REVISION TO BUDGETARY AGGREGATES

(Pursuant to Section 311 of the Congressional Budget Act of 1974 and Section 102 of the Bipartisan Budget Act of 2015)

$s in millions	2017
Current Spending Aggregates:	
Budget Authority	3,212,350
Outlays	3,219,192

REVISION TO BUDGETARY AGGREGATES—Continued

(Pursuant to Section 311 of the Congressional Budget Act of 1974 and Section 102 of the Bipartisan Budget Act of 2015)

$s in millions	2017
Adjustments:	
Budget Authority	0
Outlays	508

REVISION TO BUDGETARY AGGREGATES—Continued

(Pursuant to Section 311 of the Congressional Budget Act of 1974 and Section 102 of the Bipartisan Budget Act of 2015)

$s in millions	2017
Revised Spending Aggregates:	
Budget Authority	3,212,350
Outlays	3,219,700

REVISION TO SPENDING ALLOCATION TO THE COMMITTEE ON APPROPRIATIONS FOR FISCAL YEAR 2017

(Pursuant to Sections 302 and 314(a) of the Congressional Budget Act of 1974)

$s in millions	2017
Current Allocation:	
Revised Security Discretionary Budget Authority	551,068
Revised Nonsecurity Category Discretionary Budget Authority	518,531
General Purpose Outlays	1,181,801
Adjustments:	
Revised Security Discretionary Budget Authority	0
Revised Nonsecurity Category Discretionary Budget Authority	0
General Purpose Outlays	508
Revised Allocation:	
Revised Security Discretionary Budget Authority	551,068
Revised Nonsecurity Category Discretionary Budget Authority	518,531
General Purpose Outlays	1,182,309

Memorandum: Detail of Adjustments Made Above	OCO	Program Integrity	Disaster Relief	Emergency	Total
Revised Security Discretionary Budget Authority	0	0	0	0	0
Revised Nonsecurity Category Discretionary Budget Authority	0	0	0	0	0
General Purpose Outlays	0	0	0	508	508

FRANK R. LAUTENBERG CHEMICAL SAFETY FOR THE 21ST CENTURY BILL

Mr. UDALL. Mr. President, the following information is in response to an article entered into the record by Senator BOXER of California earlier today.

The Hearst News article in question was published in the San Francisco Chronicle and implies that the chemical industry drafted S. 697, the Frank R. Lautenberg Chemical Safety for the 21st Century Act. This implication is false.

The bill authors, including myself, wrote this bill. Drafts of the bill were circulated to many interested stakeholders throughout the drafting process and returned with comments. This process took over 3 years, and drafts were circulated each step of the way. Reforming the Toxic Substances Control Act was a very involved and transparent process.

Environmental groups, trial lawyers, industry, State officials, and the U.S. Environmental Protection Agency were consulted at many stages throughout the process.

All of their input is reflected in the bill in various provisions, often the same ones. This is major comprehensive legislation that has received wide bipartisan support.

The New York Times looked into the allegation that the chemical industry wrote the bill. Their lead reporter, Eric Lipton, wrote on March 17: ''Lots of players, including enviros, submitted drafts with proposed changes.''

Again, many drafts of this bill were shared by a variety of Senate offices with many stakeholders in a very engaged process over 3 years.

It is disappointing that I must refute this allegation in the CONGRESSIONAL RECORD, but it is important to get the facts straight when explaining the legislative history of TSCA reform.

(At the request of Mr. REID, the following statement was ordered to be printed in the RECORD.)

TRUCK DRIVERS' WORKING HOURS RULE

• Mr. BLUMENTHAL. Mr. President, I rise to speak on an amendment I filed last week to the Transportation appropriations bill. The bill passed the Senate last week. I did not offer my amendment for a vote, but it has been willfully mischaracterized by an industry campaign, so I wanted to take a few minutes to explain it.

My amendment, Blumenthal amendment No. 4002, would improve the safety of our roads. America depends on truck drivers to move our goods around; truckers and the trucking industry perform a vital service. But truckers who work too many hours in a week, like any other drivers who spend too much time behind the wheel, get tired and can't drive safely. So since the Franklin D. Roosevelt administration, there have been limits placed on the number of hours they can work in a week.

In 2003, President Bush raised the limit from 60 hours on duty in a 7-day week, where it had been for decades, to 82 hours in a 7-day week. This increased truck drivers' fatigue. So in 2013, President Obama sought to make some changes, bringing the limit back down to 70 hours and ensuring that drivers could rest when the body needs it most: at night.

The Obama administration's rule was based on sound science, thousands of comments, and, most importantly, a prioritization of safety over profits, but it was opposed by many trucking companies, who were accustomed to working their drivers to the max, regardless of the consequences for other drivers on the road.

Over the past few years, in a process I will not describe in detail here, the trucking industry succeeded in gutting the new rule, not through legislation in the Commerce Committee, which has both the jurisdiction and the expertise, but through the appropriations process. Language on appropriations bills suspended the rule and required cumbersome studies before it could return.

The bill before us continues this trend, including language to make it clear that the Bush administration rules will return after the study, and it enshrines a statutory cap on truck drivers' working hours, one that will be extremely difficult to change even in the face of new data or scientific evidence.

This is terrible precedent. It encourages truck drivers to put in nearly double an average work week behind the wheel of an 80,000-pound big rig, the last place in the world we want someone who is falling asleep.

My amendment would let us go back to the rules that existed in 2013, rather than this mess, masquerading as a solution. It would give us the opportunity to debate this issue fully and to put aside the counterproductive language in this appropriations bill.

However, while I am not pushing for a vote on this amendment, it is supported by the ranking member of the Commerce committee, Senator NELSON, and my Commerce colleagues, Senators MARKEY and BOOKER. Unfortunately, due to a campaign of misinformation, it has become controversial. And I believe the underlying measure, including critical funding to fight the Zika virus, must not be delayed.

But I am pushing for a commitment from my colleagues to work with me in conference and, in the long-term, to find a solution. Four thousand people die a year in truck crashes, and countless truck drivers report nodding off behind the wheel. This is something we have a duty to address.•

MEMORIAL DAY

Mr. ISAKSON. Mr. President, as chairman of the Senate Veterans' Affairs Committee, I proudly wish to recognize the 1 percent of Americans who