

AMENDMENTS SUBMITTED

NATIONAL HIGHWAY SYSTEM
DESIGNATION ACT OF 1995REID (AND FEINSTEIN)
AMENDMENT NO. 1427

Mr. REID (for himself and Mrs. FEINSTEIN) proposed an amendment to the bill (D. 440) to amend title 23, United States Code, to provide for the designation of the National Highway System, and for other purposes; as follows:

Beginning on page 26, strike line 14 and all that follows through page 28, line 9, and insert the following:

SEC. 115. LIMITATION OF NATIONAL MAXIMUM SPEED LIMIT TO CERTAIN COMMERCIAL MOTOR VEHICLES.

(a) IN GENERAL.—Section 154 of title 23, United States Code, is amended—

(1) by striking the section heading and inserting the following:

“§ 154. National maximum speed limit for certain commercial motor vehicles”;

(2) in subsection (a)—
(A) by inserting “, with respect to motor vehicles” before “(1)”;

(B) in paragraph (4), by striking “motor vehicles using it” and inserting “vehicles driven or drawn by mechanical power manufactured primarily for use on public highways (except any vehicle operated exclusively on a rail or rails) using it”;

(3) by striking subsection (b) and inserting the following:

“(b) MOTOR VEHICLE.—In this section, the term ‘motor vehicle’ has the meaning provided for ‘commercial motor vehicle’ in section 31301(4) of title 49, United States Code, except that the term does not include any vehicle operated exclusively on a rail or rails.”;

(4) in the first sentence of subsection (e), by striking “all vehicles” and inserting “all motor vehicles”;

(5) by redesignating subsection (i) as subsection (f).

(c) CONFORMING AMENDMENTS.—

(1) The analysis for chapter 1 of title 23, United States Code, is amended by striking the item relating to section 154 and inserting the following:

“154. National maximum speed limit for certain commercial motor vehicles.”.

(2) Section 153(i)(2) of title 23, United States Code, is amended to read as follows:

“(2) MOTOR VEHICLE.—The term ‘motor vehicle’ means any vehicle driven or drawn by mechanical power manufactured primarily for use on public highways, except any vehicle operated exclusively on a rail or rails.”.

(3) Section 157(d) of title 23, United States Code, is amended by striking “154(f) or”.

(4) Section 410(i)(3) of title 23, United States Code, is amended to read as follows:

“(3) MOTOR VEHICLE.—The term ‘motor vehicle’ means any vehicle driven or drawn by mechanical power manufactured primarily for use on public highways, except any vehicle operated exclusively on a rail or rails.”.

LAUTENBERG (AND OTHERS)
AMENDMENT NO. 1428

Mr. LAUTENBERG (for himself Mr. DEWINE, and Mrs. FEINSTEIN) proposed an amendment to the bill, S. 440, supra; as follows:

Beginning on page 26, strike line 14 and all that follows through page 28, line 9, and insert the following:

SEC. 115. POSTING OF MAXIMUM SPEED LIMITS.

(A) IN GENERAL.—Section 154 of title 23, United States Code, is amended—

(1) by striking the section heading and inserting the following:

“§ 154. Posting of speed limits”;

(2) in subsection (a)—

(A) in the first sentence—

(i) by inserting “failed to post” before “(1)”;

(ii) by striking “in excess of” each place it appears and inserting “of not more than”;

(iii) in paragraph (4), by striking “not”;

(B) in the second sentence, by striking “established” and inserting “posted”;

(3) by striking subsection (e); and

(4) by redesignating subsection (i) as subsection (e).

(b) CERTIFICATION.—The first sentence of section 141(a) of title 23, United States Code, is amended by striking “enforcing” and inserting “posting”.

(c) CONFORMING AMENDMENTS.—

(1) The analysis for chapter 1 of title 23, United States Code, is amended by striking the item relating to section 154 and inserting the following:

“154. Posting speed limits.”.

(2) Section 157(d) of title 23, United States Code, is amended by striking “154(f) or”.

MACK AMENDMENT NO. 1429

Mr. CHAFEE (for Mr. MACK) proposed an amendment to the bill, S. 440, supra; as follows:

SEC. . SENSE OF THE SENATE REGARDING THE FEDERAL-STATE FUNDING RELATIONSHIP FOR TRANSPORTATION.

Findings:

(1) the designation of high priority roads through the National Highway System is required by the Intermodal Surface Transportation Efficiency Act (ISTEA) and will ensure the continuation of funding which would otherwise be withheld from the states.

(2) the Budget Resolution supported the re-evaluation of all federal programs to determine which programs are more appropriately a responsibility of the States.

(3) debate on the appropriate role of the federal government in transportation will occur in the re-authorization of ISTEA.

Therefore, it is the Sense of the Senate that the designation of the MHS does not assume the continuation or the elimination of the current federal-state relationship nor preclude a re-evaluation of the federal-state relationship in transportation.

ROTH AMENDMENTS NOS. 1430-1431

(Ordered to lie on the table.)

Mr. ROTH submitted two amendments intended to be proposed by him to the bill, S. 440, supra; as follows:

AMENDMENT NO. 1430

At the appropriate place in title I, insert the following:

SEC. 1 . INTERCITY RAIL INFRASTRUCTURE INVESTMENT.

(a) INTERSTATE RAIL COMPACTS.—

(1) CONSENT TO COMPACTS.—Congress grants consent to States with an interest in a specific form, route, or corridor of intercity passenger rail service (including high speed rail service) to enter into interstate compacts to promote the provision of the service, including—

(A) retaining an existing service or commencing a new service;

(B) assembling rights-of-way; and

(C) performing capital improvements, including—

(i) the construction and rehabilitation of maintenance facilities;

(ii) the purchase of locomotives; and

(iii) operational improvements, including communications, signals, and other systems.

(2) FINANCING.—An interstate compact established by States under paragraph (1) may provide that, in order to carry out the compact, the States may—

(A) accept contributions from a unit of State or local government or a person;

(B) use any Federal or State funds made available for intercity passenger rail service (except funds made available for the National Railroad Passenger Corporation);

(C) on such terms and conditions as the States consider advisable—

(i) borrow money on a short-term basis and issue notes for the borrowing; and

(ii) issue bonds; and

(D) obtain financing by other means permitted under Federal or State law.

(b) ELIGIBILITY OF PASSENGER RAIL AS SURFACE TRANSPORTATION PROGRAM PROJECT.—Section 133(b) of title 23, United States Code, is amended—

(1) in paragraph (1), by inserting “, railroads,” after “highways”;

(2) in paragraph (2)—

(A) by inserting “, all eligible activities under section 5311 of title 49, United States Code,” before “and publicly owned”;

(B) by inserting “or rail passenger” after “intercity bus”;

(C) by inserting before the period at the end the following: “, including terminals and facilities owned by the National Railroad Passenger Corporation”.

(c) ELIGIBILITY OF PASSENGER RAIL UNDER CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.—The first sentence of section 149(b) of title 23, United States Code, is amended—

(1) in paragraph (2), by striking “or” at the end;

(2) in paragraph (3), by striking the period at the end and inserting “; or”;

(3) by adding at the end the following:

“(4) if the project or program will have air quality benefits through construction of and operational improvements for intercity passenger rail facilities, operation of intercity passenger rail trains, and acquisition of rolling stock for intercity passenger rail service, except that not more than 50 percent of the amount received by a State for a fiscal year under this paragraph may be obligated for operating support.”.

(d) ELIGIBILITY OF PASSENGER RAIL FOR MASS TRANSPORTATION FUNDING.—Section 5311 of title 49, United States Code, is amended—

(1) in subsection (a), by inserting “, including an operator of intercity passenger rail transportation service” before the period at the end; and

(2) in subsection (b), by adding at the end the following:

“(3) Grants for intercity passenger rail service under this section shall be used to preserve the maximum choice of passenger modes in areas other than urbanized areas.”.

AMENDMENT NO. 1431

At the appropriate place in title I, insert the following:

SEC. 1 . INTERCITY RAIL INFRASTRUCTURE INVESTMENT.

(a) INTERSTATE RAIL COMPACTS.—

(1) CONSENT TO COMPACTS.—Congress grants consent to States with an interest in a specific form, route, or corridor of intercity passenger rail service (including high speed rail service) to enter into interstate compacts to promote the provision of the service, including—

(A) retaining an existing service or commencing a new service;

(B) assembling rights-of-way; and
(C) performing capital improvements, including—

(i) the construction and rehabilitation of maintenance facilities;
(ii) the purchase of locomotives; and
(iii) operational improvements, including communications, signals, and other systems.

(2) FINANCING.—An interstate compact established by States under paragraph (1) may provide that, in order to carry out the compact, the States may—

(A) accept contributions from a unit of State or local government or a person;

(B) use any Federal or State funds made available for intercity passenger rail service (except funds made available for the National Railroad Passenger Corporation);

(C) on such terms and conditions as the States consider advisable—

(i) borrow money on a short-term basis and issue notes for the borrowing; and

(ii) issue bonds; and

(D) obtain financing by other means permitted under Federal or State law.

(b) ELIGIBILITY OF PASSENGER RAIL AS NATIONAL HIGHWAY SYSTEM PROJECT.—Section 103(i) of title 23, United States Code, is amended by adding at the end the following:

“(14) Construction of and operational improvements for intercity passenger rail facilities, operation of intercity passenger rail trains, and acquisition of rolling stock for intercity passenger rail service, except that not more than 50 percent of the amount received by a State for a fiscal year under this paragraph may be obligated for operation.”.

(c) ELIGIBILITY OF PASSENGER RAIL AS SURFACE TRANSPORTATION PROGRAM PROJECT.—Section 133(b) of title 23, United States Code, is amended—

(1) in paragraph (1), by inserting “, railroads,” after “highways”); and

(2) in paragraph (2)—

(A) by inserting “, eligible activities under section 5311 of title 49, United States Code,” before “and publicly owned”;

(B) by inserting “or rail passenger” after “intercity bus”;

(C) by inserting before the period at the end the following: “, including terminals and facilities owned by the National Railroad Passenger Corporation”.

(d) ELIGIBILITY OF PASSENGER RAIL UNDER CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.—The first sentence of section 149(b) of title 23, United States Code, is amended—

(1) in paragraph (2), by striking “or” at the end;

(2) in paragraph (3), by striking the period at the end and inserting “; or”;

(3) by adding at the end the following:

“(4) if the project or program will have air quality benefits through construction of and operational improvements for intercity passenger rail facilities, operation of intercity passenger rail trains, and acquisition of rolling stock for intercity passenger rail service, except that not more than 50 percent of the amount received by a State for a fiscal year under this paragraph may be obligated for operating support.”.

(e) ELIGIBILITY OF PASSENGER RAIL FOR MASS TRANSPORTATION FUNDING.—Section 5311 of title 49, United States Code, is amended—

(1) in subsection (a), by inserting “, including an operator of intercity passenger rail transportation service” before the period; and

(2) in subsection (b), by adding at the end the following:

“(3) Grants for intercity passenger rail service under this section shall be used to preserve the maximum choice of passenger modes in areas other than urbanized areas.”.

INHOFE AMENDMENT NO. 1432

Mr. CHAFEE (for Mr. INHOFE) proposed an amendment to the bill, S. 440, supra; as follows:

At the appropriate place, insert:

SECTION . QUALITY THROUGH COMPETITION.

(a) CONTRACTING FOR ENGINEERING AND DESIGN SERVICES.—Section 112(b)(2) of title 23, United States Code, is amended by adding at the end the following new subparagraphs:

“(C) PERFORMANCE AND AUDITS.—Any contract or subcontract awarded in accordance with subparagraph (A), whether funded in whole or in part with Federal-aid highway funds, shall be performed and audited in compliance with cost principles contained in the Federal acquisition regulations of part 31 of title 48 of the Code of Federal Regulations.

“(D) INDIRECT COST RATES.—In lieu of performing its own audits, a recipient of funds under a contract or subcontract awarded in accordance with subparagraph (A) shall accept indirect cost rates established in accordance with the Federal acquisition regulations for 1-year applicable accounting periods by a cognizant Federal or State government agency, if such rates are not currently under dispute. Once a firm’s indirect cost rates are accepted, the recipient of such funds shall apply such rates for the purposes of contract estimation, negotiation, administration, reporting, and contract payment and shall not be limited by administrative or de facto ceilings of any kind. A recipient of such funds requesting or using the cost and rate data described in this subparagraph shall notify any affected firm before such request or use. Such data shall be confidential and shall not be accessible or provided, in whole or in part, to another firm or to any government agency which is not part of the group of agencies sharing cost data under this subparagraph, except by written permission of the audited firm. If prohibited by law, such cost and rate data shall not be disclosed under any circumstances.

“(E) EFFECTIVE DATE/STATE OPTION.—Subparagraphs (C) and (D) shall take effect upon the date of enactment of this Act; Provided, however, that if a State, during the first regular session of the State legislature convening after the date of enactment of this Act, adopts by statute an alternative process intended to promote engineering and design quality, reduce life-cycle costs, and ensure maximum competition by professional companies of all sizes providing engineering and design services, such subparagraphs shall not apply in that State.”

JEFFORDS (AND LEAHY) AMENDMENT NO. 1433

Mr. CHAFEE (for Mr. JEFFORDS for himself and Mr. LEAHY) proposed an amendment to the bill, S. 440, supra; as follows:

At the appropriate place, insert the following:

SEC. . FEDERAL SHARE FOR ECONOMIC GROWTH CENTER DEVELOPMENT HIGHWAYS.

Section 1021(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) (as amended by section 417 of the Department of Transportation and Related Agencies Appropriations Act, 1993 (Public Law 102-388; 106 Stat. 1565)) is amended—

(1) in paragraph (2), by striking “and” at the end and inserting “or”;

(2) in paragraph (3), by striking “section 143 of title 23” and inserting “a project for the construction, reconstruction, or improvement of a development highway on a Federal-aid system, as described in section

103 of such title (as in effect on the day before the date of enactment of this Act) (other than the Interstate System), under section 143 of such title”.

DASCHLE (AND OTHERS) AMENDMENT NO. 1434

Mr. BAUCUS (for Mr. DASCHLE, Mr. HARKIN, and Mr. KERRY) proposed an amendment to the bill, S. 440, supra; as follows:

At the appropriate place in title I, insert the following:

SEC. 1 . VEHICLE WEIGHT AND LONGER COMBINATION VEHICLES EXEMPTION FOR SIOUX CITY, IOWA.

(a) VEHICLE WEIGHT LIMITATIONS.—The proviso in the second sentence of section 127(a) of title 23, United States Code, is amended by striking “except for those” and inserting the following: “except for vehicles using Interstate 29 between Sioux City, Iowa, and the border between Iowa and South Dakota and vehicles using Interstate Route 129 between Sioux City, Iowa, and the border between Iowa and Nebraska, and except for”.

(b) LONGER COMBINATION VEHICLES.—Section 127(d)(1) of title 23, United States Code, is amended by adding at the end the following:

“(F) IOWA.—In addition to vehicles that the State of Iowa may continue to allow to be operated under subparagraph (A), the State of Iowa may allow longer combination vehicles that were not in actual operation on June 1, 1991, to be operated on Interstate Route 29 between Sioux City, Iowa, and the border between Iowa and South Dakota and Interstate 129 between Sioux City, Iowa, and the border between Iowa and Nebraska.”.

BOXER AMENDMENT NO. 1435

Mr. BAUCUS (for Mrs. BOXER) proposed an amendment to the bill, S. 440, supra; as follows:

At the appropriate place in title I, insert the following:

SEC. 1 . REVISION OF AUTHORITY FOR CONGESTION RELIEF PROJECT IN CALIFORNIA.

Item 1 of the table in section 1104(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 105 Stat. 2029) is amended by striking “Construction of HOV Lanes on I-710” and inserting “Construction of automobile and truck separation lanes at the southern terminus of I-710”.

KOHL AMENDMENT NO. 1436

Mr. BAUCUS (for Mr. KOHL) proposed an amendment to the bill, S. 440, supra; as follows:

At the appropriate place in title I, insert the following:

SEC. 1 . APPLICABILITY OF CERTAIN VEHICLE WEIGHT LIMITATIONS IN WISCONSIN.

Section 127 of title 23, United States Code, is amended by adding at the end the following:

“(f) OPERATION OF CERTAIN SPECIALIZED HAULING VEHICLES ON CERTAIN WISCONSIN HIGHWAYS.—If the 104-mile portion of Wisconsin State Route 78 and United States Route 51 between Interstate Route 94 near Portage, Wisconsin, and Wisconsin State Route 29 south of Wausau, Wisconsin, is designated as part of the Interstate System under section 139(a), the single axle weight, tandem axle weight, gross vehicle weight, and bridge formula limits set forth in subsection (a) shall not apply to the 104-mile

portion with respect to the operation of any vehicle that could legally operate on the 104-mile portion before the date of enactment of this subsection."

SMITH (AND OTHERS)
AMENDMENT NO. 1437

Mr. SMITH (for himself, Mr. GREGG, Ms. SNOWE, Mr. CAMPBELL, Mr. KEMPTHORNE, Mr. THOMAS, and Mr. BROWN) proposed an amendment to the bill, S. 440, supra; as follows:

At the appropriate place in the bill, insert the following:

SEC. . ELIMINATION OF PENALTIES FOR NON-COMPLIANCE WITH MOTORCYCLE HELMET AND AUTOMOBILE SAFETY BELT REQUIREMENTS.

Section 153 of title 23, United States Code, is amended—

- (1) by striking out subsection (h); and
- (2) by redesignating subsections (i) through (k) as subsections (h) through (j), respectively.

MCCAIN (AND OTHERS)
AMENDMENT NO. 1438

Mr. MCCAIN (for himself, Mr. SMITH, and Mr. FEINGOLD) proposed an amendment to the bill, S. 440, supra; as follows:

At the appropriate place in title I, insert the following:

SEC. 1 . PROHIBITION ON NEW HIGHWAY DEMONSTRATION PROJECTS.

(a) IN GENERAL.—Notwithstanding any other law, neither the Secretary of Transportation nor any other officer or employee of the United States may make funds available for obligation to carry out any demonstration project described in subsection (b) that has not been authorized, or for which no funds have been made available, as of the date of enactment of this Act.

(b) PROJECTS. Subsection (a) applies to a demonstration project or program that the Secretary of Transportation determines—

(1)(A) concerns a State-specific highway project or research or development in a specific State; or

(B) is otherwise comparable to a demonstration project or project of national significance authorized under any of sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 105 Stat. 2027); and

(2) does not concern a federally owned highway

THURMOND (AND OTHERS)
AMENDMENT NO. 1439

Mr. WARNER (for Mr. THURMOND, Mr. HOLLINGS, Mr. HELMS, Mr. FAIRCLOTH, and Mr. WARNER) proposed an amendment to the bill, S. 440, supra; as follows:

On page 34, strike lines 17 through 24 and insert:

"(dd) United States Route 220 to United States Route 1 near Rockingham;

"(ee) United States Route 1 to the South Carolina State line;

"(ff) South Carolina State line to Charleston, South Carolina; and"

On page 35 between lines 13 and 14, insert:

"(ee) United States Route 220 to United States Route 74 near Rockingham;

"(ff) United States Route 74 to United States Route 76 near Whiteville;

"(gg) United States Route 74/76 to the South Carolina State line in Brunswick County;

"(hh) South Carolina State line to Charleston, South Carolina".

On page 34, strike lines 8 and 9 and insert:
"(iii) In the states of North Carolina and South Carolina, the corridor shall generally follow—".

SIMON (AND OTHERS)
AMENDMENT NO. 1440

Mr. WARNER (for Mr. SIMON for himself, Ms. MOSELEY-BRAUN, Mr. HARKIN, and Mr. GRASSLEY) proposed an amendment to the bill, S. 440, supra; as follows:

At the appropriate place in title I, insert the following:

SEC. 1 . TREATMENT OF CENTENNIAL BRIDGE, ROCK ISLAND, ILLINOIS, AGREEMENT.

For purposes of section 129(a)(6) of title 23, United States Code, the agreement concerning the Centennial Bridge, Rock Island, Illinois, entered into under the Act entitled "An Act authorizing the city of Rock Island, Illinois, or its assigns, to construct, maintain, and operate a toll bridge across the Mississippi River at or near Rock Island, Illinois, and to a place at or near the city of Davenport, Iowa", approved March 18, 1938 (52 Stat. 110, chapter 48), shall be treated as if the agreement had been entered into under section 129 of title 23, United States Code, as in effect on December 17, 1991, and may be modified in accordance with section 129(a)(6) of the title.

GREGG (AND OTHERS)
AMENDMENT NO. 1441

Mr. WARNER (for Mr. GREGG for himself, Mr. BOND, and Mrs. HUTCHISON) proposed an amendment to the bill, S. 440, supra; as follows:

At the appropriate place in title I, insert the following:

SEC. 1 . MORATORIUM ON CERTAIN EMISSIONS TESTING REQUIREMENTS.

(a) MORATORIUM.—

(1) IN GENERAL.—The Administrator of the Environmental Protection Agency (referred to in this subsection as the "Administrator") shall not require adoption or implementation by a State of a test-only or IM240 enhanced vehicle inspection and maintenance program as a means of compliance with section 182 of the Clean Air Act (42 U.S.C. 7511a), but the Administrator may approve such a program if a State chooses to adopt the program as a means of compliance.

(2) REPEAL.—Paragraph (1) is repealed effective as of the date that is 1 year after the date of enactment of this Act.

(b) PLAN APPROVAL.—

(1) IN GENERAL.—The Administrator of the Environmental Protection Agency (referred to in this subsection as the "Administrator") shall not disapprove a State implementation plan revision under section 182 of the Clean Air Act (42 U.S.C. 7511a) on the basis of a regulation providing for a 50-percent discount for alternative test-and-repair inspection and maintenance programs.

(2) CREDIT.—If a State provides data for a proposed inspection and maintenance system for which credits are appropriate under section 182 of the Clean Air Act (42 U.S.C. 7511a), the Administrator shall allow the full amount of credit for the system that is appropriate without regard to any regulation that implements that section by requiring centralized emissions testing.

(3) DEADLINE.—The Administrator shall complete and present a technical assessment of data for a proposed inspection and maintenance system submitted by a State not later than 45 days after the date of submission.

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON BANKING, HOUSING, AND URBAN AFFAIRS

Mr. CHAFEE. Mr. President, I ask unanimous consent that the Committee on Banking, Housing, and Urban Affairs be authorized to meet during the session of the Senate on Tuesday, June 20, 1995, to conduct a semiannual oversight hearing of the Resolution Trust Corporation.

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

COMMITTEE ON FOREIGN RELATIONS

Mr. CHAFEE. Mr. President, I ask unanimous consent that the Committee on Foreign Relations be authorized to meet during the session of the Senate on Tuesday, June 20, 1995, at 11 a.m.

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

COMMITTEE ON FOREIGN RELATIONS

Mr. CHAFEE. Mr. President, I ask unanimous consent that the Committee on Foreign Relations be authorized to meet during the session of the Senate on Tuesday, June 20, 1995, at 2 p.m.

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

SUBCOMMITTEE ON EDUCATION, ARTS AND HUMANITIES

Mr. CHAFEE. Mr. President, I ask unanimous consent that the Subcommittee on Education, Arts and Humanities of the Committee on Labor and Human Resources be authorized to meet for a hearing on the Privatization of Sallie Mae and Connie Lee, during the session of the Senate on Tuesday, June 20, 1995 at 9:30 a.m.

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

SUBCOMMITTEE ON SOCIAL SECURITY AND FAMILY POLICY

Mr. CHAFEE. Mr. President, I ask unanimous consent that the Subcommittee on Social Security and Family Policy of the Committee on Finance be permitted to meet on Tuesday, June 20, 1995 beginning at 10 a.m. in room SD-215, to conduct a hearing on the business and financial practices of the American Association of Retired Persons.

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

ADDITIONAL STATEMENTS

BUDGET SCOREKEEPING REPORT

• Mr. DOMENICI. Mr. President, I hereby submit to the Senate the budget scorekeeping report prepared by the Congressional Budget Office under section 308(b) and in aid of section 311 of the Congressional Budget Act of 1974, as amended. This report meets the requirements for Senate scorekeeping of section 5 of Senate Concurrent Resolution 32, the first concurrent resolution on the budget for 1996.

This report shows the effects of congressional action on the budget through June 16, 1995. The estimates of