

report of the committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 831) to amend the Internal Revenue Code of 1986 to permanently extend the deduction for the health insurance costs of self-employed individuals, to repeal the provision pertaining nonrecognition of gain on sales and exchanges effectuating policies of the Federal Communications Commission, and for other purposes.

#### EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, which were referred as indicated:

EC-671. A communication from the Acting Secretary of Agriculture, transmitting, a draft of proposed legislation to amend the Federal Meat Inspection Act, the Poultry Products Inspection Act and the Egg Products Inspection Act to recover the full costs for Federal inspection of meat, poultry and egg products performed at times other than an approved primary shift; to the Committee on Agriculture, Nutrition and Forestry.

EC-672. A communication from the Assistant Administrator of the Environmental Protection Agency, transmitting, pursuant to law, a report relative to the number of applications for conditional registration under FIFRA; to the Committee on Agriculture, Nutrition and Forestry.

EC-673. A communication from the Secretary of the Navy, transmitting, pursuant to law, a report relative to the breach of a cost threshold; to the Committee on Armed Services.

EC-674. A communication from the Secretary of Energy, transmitting, pursuant to law, a report relative to technology-related developments useful in the reduction of environmental hazards; to the Committee on Armed Services.

EC-675. A communication from the Chairman of the Joint Chiefs of Staff, transmitting, pursuant to law, the 1995 Force Readiness Assessment; to the Committee on Armed Services.

EC-676. A communication from the Assistant Secretary of Defense for Force Policy Management, transmitting, pursuant to law, a report relative to the effectiveness of defense conversion; to the Committee on Armed Services.

EC-677. A communication from the Chairman of the Board of Governors of the Federal Reserve, transmitting, pursuant to law, a report relative to consumer waivers of the right of rescissions under the Truth in Lending Act; to the Committee on Banking, Housing and Urban Affairs.

EC-678. A communication from the Comptroller of the Currency, transmitting, pursuant to law, a report relative to enforcement actions taken during calendar year 1994 under the Financial Institutions Reform, Recovery, and Enforcement Act; to the Committee on Banking, Housing and Urban Affairs.

EC-679. A communication from the Secretary of Transportation, transmitting, a draft of proposed legislation to provide for the certification by the Federal Aviation Administration of airports serving commuter air carriers, and for other purposes; to the Committee on Commerce, Science and Transportation.

EC-680. A communication from the Secretary of Commerce, transmitting, pursuant

to law, the spectrum reallocation final report; to the Committee on Commerce, Science and Transportation.

EC-681. A communication from the Secretary of Energy, transmitting, a draft of proposed legislation to provide for the sale of oil from the Strategic Petroleum Reserve and the transfer of oil from Weeks Island, and for other purposes; to the Committee on Energy and Natural Resources.

EC-682. A communication from the Secretary of Energy, transmitting, pursuant to law, notice of intent to submit a report required under the Energy Policy Act of 1992; to the Committee on Energy and Natural Resources.

EC-683. A communication from the Secretary of Energy, transmitting, pursuant to law, a report relative to enforcement actions and the comprehensive status of Exxon and stripper well oil overcharge funds; to the Committee on Energy and Natural Resources.

EC-684. A communication from the Chairman of the Pennsylvania Avenue Development Corporation, transmitting, a draft of proposed legislation to amend the Pennsylvania Avenue Development Corporation Act of 1972 to authorize appropriations for implementation of the development plan for Pennsylvania Avenue between the Capitol and the White House, and for other purposes; to the Committee on Energy and Natural Resources.

EC-685. A communication from the Secretary of Energy, transmitting, pursuant to law, the 1993 annual report on low-level radioactive waste management; to the Committee on Energy and Natural Resources.

EC-686. A communication from the Secretary of Energy, transmitting, a draft of proposed legislation to enable Federal agencies to enter into energy savings performance contracts for cogeneration technologies that provide cost savings on future Government steam and electricity bills, and for other purposes; to the Committee on Energy and Natural Resources.

EC-687. A communication from the Deputy Administrator of the General Services Administration, transmitting, pursuant to law, a space situation report for Cambria County, PA; to the Committee on Environment and Public Works.

EC-688. A communication from the Administrator of the General Services Administration, transmitting, pursuant to law, the Administration's Public Building Service Capital Investment and Leasing Program; to the Committee on Environment and Public Works.

EC-689. A communication from the Secretary of Health and Human Services, transmitting, pursuant to law, a report on Medicare hospital outpatient prospective payment; to the Committee on Finance.

#### 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-56. A joint resolution adopted by the Legislature of the Commonwealth of Virginia; to the Committee on Banking, Housing, and Urban Affairs.

##### “SENATE JOINT RESOLUTION NO. 241

“Whereas, the use of credit cards is a convenient and increasingly popular method of paying for goods and services; and

“Whereas, the Virginia General Assembly has enacted legislation authorizing the Department of Motor Vehicles, the Department of Taxation, the Department of Alcoholic Beverage Control, the Supreme Court, and

other state agencies to accept payment by credit cards for various taxes, fees, fines, and purchases; and

“Whereas, the Virginia General Assembly has also authorized counties, cities, and towns in the Commonwealth to accept payment by credit cards for local taxes and utility charges; and

“Whereas, agencies of the Commonwealth and local governments are also authorized to add to any payment made by credit card a service charge for the acceptance of such card in the amount charged to the agency or political subdivision as a result of the use of the credit card; and

“Whereas, credit card companies generally assess merchants a discount fee, which typically is equal to two percent of the transaction amount, on credit card transactions; and

“Whereas, credit card issuers have become increasingly insistent that state agencies and local governments bear the discount fees incurred in connection with credit card transactions; and

“Whereas, several political subdivisions of the Commonwealth, including the Counties of Arlington, Chesterfield, Loudoun and Pulaski and the City of Alexandria, and the Department of Motor Vehicles have been denied the ability to accept credit cards because of their insistence that the user of a credit card pay a service charge in the amount of the discount fee associated with the transaction; and

“Whereas, banks that allow agencies of the Commonwealth and local governments to deviate from the general prohibition on charging the card users the costs of using the credit card may be assessed penalties or have their credit card contracts terminated; and

“Whereas, it is unreasonable to apply to government entities the general policy prohibiting merchants from assessing card users with the discount fee because governments cannot absorb the impact of the discount fee by increasing the amounts charged to taxpayers and other customers; and

“Whereas, on May 19, 1993, Representative James P. Moran of Virginia's Eighth Congressional District sponsored, and Representative Frederick C. Boucher of Virginia's Ninth Congressional District co-sponsored, H.R. 2175, which would amend Chapter 2 of the Truth in Lending Act, 15 U.S.C. §1631, et seq., to prohibit issuers of credit cards from limiting the ability of governmental agencies to charge fees for honoring credit cards; and

“Whereas, H.R. 2175 was not reported out of the Committee on Banking, Finance and Urban Affairs during the 103rd Congress; and

“Whereas, the enactment of a federal law to prevent credit card issuers from prohibiting state agencies and local governments from charging fees for honoring credit cards will avoid the necessity that these entities either absorb the discount fees or refuse to honor credit cards; now, therefore, be it

“Resolved by the Senate, the House of Delegates concurring, That Congress be urged to amend the Truth in Lending Act to prohibit issuers of credit cards from limiting the ability of state agencies and local governments to charge fees for honoring credit cards; and, be it

“Resolved further, That the Clerk of the Senate transmit copies of this resolution to the President of the Senate of the United States, the Speaker of the United States House of Representatives, and the members of the Virginia Delegation to the United States Congress so that they may be apprised of the sense of the General Assembly on this matter.”

POM-57. A resolution adopted by the Council of the City of Westlake, Ohio relative to

telecommunications legislation; to the Committee on Commerce, Science, and Transportation.

POM-58. A joint resolution adopted by the Legislature of the Commonwealth of Virginia; to the Committee on Commerce, Science, and Transportation.

SENATE JOINT RESOLUTION No. 377

"Whereas, the Hampton Roads region is one of the fastest growing areas in the Commonwealth of Virginia, with 25 percent of the state's population; and

"Whereas, Hampton Roads is one of the principal economic engines for the Commonwealth home to major tourist attractions, vital defense installations, including the world's largest naval base, the USA Command Headquarters and the Air Combat Command, the Port of Hampton Roads, one of Virginia's greatest economic assets; and

"Whereas, the future economic development of Hampton Roads and thus in large part Virginia's future growth and prosperity bears a direct relationship to our ability to move people and goods rapidly; and

"Whereas, it is essential that Hampton Roads be connected to the transportation networks of the future, if we are to remain competitive in the emerging global economy; and

"Whereas, the Federal Railroad Administration has designated the Washington-Richmond-Charlotte rail corridor part of a proposed national network of high speed rail corridors; and

"Whereas, the Commonwealth of Virginia is currently studying the potential for high speed rail in the Washington to Newport News corridor; now, therefore, be it

*Resolved by the Senate, the House of Delegates concurring*, That the Congress of the United States be hereby urged to provide for the linkage of both the Virginia Peninsula and Southside Hampton Roads to the developing national high speed rail system; and be it

*Resolved further*, That the Clerk of the Senate transmit copies of this resolution to the President of the United States Senate, the Speaker of the United States House of Representatives, and the members of the Virginia Congressional Delegation in order that they may be apprised of the sense of the General Assembly of Virginia in this matter."

POM-59. A joint resolution adopted by the Legislature of the Commonwealth of Virginia; to the Committee on Commerce, Science, and Transportation.

SENATE JOINT RESOLUTION No. 268

"Whereas, Amtrak is an energy-efficient and environmental beneficial means of transportation, consuming about one-half as much energy per passenger mile as airline travel and causing less air pollution; and

"Whereas, Amtrak provides mobility to citizens of many smaller communities poorly served by air and bus service, as well as to senior citizens, disabled people, and people with medical conditions that preclude flying; and

"Whereas, on a passenger-mile basis, Amtrak is nine times safer than driving an automobile and operates safely even in severe weather conditions; and

"Whereas, the number of passengers using Amtrak rose 48 percent of 1982 to 1993, allowing Amtrak to dramatically improve coverage of its operating costs from revenues; and

"Whereas, expansion of Amtrak service by existing rail rights-of-way would cost less and use less land than either new highways or new airports and would further increase Amtrak's energy-efficiency advantage; and

"Whereas, federal investment in Amtrak has fallen in the last decade, while it has risen for both highways and airports; and

"Whereas, states may use highway trust fund money as an 80 percent federal match for a variety of non-highway programs, but they are prohibited from using such funds for Amtrak projects; and

"Whereas, Amtrak pays a federal fuel tax that commercial airlines do not pay; and

"Whereas, Amtrak workers and vendors pay more in taxes than the federal government invests in Amtrak; now, therefore, be it

*Resolved by the Senate, the House of Delegates concurring*, That the President and Congress of the United States be urged to make no further reductions in funding for Amtrak; and, be it

*Resolved further*, That the General Assembly request that Amtrak be excused from paying federal fuel taxes that the commercial airlines do not pay, that the states be permitted to use federal highway trust fund moneys on Amtrak projects if they so choose, and that federal officials include a strong Amtrak component in any plans for a national transportation system; and, be it

*Resolved finally*, That the Clerk of the Senate transmit copies of this resolution to the President of the United States, the Speaker of the United States House of Representatives, the President of the United States Senate, and the members of the Virginia Congressional Delegation so that they may be apprised of the sense of the General Assembly of Virginia."

POM-60. A joint resolution adopted by the Legislature of the State of Maine; to the Committee on Commerce, Science, and Transportation.

JOINT RESOLUTION

"Whereas, the One Hundred and Fifteenth Legislation directed the Maine Department of Transportation to take all reasonably necessary actions to initiate passenger rail between Portland and Boston and to seek funding necessary in an amount not less than \$40,000,000; and

"Whereas, the Federal Transit Administration and AMTRAK have committed a combined capital investment of \$58,600,000 for the rehabilitation of the railroad corridor and for necessary rail-operating equipment; and

"Whereas, in 1992 the citizens of Maine approved a bond issue in the amount of \$3,000,000 necessary to access the federally authorized funds for the initiation of this passenger rail service; and

"Whereas, Maine's communities of Portland, Saco, Old Orchard Beach and Wells have assumed responsibility in planning, development and construction of local transportation centers in support of the passenger rail service with connections to bus service and other transportation modes; and

"Whereas, conservative ridership demand forecasts that have been conducted in support of the passenger rail service verify this service to be a sound and viable financial investment for Maine; and

"Whereas, the Federal Transit Administration issued a "Finding of No Significant Impact," finding no significant environmental impacts from the passenger rail service and further concluding that integrated rail and bus service is economically feasible in the Northeast corridor; and

"Whereas, increased passenger rail traffic, consistent with the federal directives of the federal Intermodal Surface Transportation Efficiency Act, will relieve pressure on Maine's highways and bridges, thereby promoting energy conservation, reduced vehicle emissions and reduced consumption of fossil fuels; and

"Whereas, Maine industries are petitioning the State to upgrade freight rail service to enhance their ability to access regional, na-

tional and global markets and this rail restoration will significantly improve the main rail line to Maine; now, therefore, be it

*Resolved*: That We, your Memorialists, recommend and urge the President and the Congress of the United States to sustain and fulfill all of the previously approved and authorized financial commitments of the Federal Government for the reinstatement of passenger rail service between Portland and Boston; and be it further

*Resolved*: That duly authenticated copies of this Memorial be submitted by the Secretary of State to the Honorable William J. Clinton, President of the United States, the President of the Senate and the Speaker of the House of Representatives of the Congress of the United States and to each Member of the Maine Congressional Delegation."

POM-61. A concurrent resolution adopted by the Legislature of the State of Idaho; to the Committee on Energy and Natural Resources.

HOUSE CONCURRENT RESOLUTION No. 10

"Whereas, for more than forty years, the Idaho National Engineering Laboratory (INEL) has been a vital international center for nuclear reactor safety, research, development and reprocessing; and

"Whereas, the State of Idaho and the Idaho Legislature have consistently supported the traditional missions of the INEL and the significant and important role it plays in the economic livelihood of Idaho; and

"Whereas, the State of Idaho and its citizens have for more than four decades been good citizens and good neighbors to the Department of Energy and the federal government; and

"Whereas, nuclear waste has been, and may again in the near future be, shipped to Idaho with the commitment that this is a temporary storage destinations; and

"Whereas, twenty-four other states have more nuclear waste stored than in Idaho, so this issue is truly one of national concern and of public health, environmental safety and national security; and

"Whereas, there does not currently exist a permanent nuclear waste repository; and

"Whereas, a commitment was made to Governor Batt by federal officials that Idaho would not become the permanent repository which is as commitment Idahoans believe and is one that must be fulfilled by federal authorities; and

"Whereas, in meetings with federal officials, Governor Batt made it clear that he would commit every resource at his disposal to prevent Idaho from becoming a permanent repository for nuclear waste; and

"Whereas, Governor Batt has been working with Idaho's Congressional delegation and Senator Bennett Johnston of Louisiana to advance Senator Johnston's legislation which speeds the process of opening a permanent repository; and

"Whereas, the United States Department of Energy has committed additional funding for INEL health and safety monitoring by the State of Idaho and has assured Governor Batt of the continued cleanup and upgrade of existing INEL facilities and the Department of Energy is anxious to continue negotiations which will lead to removal of the waste from Idaho; and

"Whereas, failure to locate, site and construct a permanent nuclear waste facility would negatively impact Idaho, and would constitute a breach of faith by the federal authorities with the people of the State of Idaho: Now, therefore, be it

*Resolved by the members of the First Regular Session of the Fifty-third Idaho Legislature, the House of Representatives and the Senate concurring therein,* That we support the efforts by Governor Batt to limit or prohibit the permanent storage of radioactive waste at the INEL and that the facility be maintained as a center for research, development and safety; be it further

*Resolved,* That responsible federal authorities must continue the search for and select a permanent nuclear waste repository outside of the State of Idaho and that we urge the members of the congressional delegation representing the State of Idaho in the Congress to vigorously assert the Idaho position and assure that nuclear waste does not come to permanently remain in Idaho through default by the responsible federal authorities; be it further

*Resolved,* That until meaningful progress is made on the search for a permanent repository for government owned spent fuel, including those fuels of Naval origin, that all shipments of fuel into Idaho be halted with Naval fuels to be stored at Naval shipyards and Department of Energy fuels to be stored at their point of origin; and be it further

*Resolved,* That the Chief Clerk of the House of Representatives, be, and she is hereby authorized and directed to forward a copy of this resolution to the President of the United States, the Department of Energy, the Department of Defense, the Secretary of the Navy, the President of the Senate and the Speaker of the House of Representatives of Congress, and the congressional delegation representing the State of Idaho in the Congress of the United States."

POM-62. A resolution adopted by the American Society of Mammalogists relative to acoustic pollution of the marine environment; the Committee on Environment and Public Works.

POM-63. A resolution adopted by the American Fisheries Society (Missouri Chapter) relative to the Clean Water reauthorization; to the Committee on Environment and Public Works.

POM-64. A resolution adopted by the American Fisheries Society (Missouri Chapter) relative to the Endangered Species Act reauthorization; to the Committee on Environment and Public Works.

POM-65. A resolution adopted by the American Fisheries Society (Missouri Chapter) relative to the National Biological Service; to the Committee on Environment and Public Works.

POM-66. A resolution adopted by the Legislature of the State of Idaho; to the Committee on Environment and Public Works.

#### "HOUSE JOINT MEMORIAL NO. 2

"Whereas, a viable National Highway System is critical to the ability of the states and their communities to attract new industry and to sustain economic growth, and to the ability of manufacturers to build and deliver products, and also for the accomplishment of direct national interests including interstate commerce, national defense and the competitive position of the states and the nation in international trade; and

"Whereas, the National Highway System carries over forty percent of the total vehicular miles of travel and over seventy percent of the commercial truck traffic in the United States, thereby constituting the "backbone" of the intermodal national transportation system;

"Whereas, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that after September 30, 1995, no federal funds may be made available for either the National Highway System or Interstate Maintenance Programs unless Congress has

approved a law designating the National Highway System;

"Whereas, withholding these funds would create a severe financial impact on the transportation programs of Idaho and the other states and would disrupt delivery of needed transportation services to the public: Now, therefore, be it

*Resolved by the members of the First Regular Session of the Fifty-third Idaho Legislature, the House of Representatives and the Senate concurring therein,* That we petition the United States Congress to approve the National Highway System, as submitted to the Congress previously, prior to September 30, 1995; and be it further

*Resolved,* That the Chief Clerk of the House of Representatives be, and she is hereby authorized and directed to forward a copy of this Memorial to the President of the United States, the Secretary of the United States Department of Transportation, the President of the Senate and the Speaker of the House of Representatives of Congress, and the congressional delegation representing the State of Idaho in the Congress of the United States."

POM-67. A concurrent resolution adopted by the General Assembly of the State of Iowa; to the Committee on Environment and Public Works.

#### "SENATE CONCURRENT RESOLUTION NO. 6

"Whereas, the Missouri River is a major waterway of the United States, bordering the entire western side of the state of Iowa for more than 200 miles; and

"Whereas, the average volume of water that flows past the cities of Omaha, Nebraska, and Council Bluffs, Iowa, equals 32,120 cubic feet per second which is equivalent to approximately 23 million acre-feet per year; and

"Whereas, the drainage area above Omaha, Nebraska, and Council Bluffs, Iowa, equals 232,000 square miles; and

"Whereas, Iowa is one of the nation's pre-eminent agricultural states, and consistently one of the leading states in both corn and soybeans production; and

"Whereas, Iowa and other upper mid-western states bordering the Missouri River represent a major grain-producing region of the United States; and

"Whereas, the Missouri River is used to transport a significant proportion of the region's grain bound for export markets; and

"Whereas, the United States Army Corps of Engineers has completed a draft environmental impact statement, containing findings embodied in a United States Army Corps of Engineers study referred to as the Missouri River Master Water Control Manual Review and Update; and

"Whereas, the draft version of the environmental impact statement analyzes a new method of operation for the Missouri River system which will result in an additional flow of water in the spring, shorter navigation seasons, and further reductions in service to navigation; and

"Whereas, the rising river level in the spring as contemplated in the plan proposed by the United States Army Corps of Engineers will increase risks to land along the river by causing additional flooding, increasing groundwater tables, and reducing the effectiveness of drainage systems, including the effectiveness of gate valves along the river designed to facilitate drainage; and

"Whereas, the Missouri River contributes between 40 and 50 percent of the water flow to the Mississippi River south of the rivers' confluence, between St. Louis, Missouri, and Cairo, Illinois; and

"Whereas, the loss of water flow could reduce levels at the Port of St. Louis by two to

five feet, creating significant increases in the cost of transporting grain exports throughout the middle Mississippi during peak shipping seasons; and

"Whereas, the barge share of grain movements to export ports increased from 43 percent in 1974 to 54 percent in 1991 and most of this barge grain traffic is on the Mississippi River system; and

"Whereas, reductions in support to navigation and the lack of water flowing into the river during dry or drought periods will reduce the commercial value of the Missouri River to an extent that the continued existence of vital barge traffic on the river will be jeopardized; Now therefore, be it

*Resolved by the Senate, the House of Representatives concurring,* That the plan proposed by the United States Corps of Engineers to dramatically alter the operation of the Missouri River threatens land neighboring the river and the vitality of navigation on the river which is essential to commerce; and be it further

*Resolved,* That the United States Army Corps of Engineers is urged to reevaluate its proposal and maintain the current operation of the river or consider an alternative plan that does not negatively impact upon Iowa and other states bordering the Missouri River; and be it further

*Resolved,* That if the plan proposed by the United States Army Corps of Engineers is adopted administratively, that the Iowa congressional delegation cooperate to take all actions necessary to ensure that moneys are not made available for the proposal's implementation; and be it further

*Resolved,* That copies of this resolution be sent to the President of the United States; the Chief of Engineers, United States Army Corps of Engineers; the Missouri River Division Commander, United States Army Corps of Engineers; the President of the United States Senate; the Speaker of the United States House of Representatives; and members of Iowa's congressional delegation."

POM-68. A joint resolution adopted by the Legislature of the State of Maine; to the Committee on Environment and Public Works.

#### "JOINT RESOLUTION

"Whereas, the federal Clean Air Act requires that each state in which moderate ozone nonattainment areas are located submit a revision to the state's implementation plan to provide for a 15% reduction of volatile organic compound emissions by November 15, 1996; and

"Whereas, this requirement applies to the State of Maine; and

"Whereas, a significant portion of the volatile organic compound emissions present in the State have been transported from other states; and

"Whereas, the programs necessary to achieve the required reduction in emissions will result in an immense economic burden on the citizens of the State of Maine; now, therefore, be it

*Resolved,* That, We, your Memorialists, respectfully urge and request the United States Congress to enact legislation that eliminates the requirement that Maine achieve a 15% reduction of volatile organic compound emissions; and be it further

*Resolved,* That suitable copies of this Memorial, duly authenticated by the Secretary of State, be transmitted to the Honorable William J. Clinton, President of the United States, the President of the Senate and the Speaker of the House of Representatives of the Congress of the United States, and to each member of the Maine Congressional Delegation."

POM-69. A joint resolution adopted by the Legislature of the State of Maine; to the Committee on Environment and Public Works.

“JOINT RESOLUTION

“Whereas, we, your Memorialists, the Members of the One hundred and Seventeenth Legislature of the State of Maine now assembled in the First Regular Session, most respectfully present and petition the Members of Congress of the United States, as follows:

“Whereas, as 7 counties in Maine were determined by the federal Environmental Protection Agency as moderate nonattainment areas required by the federal Clean Air Act Amendments of 1990, Section 182(B), (1), to submit a state implementation plan to meet the requirements of that Act; and

“Whereas, as 4 Maine counties may no longer fall under the federal Environmental Protection Agency guidelines as nonattainment areas causing a necessary change in the State’s implementation plan; and

“Whereas, as the State of Maine is currently in a contract for IM/240 testing based on the original determination of the federal Environmental Protection Agency for the necessity of IM/240 testing in nonattainment areas; and

“Whereas, the federal Environmental Protection Agency is currently making a full reevaluation of the necessity of the testing; and

“Whereas, conclusive scientific data showing the extent of out-of-state airborne pollutants coming into Maine from outside sources is still being accumulated; and

“Whereas, the State values its heritage of clean air for the health, safety and well-being of our citizens, environment and economy, and needs time to structure an appropriate and cost effective plan that works best for Maine’s unique assets and needs; now, therefore, be it

“Resolved, That We, your Memorialists, respectfully petition and urgently seek your support to request a one-year suspension of the July 26, 1995 deadline for sanctions against the State of Maine; and be it further

“Resolved, That suitable copies of this resolution, duly authenticated by the Secretary of State, be transmitted to the Honorable William J. Clinton, President of the United States, the President of the Senate and the Speaker of the House of Representatives of the Congress of the United States and to each member of the Maine Congressional Delegation.”

POM-70. A joint resolution adopted by the Legislature of the State of Nevada; to the Committee on Environment and Public Works.

“SENATE JOINT RESOLUTION NO. 13

“Whereas, Bruce R. Thompson served with distinction as a United States District Judge in Nevada for nearly 30 years; and

“Whereas, Bruce R. Thompson, throughout his distinguished career as an attorney and a judge, exemplified the highest ideals of the legal profession; and

“Whereas, Bruce R. Thompson was widely recognized as an esteemed and gifted jurist who epitomized judicial wisdom and decorum; and

“Whereas, Bruce R. Thompson served Nevada not only as a judge but also as an active and outstanding member of the civic community; and

“Whereas, Overwhelming and unprecedented community support exists to pay tribute to Bruce R. Thompson as a pre-eminent Nevadan and jurist; now, therefore, be it

“Resolved by the Senate and Assembly of the State of Nevada, jointly, That the members of

the 68th session of the Nevada Legislature hereby urge Congress to name the new federal courthouse under construction in the City of Reno the “Bruce R. Thompson Federal Courthouse”; and be it further

“Resolved, That the Secretary of the Senate prepare and transmit a copy of this resolution to the Vice President of the United States as presiding officer of the Senate, the Speaker of the House of Representatives and each member of the Nevada Congressional Delegation; and be it further

“Resolved, That this resolution becomes effective upon passage and approval.”

POM-71. A joint resolution adopted by the Legislature of the Commonwealth of Virginia; to the Committee on Environment and Public Works.

SENATE JOINT RESOLUTION NO. 329

“Whereas, the Ozone Transport Commission (OTC) has recommended to the federal Environmental Protection Agency (EPA) the imposition of a low-emission vehicle (LEV) program throughout the northeastern United States, including Northern Virginia, an action to which the General Assembly of Virginia, in House Joint Resolution No. 1 of the 1994 Regular Session, has already expressed its opposition; and

“Whereas, use of subsidies, selective tax benefits, or other financial incentives are appropriate means of encouraging the development of alternative fuel technologies and their accompanying infrastructure and stimulating a market for alternative fuel vehicles; and

“Whereas, experience has disclosed a tendency for the Clean Air Act Amendments (CAAA), the federal Energy Policy Act (EPACT), and EPA regulations to be used by the federal bureaucracy to impose mandates upon the states without any consultation or consideration of state legislatures or other elected representatives of the people who will ultimately have to bear the financial and other costs of these mandates; and

“Whereas, the final decision on the appropriateness of such mandates as part of an air pollution control and reduction program should be left in the hands of state legislators and other elected representatives of affected people, and not be imposed by the federal bureaucracy; now, therefore, be it

“Resolved by the Senate, the House of Delegates concurring, That the Congress of the United States be hereby memorialized to refrain from imposing upon the states, through the medium of the Clean Air Act Amendments of 1990, the Energy Policy Act of 1992, or federal regulations, any program of mandates except after consultation with and the cooperation of the legislatures of the affected states; and be it

“Resolved further, That the Clerk of the Senate transmit copies of this resolution to the President of the United States Senate, the Speaker of the United States House of Representatives, and the members of the Virginia Congressional Delegation in order that they may be apprised of the sense of the General Assembly in this matter.”

POM-72. A joint resolution adopted by the Legislature of the Commonwealth of Virginia; to the Committee on Environment and Public Works.

SENATE JOINT RESOLUTION NO. 297

“Whereas, the Commonwealth acquired lands and established False Cape State Park in Virginia Beach for the purpose of conserving the natural and cultural values of these lands and making these lands available for the beneficial use of Virginians and their guests; and

“Whereas, the United States Government, through the Department of Interior, assisted

the Commonwealth in the acquisition and development of this state park with the full understanding that the Park would require reasonable and permanent access through the lands of Back Bay National Wildlife Refuge; and

“Whereas, the Commonwealth has acted in good faith on numerous occasions to attempt to establish reasonable access to the Park, including the Virginia legislature’s endorsement of park management guidelines and authorization to negotiate land exchange agreements with the federal government; and

“Whereas, the federal government has consistently thwarted the efforts of the Commonwealth to establish reasonable access to the Park by placing such unreasonable demands upon the Commonwealth as (i) requiring that disproportionate amounts of state land be exchanged for federal lands, (ii) placing an unreasonably high valuation on federal lands as compared to state lands, and (iii) imposing the Refuge’s vehicle-permitting requirements on resident park employees; and

“Whereas, although limited access through the Refuge to the Park has existed on an interim basis for many years, the federal government has recently taken action to severely reduce this access, ostensibly basing this decision on a study conducted by employees of the National Wildlife Refuge, which is flawed in its methodology and conclusions; and

“Whereas, the Commonwealth has steadfastly managed its property at False Cape State Park in a manner which (i) exhibits good conservation practices and good stewardship, resulting in the protection and enhancement of one of the last barrier spit ecosystems and (ii) serves the mission of the Park and greatly enhances the mission of Back Bay National Wildlife Refuge; now, therefore, be it

“Resolved by the Senate, the House of Delegates concurring, That the Congress of the United States be hereby requested to support, through the passage of federal legislation, if needed, the establishment of a permanent access corridor through Back Bay National Wildlife Refuge to False Cape State Park. The establishment of this corridor should guarantee legal access to the Park and should not be subject to revocation or further restrictions by the federal government; and, be it

“Resolved further, That the Clerk of the Senate transmit copies of this resolution to the President of the United States Senate, the Speaker of the House of Representatives, and the members of the Virginia Congressional Delegation so that they may be apprised of the sense of the Virginia General Assembly in this matter.”

REPORTS OF COMMITTEES

The following reports of committees was submitted:

By Mrs. KASSEBAUM, from the Committee on Labor and Human Resources:

Special Report entitled “Legislative Activities of the Committee on Labor and Human Resources, U.S. Senate, During the 103d Congress, 1993-94” (Rept. No. 104-22).

By Mr. PRESSLER, from the Committee on Commerce, Science, and Transportation, without amendment:

S. 652. An original bill to provide for a pro-competitive, de-regulatory national policy framework designed to accelerate rapidly private sector deployment of advanced telecommunications and information technologies and services to all Americans by opening all telecommunications markets to