for himself, Mrs. CLINTON, Mr. LIEBERMAN, Ms. MURKOWSKI, and Mr. MENENDEZ):

S. Res. 612. A resolution designating the week of February 5 through February 9, 2007, as "National Teen Dating Violence Awareness and Prevention Week"; to the Committee on the Judiciary.

By Mr. SANTORUM (for himself and Mr. PRYOR):

S. Res. 613. A resolution honoring the life and work of William Wilberforce and commemorating the 200th anniversary of the abolition of the slave trade in Great Britain; to the Committee on the Judiciary.

ADDITIONAL COSPONSORS

S. 382

At the request of Mr. ENSIGN, the name of the Senator from Delaware (Mr. CARPER) was added as a cosponsor of S. 382, a bill to amend title 18, United States Code, to strengthen prohibitions against animal fighting, and for other purposes.

S. 713

At the request of Mr. ROBERTS, the name of the Senator from Pennsylvania (Mr. SPECTER) was added as a cosponsor of S. 713, a bill to amend the Internal Revenue Code of 1986 to provide for collegiate housing and infrastructure grants.

S. 759

At the request of Mr. SCHUMER, the name of the Senator from Washington (Ms. CANTWELL) was added as a cosponsor of S. 759, a bill to amend the Internal Revenue Code of 1986 to make higher education more affordable, and for other purposes.

S. 908

At the request of Mr. MCCONNELL, the name of the Senator from South Dakota (Mr. THUNE) was added as a cosponsor of S. 908, a bill to allow Congress, State legislatures, and regulatory agencies to determine appropriate laws, rules, and regulations to address the problems of weight gain, obesity, and health conditions associated with weight gain or obesity.

S. 919

At the request of Mr. BURNS, the name of the Senator from Louisiana (Ms. LANDRIEU) was added as a cosponsor of S. 919, a bill to amend title 49, United States Code, to enhance competition among and between rail carriers in order to ensure efficient rail service and reasonable rail rates, and for other purposes.

S. 1172

At the request of Mr. SPECTER, the names of the Senator from Arkansas (Mr. PRYOR) and the Senator from Delaware (Mr. BIDEN) were added as cosponsors of S. 1172, a bill to provide for programs to increase the awareness and knowledge of women and health care providers with respect to gynecologic cancers.

S. 1376

At the request of Mr. COCHRAN, the name of the Senator from Arkansas (Mrs. LINCOLN) was added as a cosponsor of S. 1376, a bill to improve and expand geographic literacy among kindergarten through grade 12 students in the United States by improving professional development programs for kindergarten through grade 12 teachers offered through institutions of higher education.

S. 1508

At the request of Mr. COCHRAN, the names of the Senator from Georgia (Mr. ISAKSON), the Senator from Alaska (Ms. MURKOWSKI) and the Senator from Texas (Mr. CORNYN) were added as cosponsors of S. 1508, a bill to require Senate candidates to file designations, statements, and reports in electronic form.

S. 1677

At the request of Mr. SCHUMER, the name of the Senator from Washington (Ms. CANTWELL) was added as a cosponsor of S. 1677, a bill to amend the Internal Revenue Code of 1986 to permanently extend the deduction for college tuition expenses and to expand such deduction to include expenses for books.

S. 1779

At the request of Mr. AKAKA, the name of the Senator from New York (Mr. SCHUMER) was added as a cosponsor of S. 1779, a bill to amend the Humane Methods of Livestock Slaughter Act of 1958 to ensure the humane slaughter of nonambulatory livestock, and for other purposes.

S. 1915

At the request of Mr. ENSIGN, the name of the Senator from Maryland (Ms. MIKULSKI) was added as a cosponsor of S. 1915, a bill to amend the Horse Protection Act to prohibit the shipping, transporting, moving, delivering, receiving, possessing, purchasing, selling, or donation of horses and other equines to be slaughtered for human consumption, and for other purposes.

S. 1948

At the request of Mrs. CLINTON, the name of the Senator from Rhode Island (Mr. REED) was added as a cosponsor of S. 1948, a bill to direct the Secretary of Transportation to issue regulations to reduce the incidence of child injury and death occurring inside or outside of passenger motor vehicles, and for other purposes.

S. 2235

At the request of Mr. SCHUMER, the names of the Senator from New Jersey (Mr. LAUTENBERG) and the Senator from Vermont (Mr. LEAHY) were added as cosponsors of S. 2235, a bill to posthumously award a congressional gold medal to Constance Baker Motley.

S. 2465

At the request of Mrs. BOXER, the name of the Senator from Massachusetts (Mr. KENNEDY) was added as a cosponsor of S. 2465, a bill to amend the Foreign Assistance Act of 1961 to provide increased assistance for the prevention, treatment, and control of tuberculosis, and for other purposes.