

supplemental appropriations for the fiscal year ending September 30, 2005, and for other purposes, the Clerk of the House of Representatives is hereby authorized and directed to correct section 502 of title V of division B so that clause (ii) of section 106(d)(2)(B) of the American Competitiveness in the Twenty-first Century Act of 2000 (Public Law 106-313; 8 U.S.C. 1153 note), as amended by such section 502, reads as follows:

“(ii) MAXIMUM.—The total number of visas made available under paragraph (1) from unused visas from the fiscal years 2001 through 2004 may not exceed 50,000.”

#### AMENDMENTS SUBMITTED AND PROPOSED

SA 606. Mr. CORZINE (for himself and Mr. LAUTENBERG) submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table.

SA 607. Mrs. HUTCHISON (for herself, Mr. NELSON of Nebraska, Mr. BURNS, Mr. PRYOR, and Mr. SHELBY) submitted an amendment intended to be proposed by her to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 608. Mr. BURNS submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 609. Mr. DEWINE (for himself and Mr. DORGAN) submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 610. Mr. FEINGOLD (for himself and Mr. LEAHY) submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 611. Mr. ALLEN (for himself and Mr. ENSIGN) submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 612. Mr. REID submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 613. Mr. REID submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 614. Mr. REID submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 615. Mr. SCHUMER (for himself, Mr. KENNEDY, Mrs. CLINTON, and Mr. LEVIN) submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 616. Mrs. CLINTON (for herself, Mr. SCHUMER, Mr. CRAIG, and Mr. CRAPO) submitted an amendment intended to be proposed to amendment SA 605 proposed by Mr. INHOFE to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 617. Mrs. HUTCHISON (for herself, Mr. NELSON, of Nebraska, Mr. BURNS, Mr. SHELBY, Mr. PRYOR, and Mr. GRAHAM) proposed an amendment to amendment SA 605 proposed by Mr. INHOFE to the bill H.R. 3, supra.

SA 618. Mr. HARKIN (for himself, Mr. KENNEDY, Mr. OBAMA, and Mr. CARPER) submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

the amount shown under “(c) MAJOR CAPITAL INVESTMENT GRANTS.—There are authorized to be appropriated to carry out section 5309(i)(2)(A)—“(3) . . .” to read “\$1,697,663,000 for fiscal year 2008; and . . .”

#### TEXT OF AMENDMENTS

**SA 606.** Mr. CORZINE (for himself and Mr. LAUTENBERG) submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

After section 1703, insert the following:

#### SEC. 17. LETTING OF CONTRACTS.

Section 112 of title 23, United States Code, is amended by adding at the end the following:

“(g) EFFECT OF SECTION.—Nothing in this section prohibits a State from enacting a law or issuing an order that limits the amount that an individual that is a party to a contract with a State agency under this section may contribute to a political campaign.”

At the end of subtitle G in title I, add the following:

#### SEC. 17. DUTIES OF THE SECRETARY OF TRANSPORTATION.

Section 5323(h) of title 49, United States Code, is amended—

(1) by redesignating paragraphs (1) and (2) as subparagraphs (A) and (B), respectively, and indenting appropriately;

(2) by striking “A grant or loan” and inserting the following:

“(1) IN GENERAL.—A grant or loan”; and  
(3) by adding at the end the following:

“(2) PROCUREMENT REQUIREMENTS.—The enactment of a law or issuance of an order by a State that limits the amount of money that may be contributed to a political campaign by an individual doing business with a grantee shall be considered to be in accordance with Federal competitive procurement requirements.”

**SA 607.** Mrs. HUTCHISON (for herself, Mr. NELSON of Nebraska, Mr. BURNS, Mr. PRYOR, and Mr. SHELBY) submitted an amendment intended to be proposed by her to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 1609(a) and insert the following:

(a) INTERSTATE SYSTEM RECONSTRUCTION AND REHABILITATION PILOT PROGRAM.—Section 1216(b) of the Transportation Equity Act for the 21st Century (23 U.S.C. 129 note; 112 Stat. 212) is repealed.

**SA 608.** Mr. BURNS submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

#### SEC. \_\_\_\_\_. GRANT PROGRAM FOR COMMERCIAL DRIVER TRAINING.

(a) ESTABLISHMENT.—The Secretary of Transportation shall establish a program for

making grants to commercial driver training schools and programs for the purpose of providing financial assistance to entry level drivers of commercial vehicles (as defined in section 31301 of title 49, United States Code).

(b) FEDERAL SHARE.—The Federal share of the cost for which a grant is made under this section shall be 80 percent.

(c) FUNDING.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) for the purpose of carrying out this section \$5,000,000 for each of the fiscal years 2006 through 2009.

**SA 609.** Mr. DEWINE (for himself and Mr. DORGAN) submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

#### SEC. \_\_\_\_\_. PRESIDENTIAL COMMISSION ON ALCOHOL-IMPAIRED DRIVING.

(a) FINDINGS.—Congress finds that—

(1) there has been considerable progress over the past 25 years in reducing the number and rate of alcohol-related highway fatalities;

(2) the National Highway Traffic Safety Administration projects that fatalities in alcohol-related crashes declined in 2004 for the second year in a row;

(3) in spite of this progress, an estimated 16,654 Americans died in 2004, in alcohol-related crashes;

(4) these fatalities comprise 39 percent of the annual total of highway fatalities;

(5) about 250,000 are injured each year in alcohol-related crashes;

(6) the past 2 years of decreasing alcohol-related fatalities follows a 3-year increase;

(7) drunk driving is the Nation’s most frequently committed violent crime;

(8) the annual cost of alcohol-related crashes is over \$100,000,000, including \$9,000,000,000 in costs to employers;

(9) a Presidential Commission on Drunk Driving in 1982 and 1983 helped to lead to substantial progress on this issue; and

(10) these facts point to the need to renew the national commitment to preventing these deaths and injuries.

(b) SENSE OF THE SENATE.—It is the sense of the Senate that, in an effort to further change the culture of alcohol impaired driving on our Nation’s highways, the President should consider establishing a Presidential Commission on Alcohol-Impaired Driving—

(1) comprised of—

(A) representatives of State and local governments, including state legislators;

(B) law enforcement;

(C) traffic safety experts, including researchers;

(D) victims of alcohol-related crashes;

(E) affected industries, including the alcohol, insurance, and auto industries;

(F) the business community;

(G) labor;

(H) the medical community;

(I) public health; and

(J) Members of Congress; and

(2) that not later than September 30, 2006, would—

(A) conduct a full examination of alcohol-impaired driving issues; and

(B) make recommendations for a broad range of policy and program changes that would serve to further reduce the level of deaths and injuries caused by drunk driving.

#### TEXT OF AMENDMENTS— (CORRECTION)

**SA 605.** On page S4748 of the RECORD of May 9, 2005, Vol. 151, No. 59, correct

**SA 610.** Mr. FEINGOLD (for himself and Mr. LEAHY) submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

In section 179(a) of title 23, United States Code (as added by section 7139(a)), insert “previously verified as accurate” after “other information”.

In section 179(a) of title 23, United States Code (as added by section 7139(a)), strike “with a system using scoring models and algorithms”.

In section 179(d)(1) of title 23, United States Code (as added by section 7139(a)), strike “use multiple sources” and insert “ensure accurate sources”.

In section 179(d)(3) of title 23, United States Code (as added by section 7139(a)), strike paragraph (4) and insert the following:

“(4) incorporate a comprehensive program ensuring administrative, technical, and physical safeguards to protect the privacy and security of means of identification (as defined in section 1028(d) of title 18, United States Code), against unauthorized and fraudulent access or uses;

“(5) impose limitations to ensure that any information containing means of identification transferred or shared with third-party vendors for the purposes of the information-based identity authentication described in this section is only used by the third-party vendors for the specific purposes authorized under this section;

“(6) include procedures to ensure accuracy and enable applicants for commercial driver’s licenses who are denied licensure as a result of the information-based identity authentication described in this section, to appeal the determination and correct information upon which the comparison described in subsection (a) is based;

“(7) ensure that the information-based identity authentication described in this section—

“(A) can accurately assess and authenticate identities; and

“(B) will not produce a large number of false positives or unjustified adverse consequences;

“(8) create penalties for knowing use of inaccurate information as a basis for comparison in authenticating identity; and

“(9) adopt policies and procedures establishing effective oversight of the information-based identity authentication systems of State departments of motor vehicles.”.

**SA 611.** Mr. ALLEN (for himself and Mr. ENSIGN) submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 7216(a) of the bill and insert the following:

(a) IN GENERAL.—Section 405 is amended to read as follows:

#### “**§ 405. Safety belt performance grants**

“(a) IN GENERAL.—The Secretary of Transportation shall award grants to States in accordance with the provisions of this section to encourage the use of safety belts in passenger motor vehicles.

“(b) GRANTS FOR SAFETY BELT USE.—

“(1) IN GENERAL.—The Secretary shall make a single grant to each State that has a

State safety belt use rate for the immediately preceding calendar year of 85 percent or more, as measured by the National Center for Statistics and Analysis.

“(2) AMOUNT.—The amount of a grant available to a State in fiscal year 2006 or in a subsequent fiscal year under paragraph (1) of this subsection is equal to 500 percent of the amount apportioned to the State for fiscal year 2003 under section 402(c).

“(3) SHORTFALL.—If the total amount of grants provided for by this subsection for a fiscal year exceeds the amount of funds available for such grants for that fiscal year, then the Secretary shall make grants under this subsection to States in the order in which the State’s safety belt use rate was 85 percent or more for 2 consecutive calendar years, as measured by the National Center for Statistics and Analysis.

“(4) CATCH-UP GRANTS.—The Secretary shall award a grant to any State eligible for a grant under this subsection that did not receive a grant for a fiscal year because its safety belt use rate is 85 percent or more for the calendar year preceding such next fiscal year.

“(c) ALLOCATION OF UNUSED GRANT FUNDS.—The Secretary shall award additional grants under this section from any amounts available for grants under this section that, as of July 1, 2009, are neither obligated nor expended. The additional grants awarded under this subsection shall be allocated among all States that, as of July 1, 2009, have a seatbelt usage rate of 85 percent for the previous calendar year. The allocations shall be made in accordance with the formula for apportioning funds among the States under section 402(c).

“(d) USE OF GRANT FUNDS.—

“(1) IN GENERAL.—Subject to paragraph (2), a State may use a grant awarded under this section for any safety purpose under this title or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems, including—

“(A) intersection improvements;  
“(B) pavement and shoulder widening;  
“(C) installation of rumble strips and other warning devices;  
“(D) improving skid resistance;  
“(E) improvements for pedestrian or bicyclist safety;  
“(F) railway-highway crossing safety;  
“(G) traffic calming;  
“(H) the elimination of roadside obstacles;  
“(I) improving highway signage and pavement marking;

“(J) installing priority control systems for emergency vehicles at signalized intersections;

“(K) installing traffic control or warning devices at locations with high accident potential;

“(L) safety-conscious planning;  
“(M) improving crash data collection and analysis; and  
“(N) increasing road or lane capacity.

“(2) SAFETY ACTIVITY REQUIREMENT.—Notwithstanding paragraph (1), the Secretary shall ensure that at least \$1,000,000,000 of amounts received by States under this section are obligated or expended for safety activities under this chapter.

“(e) CARRY-FORWARD OF EXCESS FUNDS.—If the amount available for grants under this section for any fiscal year exceeds the sum of the grants awarded under this section for that fiscal year, the excess amount and obligational authority shall be carried forward and made available for grants under this section in the succeeding fiscal year.

“(f) FEDERAL SHARE.—The Federal share payable for grants awarded under this section is 100 percent.

“(g) DEFINITION.—In this section, the term ‘passenger motor vehicle’ means—

“(1) a passenger car;

“(2) a pickup truck; or

“(3) a van, minivan, or sport utility vehicle, with a gross vehicle weight rating of less than 10,000 pounds.”.

**SA 612.** Mr. REID submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle H of title I, add the following:

#### “**SEC. 18. DESIGNATION OF HIGH DESERT CORRIDOR AS HIGH PRIORITY CORRIDOR.**

Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032) is amended by adding at the end the following:

“(46) The High Desert Corridor/E-220 from Los Angeles, California to Las Vegas, Nevada via Palmdale and Victorville, California.”.

**SA 613.** Mr. REID submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle H of title I, add the following:

#### “**SEC. 18. DESIGNATION OF ECONOMIC LIFELINE CORRIDOR AS HIGH PRIORITY CORRIDOR.**

Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032) is amended by adding at the end the following:

“(46) The Economic Lifeline Corridor along I-15 and I-40 in California, Arizona, and Nevada, including I-215 south from near San Bernardino to Riverside and State Route 91 from Riverside to its intersection with I-15 near Corona in California.”.

**SA 614.** Mr. REID submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle H of title I, add the following:

#### “**SEC. 18. DESIGNATION OF CROSS VALLEY CONNECTOR AS HIGH PRIORITY CORRIDOR.**

Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032) is amended by adding at the end the following:

“(46) The Cross Valley Connector linking Interstate 5 and State Route 14 in Santa Clarita Valley, California.”.

**SA 615.** Mr. SCHUMER (for himself, Mr. KENNEDY, Mrs. CLINTON, and Mr. LEVIN) submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

On page 628, line 23, strike “\$155” and insert “\$155 (\$170 for 2007, \$185 for 2008 and \$200 for 2009 and thereafter)”.

On page 629, line 5, strike “2008” and insert “2009”.

On page 629, line 7, strike “2007” and insert “2008”.

**SA 616.** Mrs. CLINTON (for herself, Mr. SCHUMER, Mr. CRAIG, and Mr. CRAPO) submitted an amendment intended to be proposed to amendment SA 605 proposed by Mr. INHOFE to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

On page 357, line 5, strike “and”.

On page 357, line 8, strike the period at the end and insert “; and”.

On page 357, between lines 8 and 9, insert the following:

“(3) support the planning, development, and construction of high priority corridors identified by section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 105 Stat. 2032).

On page 357, strike lines 12 through 14 and insert the following:

“(c) ELIGIBLE ACTIVITIES.—The Secretary shall make allocations under this program for—

“(1) multistate highway and multimodal planning studies and construction; and

“(2) coordinated planning, development, and construction of high priority corridors identified by section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 105 Stat. 2032).

**SA 617.** Mrs. HUTCHISON (for herself, Mr. NELSON of Nebraska, Mr. BURNS, Mr. SHELBY, Mr. PRYOR, and Mr. GRAHAM) proposed an amendment to amendment SA 605 proposed by Mr. INHOFE to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; as follows:

On page 250, strike lines 17 through 19 and insert the following:

(B) by striking paragraph (2) and inserting the following:

“(2) LIMITATION.—The Secretary may permit the collection of tolls under this subsection on 1 facility in the State of Virginia.”

**SA 618.** Mr. HARKIN (for himself, Mr. KENNEDY, Mr. OBAMA, and Mr. CARPER) submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle D of title I, add the following:

**SEC. \_\_\_\_\_. NONMOTORIZED TRANSPORTATION SAFETY.**

Section 120(c) of title 23, United States Code, is amended—

(1) in the first sentence, by striking “The Federal” and inserting the following:

“(1) IN GENERAL.—The Federal”; and

(2) by adding at the end the following:

“(2) STATEMENT OF POLICY BY STATE TRANSPORTATION DEPARTMENTS.—

“(A) IN GENERAL.—Each State transportation department shall adopt a statement of policy ensuring that the needs and safety of all road users (including the need for pedestrian and bicycle safety) are fully integrated

into the planning, design, operation and maintenance of the transportation system of the State transportation department.

“(B) BASIS.—In the case of bicycle and pedestrian safety, the statement of policy shall be based on the design guidance on accommodating bicyclists and pedestrians of the Federal Highway Administration adopted in February 2000.

“(C) REPORTS.—Not later 1 year after the date of enactment of this paragraph, and each year thereafter, the Secretary shall submit to Congress a report on the statements of policy adopted under this paragraph.

**(3) NONMOTORIZED TRANSPORTATION GOAL.**—

“(A) IN GENERAL.—The Secretary shall take such actions as are necessary to, to the maximum extent practicable, increase the percentage of trips made by foot or bicycle while simultaneously reducing crashes involving bicyclists and pedestrians by 10 percent, in a manner consistent with the goals of the national bicycling and walking study conducted during 1994.

“(B) ADMINISTRATION.—Not later than 1 year after the date of enactment of this paragraph, the Secretary shall establish such baseline and completion dates as are necessary to carry out subparagraph (A).

**“(4) RESEARCH FOR NONMOTORIZED USERS.**—

“(A) FINDINGS.—Congress finds that—

“(i) it is in the national interest to meet the goals of the national bicycling and walking study by the completion date established under paragraph (3)(B);

“(ii) research into the safety and operation of the transportation system for nonmotorized users is inadequate, given that almost 1 in 10 trips are made by foot or bicycle and 1 in 8 traffic fatalities involves a bicyclist or pedestrian; and

“(iii) inadequate data collection, especially on exposure rates and infrastructure needs, are hampering efforts to improve bicycle and pedestrian safety and use to meet local transportation needs.

**“(B) ALLOCATION OF RESEARCH FUNDS FOR NONMOTORIZED USERS.**—

“(i) IN GENERAL.—The Secretary shall submit to Congress an annual report on the percentage of research funds that are allocated (for the most recent fiscal year for which data are available) to research that directly benefits the planning, design, operation, and maintenance of the transportation system for nonmotorized users—

“(I) by the Department of Transportation; and

“(II) by State transportation departments.

“(ii) NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM.—The Transportation Research Board of the National Academy of Sciences shall submit to Congress an annual report on the percentage of research funds under the National Cooperative Highway Research Program that are allocated (for the most recent fiscal year for which data are available) to research that directly benefits the planning, design, operation, and maintenance of the transportation system for nonmotorized users.

“(iii) DEPARTMENT OF TRANSPORTATION ALLOCATION.—Effective beginning with the third full fiscal year that begins after the date of enactment of this paragraph, the Secretary shall allocate at least 10 percent of the research funds that are allocated by the Department of Transportation for each fiscal year to research that directly benefits the planning, design, operation, and maintenance of the transportation system for nonmotorized users.

**“(5) METROPOLITAN PLANNING ORGANIZATIONS.**—

“(A) BICYCLE/PEDESTRIAN COORDINATORS.—A metropolitan planning organization that

serves a population of 200,000 or more shall designate a bicycle/pedestrian coordinator to coordinate bicycle and pedestrian programs and activities carried out in the area served by the organization.

“(B) CERTIFICATION.—A metropolitan planning organization described in subparagraph (A) shall certify to the Secretary, as part of the certification review, that—

“(i) the needs of bicyclists and pedestrians (including people of all ages, people who use wheelchairs, and people with vision impairment) have been adequately addressed by the long-range transportation plan of the organization; and

“(ii) the bicycle and pedestrian projects to implement the plan in a timely manner are included in the transportation improvement program of the organization.

**“(C) LONG-RANGE TRANSPORTATION PLANS.**—

“(i) IN GENERAL.—Except as provided in clause (ii), a metropolitan planning organization described in subparagraph (A) shall develop and adopt a long-range transportation plan that—

“(I) includes the most recent data available on the percentage of trips made by foot and by bicycle in each jurisdiction;

“(II) includes an improved target level for bicycle and pedestrian trips; and

“(III) identify the contribution made by each project under the transportation improvement program of the organization toward meeting the improved target level for trips made by foot and bicycle.

“(ii) APPLICATION.—Clause (i) does not apply to a metropolitan planning organization that adopts the design guidance described in paragraph (3)(B) for all transportation projects carried out by the organization.

“(D) LOCAL JURISDICTIONS.—A metropolitan planning organization described in subparagraph (A) shall work with local jurisdictions that are served by the organization to maximize the efforts of the local jurisdictions to include sidewalks, bikepaths, and road intersections that maximize bicycle and pedestrian safety in the local transportation systems of the local jurisdictions.”

**NOTICES OF HEARINGS/MEETINGS**

**COMMITTEE ON INDIAN AFFAIRS**

Mr. MCCAIN. Mr. President, I would like to announce that the Committee on Indian Affairs will meet on Wednesday, May 11, 2005, at 9:30 a.m. in room 106 of the Dirksen Senate Office Building to conduct an Oversight Hearing on Federal Recognition of Indian Tribes.

Those wishing additional information may contact the Indian Affairs Committee at 224-2251.

**AUTHORITY FOR COMMITTEES TO MEET**

**COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION**

Mr. COCHRAN. Mr. President, I ask unanimous consent that the Committee on Commerce, Science, and Transportation be authorized to meet on Tuesday, May 10, 2005, at 2:30 p.m., on Identity Theft.

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

**COMMITTEE ON THE JUDICIARY**

Mr. COCHRAN. Mr. President, I ask unanimous consent that the Committee on the Judiciary be authorized to meet to conduct a hearing on “Continued Oversight of the USA PATRIOT