

# FEDERAL NEWS WEEKLY SUMMARY CONTINUED



nual report which adds up the total spending proposed in every bill which is sponsored or co-sponsored by each member of Congress.

"I am very proud of my efforts to save taxpayers money and keep government spending in check," Inhofe said. "Few things are more important than getting control of runaway federal spending. Oklahomans didn't send me to Washington to run up the national credit card and increase the national debt. They sent me to help balance the budget, reduce the size of government and restore fiscal responsibility. I take this mandate seriously because it is right for America's future."

The NTU's annual "BillTally" report is a comprehensive evaluation of the cost implications of all the bills which members of Congress either propose or support which affect federal spending. This year's report covered 346 Senate bills introduced from January 1995 through February 1996, and co-sponsored through April 16, 1996. For each member of Congress, the NTU added up the cost estimates for all the bills that a member sponsored and co-sponsored. It then reported that totals of how much each members had proposed to increase spending and to decrease spending. By subtracting the proposed decreases from the increases, it determined the net spending impact of each member's legislative proposals.

The report showed that Inhofe had supported over \$27 billion in total spending reductions and only about \$9 billion in in-

creases. His almost \$18 billion in net spending reductions was eighth best in the entire Senate. At the other end of the scale was one senator who had proposed net spending increases of over \$45 billion.

—US SEN. JAMES INHOFE  
05/30/96

## HEALTH & HUMAN SERVICES

### NATIONAL HEALTH EXPENDITURES, 1994

■(WASHINGTON) The National health expenditures rose to \$949.4 billion in 1994, a 6.4 percent increase from 1993, the Health Care Financing Administration reported. In 1994, health spending amounted to a stated average of \$3,510 per person, \$179 more than in the previous year.

The 1994 increase in health expenditures was the slowest growth rate recorded in more than three decades. Between 1988 and 1992, double digit and near double digit growth occurred in aggregate health care spending. However, health expenditure growth slowed to 7 percent in 1993 and 6.4 percent in 1994.

Slower growth in health spending, combined with healthy growth in the gross domestic product (GDP), led to only a small increase in health care spending as a share of GDP: from 13.6 percent in 1993 to 13.7 percent in 1994. GDP is the total value of goods and services produced in the United States.

—HEALTH CARE FINANCING  
ADMINISTRATION  
05/29/96

## TRANSPORTATION

### PENA SELECTS PANEL TO PICK NATION'S FIRST OFFICIAL SCENIC BYWAYS

■(WASHINGTON) U.S. Secretary of Transportation Federico Pena recently selected a panel of travel, tourism and historic preservation experts to select the first National Scenic Byways and All-American roads.

National Scenic Byways are roads or highways that states have deemed outstanding and that merit national recognition because of their scenic, historic, cultural, recreational, natural or archeological quantities. All-American Roads are the "superstars" or the best of the National Scenic Byways.

The panel members are:

Homer Staves, Vice President of Customer Services, KOA Kampgrounds of America

Peter Brink, Vice President of Program Services Information, National Trust for Historic Preservation

Mike Camarano, Manager of Data Research, American Automobile Association

Dorothy Redford, Site Manager, Somerset Place, North Carolina

Patty Hubbard, Vice President of National Councils, Travel Industry Association of America

Grant Jones, Principal, Jones and Jones Architects and Landscape Architects, Seattle, Washington

"While we recognize the beauty of our nation's scenic byways, it is also important to note that the value of these roads extends beyond their aesthetic qualities," Federal Highway Administrator Rodney Slater said. "These roads help to boost local economies by spurring and supporting tourism, a \$400 billion industry that accounts for 11 percent of consumer spending. In fact, some 90 percent of leisure travelers use our highway system to gain access to national parks, forests, cities and the scenic byways themselves which are among the most attractive places to visit."

The panel members will announce their selections of the National Scenic Byways and All-American Roads this Fall.

—US DEPT. OF TRANSPORTATION  
05/30/96

