

BUSINESS MEETING

MEETING OF THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS UNITED STATES SENATE ONE HUNDRED SEVENTEENTH CONGRESS

FIRST SESSION

MAY 26, 2021

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COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

ONE HUNDRED SEVENTEENTH CONGRESS

FIRST SESSION

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BUSINESS MEETING

WEDNESDAY, MAY 26, 2021

U.S. SENATE,
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS,
Washington, DC.

The Committee, met, pursuant to notice, at 9:46 a.m. in room 301, Russell Senate Office Building, Hon. Thomas R. Carper (Chairman of the Committee) presiding.

Present: Senators Carper, Capito, Cardin, Sanders, Whitehouse, Merkley, Markey, Duckworth, Stabenow, Kelly, Padilla, Inhofe, Cramer, Lummis, Boozman, Wicker, Sullivan, Ernst, and Graham.

OPENING STATEMENT OF HON. THOMAS R. CARPER, U.S. SENATOR FROM THE STATE OF DELAWARE

Senator CARPER. I understand we have a quorum this morning. Senator Capito, if you are ready to rock and roll, I think I am, as well.

I am happy to call this business meeting to order as we prepare to consider three nominations, 10 General Services Administration measures, and our bipartisan surface transportation reauthorization bill.

I want to begin by observing that the three nominees whose names are before us, Shannon Estenoz, Radhika Fox, and Michal Freedhoff, are all extremely well qualified for the positions to which they have been nominated. When our Committee met a few weeks ago to hear from the nominees, it was, for me, wonderful. It was heartwarming to just be joined by a panel of such bright, dedicated, well spoken public servants and by numbers of their families.

It was, for some of us, especially special to hear from Michal Freedhoff, Dr. Michal Freedhoff, who served as an invaluable member of our EPW team and as a key advisor to Senator Markey and to me for some time. I am grateful that Michal and her fellow nominees, Radhika and Shannon, are willing to serve in these new roles. I know that our Nation will be the better for it. I strongly urge all of our colleagues to join me today in advancing their nominations to the full Senate.

I am also pleased that we are considering a set of 10 General Services Administration measures, which we will be considering en bloc. These are common sense resolutions that I hope all of us will support.

Now, I would like to spend the remainder of my time this morning briefly addressing our surface transportation reauthorization bill that we are considering here today.

The Surface Transportation Reauthorization Act of 2021 is the result of months of hard work and genuine team effort on which I am pleased to join with Senator Capito, Senator Cardin, Senator Cramer, our respective staffs, and many members of this Committee. The bill before us today is a testament to our team's relentless drive and tireless commitment to crafting a bipartisan agreement that will enable us to create a transportation system that the 21st century will require if the U.S. is to remain a leader among nations.

This reauthorization bill before us today calls for historic levels of highway funding, \$303.5 billion worth over the next 5 years. That is about 34, 35 percent above the last 5 year reauthorization for surface transportation.

This bill also commits \$18 billion toward reducing our carbon emissions, as well as \$500 million to mitigate climate impacts on the most vulnerable among us, typically communities of color, tribal communities, and other disadvantaged communities. The bill would also provide \$500 million to upgrade our existing transportation infrastructure to withstand the inevitable effects of our changing climate.

As most of us know, the transportation sector is the largest source of carbon emissions in our Nation. So if we want to preserve our planet for our children and grandchildren, and I know we do, it is imperative that we tackle this major contributor to the climate crisis. This bill before us today helps put us on the right track with an \$18 billion climate title, of which \$2.5 billion is dedicated to building electric vehicle charging and hydrogen fueling stations on highways and in locations like schools, workplaces, parks, and publicly accessible areas for communities.

Our bill also tackles another serious challenge, that of safety. Bicycling and walking are affordable and healthy modes of transportation, but far too many Americans live in neighborhoods where there are no safe bike lanes or crosswalks. In 2019 alone, over 7,000 pedestrians and bicyclists lost their lives in traffic accidents, just in 1 year.

So, I am delighted that our bill provides a 70 percent increase in funding for programs that develop safe, accessible pedestrian and bicycle pathways across our Nation while also committing to providing \$16.8 billion in funding for highway safety improvements.

The third challenge our bill seeks to address is historic inequity in transportation investments. We know that past investments in transportation programs have left far too many Americans, especially those in communities of color, behind. To that end, our bill focuses on investments to lift up all communities.

That is why we have included provisions from the Reconnecting Communities Act, legislation I co-authored with Senators Van Hollen and Cardin to address past transportation infrastructure projects that have divided and harmed too many neighborhoods across our Nation. In my hometown of Wilmington, Delaware, construction of I-95 in the 1960s and 1970s through the city literally tore many communities apart, cutting off access to neighborhoods, parks, and economic opportunity. We can begin to help heal those wounds with the projects we enable in this legislation.

I am proud that our bill focuses on these critical issues of climate, safety, and equity and does so in a bipartisan way that will put our transportation programs on the right track for the next 5 years.

The work doesn't stop here. It is imperative that our sister Senate committees, Banking, Commerce, and Finance, act quickly on their portions of surface transportation reauthorization so we can get this bill across the finish line before the current law expires on September 30th.

I will continue to work with our colleagues on those committees to encourage them to act without delay, especially since we have taken action here in record time with our highway bill.

The fast timeline that led to this markup today is not by chance; it is a reflection of our commitment to getting the work done, a commitment shared by President Biden. Back in February, the President invited Senator Capito, Senator Inhofe, Senator Cardin, and me to the White House to discuss surface transportation reauthorization. I think that may have been his first meeting with members of the U.S. Senate following his inauguration. He asked us if we could get this bill done by Memorial Day. Originally thought we maybe could get it done by July 4th, but we are working hard to try to reach the goal of Memorial Day. Today, we are poised to deliver on that request.

Let me be clear, though: There is still a lot of work to be done on infrastructure in this Congress. We know that. The President's jobs plan identifies a number of transformational investments to strengthen our economy. They include much more than we could ever cover within our Committee's jurisdiction and within this bill, from clean energy tax credits to intercity passenger rail to transit, and much more.

The first step in realizing that vision is ensuring that our transportation programs are running smoothly and working efficiently, and that is why our surface transportation bill is so critical. With this legislation, we can begin to modernize our highway programs and do so with policies to address safety, equity, and climate at the same time and create one heck of a lot of jobs. It is a vital foundation for the President's American Jobs Plan and a remarkable bipartisan achievement.

With that, I want to turn to my friend, my West Virginia buddy, and our colleague, our Ranking Member with whom I have been privileged to work on this legislation. I just want to say to everybody who has been a part of this, thank you. Terrific job. We have had this kind of leadership demonstrated when Senator Inhofe was in charge of this Committee, and by working with Barbara Boxer and others, we have had it with John Barrasso, and I think we have done it again, and hopefully we will still be saying that an hour from now, but I think we are off to a good start. Today, I want to thank everyone who has responsible for that.

Senator Capito.

**OPENING STATEMENT OF HON. SHELLEY MOORE CAPITO,
U.S. SENATOR FROM THE STATE OF WEST VIRGINIA**

Senator CAPITO. Thank you, Chairman Carper, and thank everybody who is here today, for calling this business meeting and for

your ongoing commitment to a bipartisan process for this bill that we are considering today, the Surface Transportation Reauthorization Act of 2021.

I have always been optimistic that we would get here, but I am absolutely thrilled that we reached a bipartisan agreement that will address our Nation's surface transportation needs.

I also want to provide special thanks to Senator Cardin and to Senator Cramer, who lead the Subcommittee on Transportation and Infrastructure. Their support and partnership during this process was absolutely instrumental in helping us to reach an agreement, so thank you both.

I also want to thank your staff, Mr. Chairman. I know they have spent a lot of long nights, for their commitment to this process and for the long hours and hard work that they have dedicated to this bill.

Today proves, once again, that we can come together to develop a bill that reflects input from both parties and the stakeholder communities. This has been one of my top priorities as Ranking Member of this Committee.

Since the start of this process, I have been focused on policies that, one, enable long term investment in our Nation's roads and bridges in a fiscally responsible manner; two, provide certainty and flexibility for our States and other partners; and three, keep the Federal interest focused on providing a connected network of roads and bridges to ensure that all communities and economies can thrive.

Additionally, I have been looking to facilitate the efficient delivery of projects in order to improve the safety and resiliency of our surface transportation system and to drive innovation to help pave the way for the surface transportation system of the future.

I am proud to say that this bill meets many and accomplishes many of these goals.

I would like to take a few minutes to share some of the highlights of our bipartisan legislation.

It is a 5 year bill that presents significant funding levels, \$303.5 billion out of the Highway Trust Fund. It will ensure long term investment in our Nation's roads and bridges while providing States and communities the flexibility that they need to address their unique transportation needs.

The bill will distribute 90 percent of total funding to States through formula, giving the States the flexibility and the certainty necessary to get those projects in the years ahead. This funding distribution will benefit all parts of the country, including both urban and rural areas.

I am particularly excited about the \$2 billion Rural Surface Transportation Grant Program that will provide competitive grants for projects that increase connectivity and generate economic growth in rural America.

Among the projects eligible for a grant under this program are projects that will further the completion of the Appalachian Development Highway System. Completing this ADHS is absolutely essential to me and to my home State of West Virginia. Finishing this will better connect West Virginia and will open up significant

economic opportunities. Passage of this bill is a big step in that direction.

This bill will provide significant funding for bridges through a new grant program, which also is important to my State and everybody's State here, and certainly in Delaware, as well.

The bill also provides provisions that will improve the project delivery process for our States and other partners.

Notably, we codified the One Federal Decision, which will provide more accountability to the environmental review and permitting process by including page limits and joint agency schedules for projects within the goal of completing environmental reviews in 2 years.

This bill also requires reporting timelines on NEPA, which is the National Environmental Permitting Authority. This reduces our paperwork burdens and provides opportunities for the adoption of categorical exclusions between agencies through rulemaking.

Safety, as the Chairman says, is a top priority that we all share. To address a variety of safety needs, we increased funding of the Highway Safety Improvement Program and provided State funding that carry out resiliency improvements to their roads and bridges and improve evacuation routes.

There is a lot in this bill for both sides and for all communities, no matter the size or region in the country. It represents the true give and take, I think, of bipartisan compromise.

Most importantly, it will drive economic growth and in the future create jobs while also improving the quality of life of those in our country.

We share a common goal: Getting a bipartisan reauthorization bill across the finish line before the expiration of the FAST Act. Today is an important step in that process.

Finally, today the Committee will be voting on other important Committee matters, including 10 GSA resolutions. I am pleased to support the nominations of Shannon Estenoz to be Assistant Secretary for Fish and Wildlife and Parks to the Department of Interior, Michal Freedhoff to be Assistant Administrator for Chemical Safety and Pollution Prevention at EPA.

While I have enjoyed getting to know Radhika Fox and am impressed by her qualifications, she would not commit to maintaining the Navigable Waters Protection Rule issued in 2020, but she also would not state that the 2015 Waters of the U.S. Rule was overreaching; very vague in her answers. So, for that policy reason, I cannot support her nomination today.

Thank you, Mr. Chairman, and I yield back my time.

Senator CARPER. Well, two out of three ain't bad. Thank you.

Speaking of nominations, let's go through three of them right now.

Next, I want to call up Presidential Nomination 444, Radhika Fox, of California, to be Assistant Administrator for Water of the Environmental Protection Agency.

I move to approve and report the nomination favorably to the Senate.

Is there a second?

Senator CARDIN. Second.

Senator CARPER. It has been moved and seconded.

The Clerk will call the roll.
 The CLERK. Mr. Boozman.
 Senator BOOZMAN. No.
 The CLERK. Mrs. Capito.
 Senator CARPER. I am sorry. This is Radhika Fox. I will give you
 a third chance if you want.
 Proceed with the roll call.
 Senator CAPITO. No.
 The CLERK. Mr. Cardin.
 Senator CARDIN. Aye.
 The CLERK. Mr. Cramer.
 Senator CRAMER. Aye.
 The CLERK. Ms. Duckworth.
 Senator DUCKWORTH. Aye.
 The CLERK. Ms. Ernst.
 Senator ERNST. No.
 The CLERK. Mr. Graham.
 Senator GRAHAM. Aye.
 The CLERK. Mr. Inhofe.
 Senator INHOFE. No.
 The CLERK. Mr. Kelly.
 Senator KELLY. Aye.
 The CLERK. Ms. Lummis.
 Senator LUMMIS. Aye.
 The CLERK. Mr. Markey.
 Senator MARKEY. Aye.
 The CLERK. Mr. Merkley.
 Senator MERKLEY. Aye.
 The CLERK. Mr. Padilla.
 Senator PADILLA. Aye.
 The CLERK. Mr. Sanders.
 Senator SANDERS. Aye.
 The CLERK. Mr. Shelby.
 Senator CAPITO. No by proxy.
 The CLERK. Ms. Stabenow.
 Senator STABENOW. Aye.
 The CLERK. Mr. Sullivan.
 Senator SULLIVAN. No.
 The CLERK. Mr. Whitehouse.
 Senator WHITEHOUSE. Aye.
 The CLERK. Mr. Wicker.
 Senator WICKER. Aye.
 The CLERK. Mr. Chairman.
 Senator CARPER. Aye.
 The CLERK. Mr. Chairman, the yeas are 14, the nays are 6.
 Senator CARPER. With that, the nomination has been approved,
 and we report the nomination favorably to the Senate.
 Next, I want to call up Presidential Nomination 407, Dr. Michal
 Ilana Freedhoff. I have known Michal for a number of years. I
 didn't know she had a middle name, and it is Ilana, Eddie. Michal
 has worked closely with a lot of us and our staffs. Michal has been
 nominated to be Assistant Administrator for Chemical Safety and
 Pollution Prevention of the Environmental Protection Agency.

I move to approve and report the nomination favorably to the Senate.

Is there a second?

Senator CAPITO. Second.

Senator CARPER. The Clerk will call the roll.

The CLERK. Mr. Boozman.

Senator BOOZMAN. Yes.

The CLERK. Mrs. Capito.

Senator CAPITO. Yes.

The CLERK. Mr. Cardin.

Senator CARDIN. Aye.

The CLERK. Mr. Cramer.

Senator CRAMER. Aye.

The CLERK. Ms. Duckworth.

Senator DUCKWORTH. Aye.

The CLERK. Ms. Ernst.

Senator ERNST. Aye.

The CLERK. Mr. Graham.

Senator GRAHAM. Aye.

The CLERK. Mr. Inhofe.

Senator INHOFE. Aye.

The CLERK. Mr. Kelly.

Senator KELLY. Aye.

The CLERK. Ms. Lummis.

Senator LUMMIS. Aye.

The CLERK. Mr. Markey.

Senator MARKEY. Aye.

The CLERK. Mr. Merkley.

Senator MERKLEY. Aye.

The CLERK. Mr. Padilla.

Senator PADILLA. Aye.

The CLERK. Mr. Sanders.

Senator SANDERS. Aye.

The CLERK. Mr. Shelby.

Senator CAPITO. Aye by proxy.

The CLERK. Ms. Stabenow.

Senator STABENOW. Aye.

The CLERK. Mr. Sullivan.

Senator SULLIVAN. No.

The CLERK. Mr. Whitehouse.

Senator WHITEHOUSE. Aye.

The CLERK. Mr. Wicker.

Senator WICKER. Aye.

The CLERK. Mr. Chairman.

Senator CARPER. Aye.

The CLERK. Mr. Chairman, the yeas are 19, the nays are 1.

Senator CARPER. The nomination is approved. Thank you all.

The final nomination we consider this morning is Presidential Nomination 374, Shannon Estenoz, of Florida, to be Assistant Secretary of Fish and Wildlife and Parks of the Department of the Interior.

I move to approve and report the nomination favorably to the Senate.

Is there a second?

Senator SANDERS. Second.
 Senator CARPER. Moved and seconded. The Clerk will call the roll.

The CLERK. Mr. Boozman.

Senator BOOZMAN. Yes.

The CLERK. Mrs. Capito.

Senator CAPITO. Aye.

The CLERK. Mr. Cardin.

Senator CARDIN. Aye.

The CLERK. Mr. Cramer.

Senator CRAMER. Aye.

The CLERK. Ms. Duckworth.

Senator DUCKWORTH. Aye.

The CLERK. Ms. Ernst.

Senator ERNST. Yes.

The CLERK. Mr. Graham.

Senator GRAHAM. Aye.

The CLERK. Mr. Inhofe.

Senator INHOFE. Aye.

The CLERK. Mr. Kelly.

Senator KELLY. Aye.

The CLERK. Ms. Lummis.

Senator LUMMIS. Aye.

The CLERK. Mr. Markey.

Senator MARKEY. Aye.

The CLERK. Mr. Merkley.

Senator MERKLEY. Aye.

The CLERK. Mr. Padilla.

Senator PADILLA. Aye.

The CLERK. Mr. Sanders.

Senator SANDERS. Aye.

The CLERK. Mr. Shelby.

Senator CAPITO. Aye by proxy.

The CLERK. Ms. Stabenow.

Senator STABENOW. Aye.

The CLERK. Mr. Sullivan.

Senator SULLIVAN. No.

The CLERK. Mr. Whitehouse.

Senator WHITEHOUSE. Aye.

The CLERK. Mr. Wicker.

Senator WICKER. Aye.

The CLERK. Mr. Chairman.

Senator CARPER. Aye.

The CLERK. Mr. Chairman, the yeas are 19, the nays are 1.

Senator CARPER. And with that, the nomination is confirmed.

Colleagues, thank you all. There were three terrific nominees, and I am delighted that they are going to have the opportunity to serve us and to work with us going forward.

I would like now to turn to the Surface Transportation Reauthorization Act of 2021. On Saturday, I circulated legislation that had been developed with Senator Capito and her staff. Since that time, we have worked to refine the legislation. Those refinements are embodied in the Carper-Capito-Cardin-Cramer Substitute Amendment that was circulated to all offices yesterday. This amendment

represents non-controversial changes from the legislation circulated on Saturday. By unanimous consent, the substitute amendment is considered the base text for purpose of today's markup.

Hearing no objections, so ordered.

Senator WHITEHOUSE. Mr. Chairman.

Senator CARPER. Yes.

Senator WHITEHOUSE. Reserving the right to object.

Senator CARPER. Yes, go ahead.

Senator WHITEHOUSE. May I note that I would like it recorded that were there a vote in this matter, I would be a no vote on the provision embedded in this amendment that creates first and second class States for purposes of the INFRA Program. But I will not object.

Senator CARPER. I thank the colleague.

I understand Senator Markey has an amendment he would like to offer; is that right, Senator Markey?

Senator MARKEY. Yes. I have an amendment, Mr. Chairman. It is Markey No. 5.

Senator CARPER. Please offer your amendment.

Senator MARKEY. Thank you, Mr. Chairman. This amendment is a bipartisan proposal I am making for myself and Senator Sullivan, which would insert a modified version of our legislation, the Connecting America's Active Transportation System Act, as a new program in the Surface Transportation Reauthorization Act.

Our amendment will dedicate \$200 million in Federal funds annually for grants to connect walking and biking infrastructure into active transportation networks that allow people to reach destinations within a community, as well as travel between communities without needing a car. Obviously, it also has a big impact on recreational sport biking and skiing and bike trails and other trails that would also be constructed. So it is something that is applicable to every State in our country.

Adding this bipartisan legislation to our overall package is both common sense and essential. So I urge support for this amendment because no matter your age, your ability, people will be able to reach their destinations through affordable and healthy travel options, so I thank you, Mr. Chairman.

Senator CARPER. Yes.

Senator Sullivan, would you like to comment, please?

Senator SULLIVAN. Chairman, yes, thank you. I want to thank my friend, Senator Markey, for his leadership on this amendment. For all of us who love the great outdoors, this is a great opportunity to have more trails for pedestrians and bikes. This is something that is very much looked upon favorably in my State, and I think in most States here, particularly as people are trying to get outside after the pandemic.

We worked with everybody. There were some concerns on my side of the aisle that there was too much dedicated to this, so we scaled back the amendment quite a lot, actually. So I would encourage strong bipartisan vote on this Markey-Sullivan Amendment.

Senator CARPER. Anyone else care to comment on this?

Senator CAPITO. Thank you, Mr. Chairman, and I thank you.

But for the bipartisan amendment, I unfortunately for you all will be opposing this amendment for several reasons. It is not because I am anti-bike or pedestrian trails. If you look at the guts of this bill that we worked on, we took very careful considerations to include new programs and modifications to existing programs that I think will advance the goals of this amendment.

Significantly, the bill increases the amount of funding for transportation alternatives. It was, I believe, at 4.2 in the previous iteration. Also, it provides \$7.2 billion, the bill that we are voting on right now, for eligible projects, including bicycle and pedestrian projects and recreational trail projects. It also provides another \$6.4 billion for the new carbon reduction program, which also has eligibilities for bicycle and pedestrian projects.

There are also new requirements in here for our States and our metropolitan planning organization to fund activities for complete streets, which are defined as providing the “safe and adequate accommodation of pedestrians and bicycles, among other users.” There were three examples there of where we have addressed, I think, what the gentlemen’s amendment is trying to achieve.

So I see the amendment as duplicative and unnecessary. It is another billion dollars. I appreciate the fact that the amount is less than the original amendment, but I do believe that we have dedicated not just policy, but a lot of funding to achieve the goals of this amendment, so I would strongly urge a no vote.

Senator CARPER. Senator Duckworth.

Senator DUCKWORTH. Thank you, Mr. Chairman. I just wanted to speak in support of the amendment.

One of the things that we haven’t discussed here is the fact that these types of initiatives actually help people with disabilities significantly by creating an interconnected rail-pedestrian transportation infrastructure network. What you are actually doing is creating a new infrastructure for people who use wheelchairs and would like to be able to move around more easily.

If we just depend on existing transportation infrastructure, it is never quite enough. You are waiting for current transit to come; they only come once or twice. You can’t get to a bus stop always.

So having something like this will actually allow persons with disabilities greater freedom, greater access, which is going to be ever more relevant as our baby boomers age and become—the population of people who are going to be using wheelchairs and assistive movement devices is only going to be growing. We are going to see a huge increase in the demographics of this country.

So I really do support this amendment because it will have that effect of helping persons with disabilities.

Senator MARKEY. Does the Senator yield?

Senator DUCKWORTH. I do.

Senator MARKEY. I thank the Senator. Her point is correct. This isn’t creating just isolated bike paths. This is actually connecting everything together, so that there is kind of an interoperability of our transportation system, especially for those that need it the most.

So you are right on point in terms of what the goal of this is. It is a new program with something that is much needed.

Senator CARPER. Would other Senators like to be recognized on this amendment?

Hearing none, will the Clerk will please call the roll?

The CLERK. Mr. Boozman.

Senator BOOZMAN. No.

The CLERK. Mrs. Capito.

Senator CAPITO. No.

The CLERK. Mr. Cardin.

Senator CARDIN. Aye.

The CLERK. Mr. Cramer.

Senator CRAMER. No.

The CLERK. Ms. Duckworth.

Senator DUCKWORTH. Aye.

The CLERK. Ms. Ernst.

Senator ERNST. No.

The CLERK. Mr. Graham.

Senator GRAHAM. No.

The CLERK. Mr. Inhofe.

Senator INHOFE. No.

The CLERK. Mr. Kelly.

Senator KELLY. Aye.

The CLERK. Ms. Lummis.

Senator LUMMIS. No.

The CLERK. Mr. Markey.

Senator MARKEY. Aye.

The CLERK. Mr. Merkley.

Senator MERKLEY. Aye.

The CLERK. Mr. Padilla.

Senator PADILLA. Aye.

The CLERK. Mr. Sanders.

Senator SANDERS. Aye.

The CLERK. Mr. Shelby.

Senator CAPITO. No by proxy.

The CLERK. Ms. Stabenow.

Senator STABENOW. Aye.

The CLERK. Mr. Sullivan.

Senator SULLIVAN. Aye.

The CLERK. Mr. Whitehouse.

Senator WHITEHOUSE. Aye.

The CLERK. Mr. Wicker.

Senator WICKER. No.

The CLERK. Mr. Chairman.

Senator CARPER. Aye.

The CLERK. Mr. Chairman, the yeas are 11, the nays are 9.

Senator CARPER. The amendment is agreed to.

To Senator Capito's point, we have nothing to be ashamed of in this bill, even without the Markey Amendment, with the moneys that we are investing in this very area, and I just want to make that clear. For some, this was a bridge too far, but the amendment has passed, so now we are going to move on.

More than 90 amendments were filed on this legislation, over 90. Over the last 24 hours, the Committee staff have determined which of these amendments are non-controversial and acceptable to both sides. Most of them are.

This morning, the Committee had circulated a list of these amendments. Senator Capito and I have agreed that these amendments can be considered en bloc by unanimous consent.

With that, I would ask unanimous consent to adopt en bloc the amendments identified on the list provided to your offices this morning, and I would make a note that—I think Senator Whitehouse, Sheldon, do you want to reserve the right to object in order to make a brief statement, or did you already have a chance? Fair enough.

Hearing no objection, then, so ordered.

I want to thank Sheldon for what you have done today.

I want to thank all members for their engagement on this bill. I know that there are still a number of important issues that need to be resolved or improved, and I hope to continue work with all of you on these important issues as the process moves forward.

To paraphrase, Winston Churchill bounced out of office at the end of World War II. The next election, he was leaving 10 Downing Street, and was asked by a reporter, he said, “Mr. Churchill, for you, is this the end?” Famously, he replied: “This is not the end; this is not the beginning of the end. This is the end of the beginning.”

So it is here. This is the end of the beginning. We still have plenty of work to do, but one hell of a lot of work has been done, and I am deeply grateful to all who have been a part of that.

Hold on just for a second.

I understand that Senator Cardin has an amendment that he would like to discuss.

Senator Cardin, please.

Senator CARDIN. Yes. Thank you, Mr. Chairman. First, I really want to strongly endorse this bill. I want to thank the Chairman and the Ranking Member for continuing the great tradition of this Committee. It is a pleasure to work with Senator Cramer on the Subcommittee. I strongly endorse the bill.

I am going to call up Cardin Amendment No. 1, but I will not be asking for a vote on this amendment. Cardin Amendment No. 1 would add funds to critical programs that are in this bill to be in line with President Biden’s American Jobs Plan. It increases our investment in bridges so that we can begin to address the backlog we face across the country. It increases funding for the Transportation Alternative Program, which is so important to local communities to upgrade sidewalks, bike paths, and improve safety. It adds \$14.5 billion to reconnecting community pilot program.

We had a hearing in our Subcommittee in which many communities brought forward the highways to nowhere, including one in Baltimore City that we need to address. It adds more money for electric vehicle charging infrastructure, which will create jobs as well as reduce emissions from transportation, the leading source of greenhouse gases in this country. I know Senator Stabenow has been one of our great champions on this issue.

It adds resources for the INFRA Program so that we can continue to address freight issues and bottlenecks to improve efficiency and competitiveness in our economy. It adds funding for work force training so that Americans are ready to participate and take ad-

vantage of the job opportunities we will create. It adds resources for safety, which is critical priority.

This year, our goal is to make a generational investment in our Nation's infrastructure, and this Committee has a central role to play in that effort. I am sure every member of this Committee is tired of infrastructure reports where we get poor grades. The bill we are considering today takes a critical first step, but there is more we can do to answer the call to build back better.

So I will not be asking for a vote on this amendment, but as a member of this Committee and as Chair of the Transportation and Infrastructure Committee, I will continue to work to advance important transportation infrastructure projects.

Senator CARPER. Senator Cardin, thank you for your leadership of our Subcommittee and your work with Senator Cramer. You two make a good team, and we are grateful to both of you.

I think Kevin would like to be recognized, if you could just hold for a moment, and you will be recognized after Senator Capito, and we will come to you.

Senator CAPITO. Thank you, Mr. Chairman. Just briefly, as many of you know, there has been a lot of talk about a larger bipartisan agreement in conversation with the White House and the jobs plan, and this bill, I think, really is the anchor to those bipartisan discussions, and so I appreciate everybody joining in to craft something that increases, as the Chairman noted in his opening statement, increases from the FAST Act, goes up 34 percent, which is very, very significant. Then, the gentlemen's amendment would pull those numbers up another 25 percent.

So as we talked about earlier, I would not have hesitation voting no against this if we were to bring it to a vote, but I appreciate the sentiment. Thank you so much.

Senator CARPER. Thank you, Senator Capito.

Senator Cramer.

Senator CRAMER. Thank you, Mr. Chairman and Ranking Member Capito for your incredible leadership.

Senator Cardin, it has been a pleasure working with you as well. I look forward to continue the work.

I would ask to bring up Cramer Amendment No. 2, which, like Senator Cardin, I will not be asking for a vote on, but wanted just a minute to visit about it.

I think the work that has been done is remarkable. I am, like you all are, strongly supportive of the final outcome of the bill. While it may be the end of the beginning, it is a darned good beginning, Mr. Chairman. I think it should serve as a great encouragement to the people who we work for who are watching this process, who if they just accidentally stumble onto this moment, are going, wow, I didn't know they could all actually work together and get things done.

I think you are right, Senator Capito, it should create some momentum for bigger things, and we have gone big today. So, we made some progress, but that being said, I do believe that we can and should do more, especially to prioritize flexibility, innovation, and transparency. The infrastructure policies that Congress promotes should be more focused on delivering results than it is about preserving archaic processes.

My amendment would get to the heart of this issue. It would make a number of streamlining improvements to NEPA as it applies to certain transportation projects under Title 23. It shouldn't take longer to permit a project than to actually build it. I would reiterate the comments from the Ranking Member. You can't build back better if you can't build.

My amendment also creates a pilot program to establish innovative practices for permitting reviews. This would maintain the environmental safeguards that we all support while bringing new approaches to the forefront. It would create a pilot program to give States flexibility in how they spend the Federal allocation, and last, my amendment will require the development of a methodology to determine costs associated with NEPA.

This is just common sense. We should have a clear understanding how much NEPA is costing taxpayers and States to comply.

So, Mr. Chairman, again, I think we can do better, but I think we have done darn well, and I look forward to continuing to improve the bill as it moves through the floor and through the process, and with that, I yield.

Senator CARPER. Thank you. Very good work on this bill, and to your staff as well. Thank you for your comments.

Would any other members care to speak?

Senator SULLIVAN. Mr. Chair, I just want to echo the comments of Senator Cramer. I think that permitting reform isn't cutting corners on environmental reviews or anything like that. It is common sense. When you talk to Governors and mayors, regardless of political party, it is always a priority of theirs, because they see first hand what happens with Federal permitting that can be too burdensome and can take way too much time.

On average, I think, in the United States, it takes almost 8 to 9 years to permit a bridge. That is crazy. Nine to 19 years from planning to finalizing highways. Nine to 19 years. That is nuts. We wonder how we are not competing with China. That is one way.

You could have a \$10 trillion infrastructure bill, but if we don't get to make our Federal permitting more efficient, timely, and certain, none of the money is going to get deployed. I think there is a big potential bipartisan compromise, perhaps more funding for much more aggressive permitting reforms, and I think that can be a bipartisan way to address some of these issues.

Senator CARPER. Anyone else who would wish to be recognized?

Senator Markey, please.

Senator MARKEY. Thank you. I just want to agree with Senator Cardin that there is much more to be done, and the American Jobs Act does lay out the framework for what needs to be done.

This bill, for example, there is \$2.5 billion for charging stations. But we know that it will have to be 7 to 10 times larger an amount of money of we are going to have 500,000 charging stations across our country.

We could keep going down the litany of issues that have to be dealt with. Senator Cardin began to outline them. My hope is that this is the beginning of a new era and that we are going to be able to build on this to have a much larger infrastructure bill that will

match the full magnitude of all the problems that we are faced with in our country, and that would be my fervent hope.

My concern is that this will be not only the end of the beginning, but the end as well. We have to avoid that. We have to match our efforts to the magnitude of the challenge that we are faced with with climate change and the economic challenges, the infrastructure challenges in our country. I just wanted to reinforce what Senator Cardin said in hope that we can begin immediately toward achieving that goal with a much larger package as we move forward.

Thank you, Mr. Chairman.

Senator CARPER. Thank you.

Anyone else, please.

Before I move the Committee to report the Surface Transportation Reauthorization, let me just take another minute. Normally, most of you know, I take the train to work and go back and forth just about every day. I look out the train window, which runs parallel to I-95 for much of the way.

A lot of people are just sitting there, not moving, polluting, but not moving. The roads and highways and bridges in this country need an enormous amount of work, an enormous amount of work. We need to invest in them, and we need to invest wisely.

I think we have reported providing extra money, 35 percent more than the last 5 year bill. We are making some changes with Senator Capito and others to push forward to make sure we are spending that money more wisely and maybe more prudently, and that is good.

For me, I love helping people. I know we all do. One of the best ways you can help people is to help make sure that they have a job. The legislation that we are about to vote on here is going to help provide opportunities for millions of people to work directly from this legislation on roads, highways, and bridges, but also because we are going to be a stronger, more productive economy because of these investments that we are making. And that makes me feel great.

The last thing is, that as a Senator from the lowest lying State in the country, where the seas around us are rising and our State is sinking, the idea of climate change is very, very real, and I just thank everybody for noting that and for making sure that we don't ignore that in this legislation. The day that we can somehow do good things for our planet, good things for people, putting them to work, is a day to celebrate.

Last, I will say, people say to me, what do you like about your Committee so much? And I say, this is a work horse committee. We are not show horses, we are work horses. We go to work, and we get things done, and we provide leadership by example. My hope is that we will report this bill out with a strong, maybe unanimous vote like we did 18 months ago, and then we will send a strong signal to our sister committees, Commerce, Banking, Finance, that it is time to go to work, and they will join us as well.

With that, I now move that the Committee report the Surface Transportation Reauthorization Act of 2021 as amended.

Is there a second?

Senator CAPITO. Second.

Senator CARPER. Thank you.
 With that, the Clerk will call the roll.
 The CLERK. Mr. Boozman.
 Senator BOOZMAN. Yes.
 The CLERK. Mrs. Capito.
 Senator CAPITO. Aye.
 The CLERK. Mr. Cardin.
 Senator CARDIN. Aye.
 The CLERK. Mr. Cramer.
 Senator CRAMER. Aye.
 The CLERK. Ms. Duckworth.
 Senator DUCKWORTH. Aye.
 The CLERK. Ms. Ernst.
 Senator ERNST. Yes.
 The CLERK. Mr. Graham.
 Senator GRAHAM. Aye.
 The CLERK. Mr. Inhofe.
 Senator INHOFE. Aye.
 The CLERK. Mr. Kelly.
 Senator KELLY. Aye.
 The CLERK. Ms. Lummis.
 Senator LUMMIS. Aye.
 The CLERK. Mr. Markey.
 Senator MARKEY. Aye.
 The CLERK. Mr. Merkley.
 Senator MERKLEY. Aye.
 The CLERK. Mr. Padilla.
 Senator CARPER. Aye by proxy.
 The CLERK. Mr. Sanders.
 Senator SANDERS. Aye.
 The CLERK. Mr. Shelby.
 Senator CAPITO. Aye by proxy.
 The CLERK. Ms. Stabenow.
 Senator STABENOW. Aye.
 The CLERK. Mr. Sullivan.
 Senator SULLIVAN. Aye.
 The CLERK. Mr. Whitehouse.
 Senator WHITEHOUSE. Aye.
 The CLERK. Mr. Wicker.
 Senator WICKER. Aye.
 The CLERK. Mr. Chairman.
 Senator CARPER. Aye.
 The CLERK. Mr. Chairman, the yeas are 20, the nays are zero.
 Senator CARPER. Say that again?
 The CLERK. The yeas are 20, nays are zero.
 Senator CARPER. Say it just one more time.
 [Laughter.]
 The CLERK. The yeas are 20, the nays are zero.
 Senator CARPER. All right. Thank you. I thought that is what you said.
 Everybody, congratulations. Good work. This is not the end, but it is a good beginning. Thank you all.
 We have the GSAs to do.

Final business? Final business, if you will just bear with this for just a moment.

Senator STABENOW. Mr. Chairman, before moving on, I just wanted to say congratulations and ask unanimous consent that my full statement be put in the record about this legislation, but I agree this is a very important step in the right direction, so congratulations.

Senator CARPER. Thanks so much. Without objection.
[The prepared statement of Senator Stabenow follows:]

STATEMENT OF HON. DEBBIE STABENOW,
U.S. SENATOR FROM THE STATE OF MICHIGAN

Thank you, Chairman Carper, and Ranking Member Capito.

Today, the Senate EPW Committee took important action to invest in our infrastructure and America's future.

I've often said that we don't have an economy unless we make things and grow things. But making things and growing things doesn't happen on its own. We need roads and bridges, railways and waterways to bring in raw materials and ship out finished products.

Unfortunately, a lack of investment in our Nation's transportation infrastructure stands in the way of getting products to market, connecting people to work and play, and moving our Nation forward.

Recently, the American Society of Civil Engineers gave U.S. roads a "D" and U.S. bridges a "C" on its 2021 Report Card for America's Infrastructure. In Michigan, 43 percent of major roads are in poor or mediocre condition, and 11 percent of our bridges are rated as poor or structurally deficient.

Earlier this year, we heard from Governor Whitmer on the work her administration is doing to tackle this problem. It's time for the Federal Government to step up, too.

This highway reauthorization bill is a big step in the right direction. Over the next 5 years, it will provide \$303.5 billion to fix roads, bridges, and other critical transportation infrastructure. That's a 34 percent increase over the FAST Act.

Under this highway bill, Michigan is set to receive \$7.2 billion over the next 5 years. That's a 23 percent increase over the FAST Act.

And this bill goes beyond just providing States with the funding they need to keep roads drivable and bridges standing. It addresses the climate crisis and helps ensure that our transportation infrastructure can withstand natural disasters and volatile weather.

It also invests \$2.5 billion in EV and alternative fuel charging stations, which will help get more zero-emission vehicles onto our Nation's roads and into our garages.

I look forward to partnering with Chairman Carper and Ranking Member Capito on increasing Federal investments in this important area, and I am working on legislation to achieve that goal.

My bill would provide \$34 billion to establish a formula program to help States install charging infrastructure and related energy storage systems.

This investment in charging will help bring more EVs to the road, and produce major environment benefits over 10 years. This includes:

- Reducing lifecycle greenhouse gas emissions by 1,300 million tons, which is equivalent to taking 290 million gasoline cars off the road for a year.
- Saving consumers \$427 billion over the lifecycle of their vehicles.
- Eliminating \$28 billion in negative health effects from air pollution.

This bill isn't perfect. But it's a good step. It moves our Nation in the right direction. It will help us make things and grow things—including our economy.

Senator CARPER. Final business before us today is to consider 10 resolutions relating to the General Services Administration. As members of this Committee know, since the Public Buildings Act of 1959, this Committee and its predecessor committees have approved GSA prospectuses by committee resolution. The purpose behind this process is to create a congressional role in GSA process. It is not unduly burdensome or time consuming.

The resolutions we consider today are GSA leases throughout the country. Members have had the opportunity to review these documents, and I believe them to be non-controversial.

Does anyone have another, different view? Are we OK here? I think we are.

Therefore, we will consider the resolutions en bloc, and we will do it by voice vote.

I now move to report favorably the 10 GSA Resolutions.

Is there a second?

Senator CAPITO. Second.

Senator CARPER. Moved and seconded. All in favor, say aye.

[Chorus of ayes.]

Senator CARPER. Opposed, say nay.

[No audible response.]

Senator CARPER. We are on a roll. The ayes have it. With that, the voting portion of this meeting is concluded.

Before we turn to statements from Senators on matters that we reported today and their amendments, I want to acknowledge again the support that the transportation legislation has earned. The legislation is supported by safety groups like the National Safety Council, business organizations like the Association of Equipment Manufacturers, and professional organizations like the American Society of Civil Engineers. Other critical transportation stakeholders like AASHTO and the Bike League are also supporting the legislation.

I ask unanimous consent to submit for the record a number of letters of support for this legislation, including from the organizations I just mentioned.

Is there objection? Hearing none.

[The referenced information was not received at time of print.]

Senator CARPER. I am now happy to recognize anyone on this Committee who wishes to make a statement on the nominations or the legislation that we just approved or to speak on any of the amendments that were filed or adopted. Anyone?

Senator Cardin, or Senator Ernst, then Senator Cardin.

Senator Ernst, please proceed.

Senator ERNST. Yes, thank you. Before I talk about my amendment, I do want to thank Chairman Carper and Ranking Member Capito for the leadership on this historic infrastructure legislation. I also want to thank the rest of my colleagues on the Committee for providing their valuable input as we develop this bill. Our success this morning shows that we can accomplish a lot when we work together and focus on real transportation infrastructure.

My amendment, Ernst No. 1, makes grant funding available for biofuel fueling infrastructure in Section 1401. This section authorizes \$2.5 billion in grants over 5 years for charging and fueling infrastructure for electric, hydrogen, propane, and natural gas vehicles, but not for biofuel. By leaving out biofuel, we are subsidizing charging infrastructure for wealthy EV owners on the coast, while at the same time, leaving our corn and soybean farmers and biofuel producers on the sidelines.

This program can be more effective if a broader range of fuels are eligible for it. Neglecting to include biofuel is shortsighted and ig-

nores the role it can play in reducing greenhouse gases in the transportation sector.

Conventional ethanol already reduces greenhouse gas emissions relative to gasoline by nearly 50 percent. Advanced biofuel can reduce greenhouse gases by 70 to 100 percent, and in some cases, be carbon negative. Internal combustion engines will be the primary light duty vehicle for decades to come, and we can't ignore solutions that provide us with low cost, lower carbon liquid fuels.

Though I did not push for a vote on my amendment today, I do plan to work with my colleagues to see if we can work this out before the bill gets to the floor.

With that, I will yield. Thank you, Mr. Chair.

Senator CARPER. Thank you, and thanks for your input on this bill in a variety of ways. Thanks so much.

Senator Cardin, and then, I think, Senator Kelly.

Senator CARDIN. Thank you, Mr. Chairman. I just really want to underscore how proud I am of the work of this Committee. Under Senator Carper's and Senator Capito's leadership, every member of the U.S. Senate had the opportunity for input into this bill, every single Senator, all 100. As a result, this is a balanced bill in the needs of all of our communities around the Nation.

Yes, it does contain certain advancements that some of us are very excited about. Some of us are not. It contains changes in some of the regulatory issues, as some of us are concerned about. Some of us think it hasn't gone far enough, but it is the way the Committee should operate. Taking the advice of all members, working it, and the staff worked overtime to make sure that it worked what we wanted to do, checked with the transportation experts to make sure that the provisions would be sensible and coordinated, and at the end of the day, we have a bill that enjoyed the unanimous support of the Committee.

What an achievement, so I just first really want to underscore how proud I am to have been part of this effort.

I want to talk about three areas. I already mentioned the funding levels where I think we should be looking at a more transformational number. But I want to talk about three other issues that are, to me, important. I mentioned during the offering of the amendment the reconnecting of communities, and that, to me, is important because of the equity issues of transportation programs over many generations.

Bad transportation programs can really hurt communities, and we have isolated so many communities. They are generally minority communities, communities that are trapped. Good transportation programs can empower communities and provide jobs. So as we look to expand transportation opportunities, we need to go back and do something about the equity.

I congratulate the Chairman for his connecting community legislation pilot program that you authored. I was proud to be one of your co-sponsors, and you are right. We have money in this bill to advance that program, and thank you very much for being able to negotiate that.

I just believe we are going to have to do more. These are scars to communities, and they isolate communities. I can tell you, in

Baltimore, what it has done in make communities much more vulnerable. We have work to do.

The second area that I would like to see us do more advancement in is the recognition that we want to build new roads, we want to build bridges, but we have to take care of it. We have got to maintain our existing infrastructure. Too often, the maintenance gets pushed to a side because of the pressure to do more and build more. And we need to make sure that our local transportation officials have a game plan to maintain the structures that we are participating in building. So I think we have to have a stronger focus on the maintenance of the transportation infrastructure.

The last, that came out today during Senator Markey's amendment, and Senator Capito, you are absolutely right. We have a really exciting program under Transportation Alternative Program that gives the ability to do the connecting of communities, through whether it is bicycle paths, or whether it is trails, or whether it is channeling, or those types of issues. It is a good program, but there is frustration, as Senator Markey's amendment pointed out, with local officials as to how they direct that money going through the normal transportation allocation process with the State, which can be cumbersome at times.

I know that we want to maintain maximum flexibility to our States, and I support that. But I think there is a balance here that we can have to get the TAP program more sensitive to the local communities, and I look forward to working with this Committee as we try to address those issues moving forward.

Bottom line, great work. I am proud to be part of the Committee and look forward to additional challenges that we are all going to have to confront.

Senator CARPER. I think it is safe to say we could not have done it without you. Thank you very much, Ben.

Senator Kelly.

Senator KELLY. Thank you, Mr. Chairman, and thank you, Ranking Member Capito. Great to be here today to work on and advance such landmark legislation championed by both Republicans and Democrats to revitalize America's infrastructure.

This bill invests in our national transportation infrastructure at a historically high level, and most importantly, the bill will transform our future. As somebody who is at any moment about to become a grandfather, preparing for our future is very important. Investing in our surface transportation is more than building new roads and bridges. It is a foundation for job creation, a flourishing economy, and connectivity for decades to come.

The funding increase for surface transportation shows our shared commitment to a better American future. I am proud of how our work together on this Committee accomplishes this. The Surface Transportation Reauthorization Act of 2021 is critical for the State of Arizona.

Like most of the country, we are in recovery mode from this devastating pandemic, but Arizona is still experiencing record setting growth. In fact, Arizona is the second fastest growing State in the U.S. This means that a down payment on our infrastructure is more important than ever. To support Arizona's growing popu-

lation, we have to build up sustainable, affordable transportation infrastructure.

After talking with Arizona mayors and business groups and others, I worked to include priorities for our State in this legislation. There is more work to be done on infrastructure, but this legislation is the first step of bringing billions of dollars to Arizona to move transportation infrastructure projects forward, projects like the I-10 expansion to make the corridor more safe and efficient, like I-11 to finally connect Phoenix and Las Vegas, and needed improvements and upgrades to rural roads and bridges.

This legislation thinks ahead to navigate the climate challenges that we face. It invests in transportation infrastructure resiliency, with a particular emphasis placed on heat reduction programs, a major factor in Arizona. It dedicates funding to support Arizona's aging bridge infrastructure, as well as expansions and improvements.

For tribal communities, the bill delivers critical funding to establish a tribal high priority projects program, creates an Office of Tribal Government Affairs, and increases the overall funding in the tribal transportation project authorization.

It also includes bipartisan priorities that I advocated for, including the ROCKS Act that I introduced with Senator Portman, which would make Federal transportation projects more sustainable, efficient, and beneficial to local economies by advancing the use of locally sourced aggregate resources like sandstone gravel. Also what was included here was funding to help States, metropolitan planning organizations, and localities cover the costs associated with taking on large construction projects.

Mr. Chairman, I am proud to have worked with the Republicans and Democrats to shape and advance this investment that will upgrade and expand the roadways Arizonans use to connect each and every day. I look forward to our continued bipartisan work to invest in our infrastructure. Thank you, and I yield back.

Senator CARPER. Senator Kelly, you say it has been a pleasure. You could have chosen any number of committees to serve on. Speaking as the Chairman, I suspect I speak for others, thank you and Senator Padilla, for choosing this Committee. You have been a great, great addition.

Senator Padilla, you have joined us, and I am happy to recognize you if you would like to address us.

Senator PADILLA. Thank you, Mr. Chair. I ask unanimous consent to be recorded as present and voting yes on the Surface Transportation Reauthorization Act.

Senator CARPER. Without objection, so ordered. Thank you.

Senator Capito.

Senator CAPITO. Yes. Thank you, Mr. Chairman, and thank you, Senator Cardin, too. I appreciate the good, hard work.

I notice, sort of on a lighter note, that between the Chair and the Ranking Member and the Chair and Ranking Member, all of our last names start with C, so we will call this the four Cs. I think we have worked well together.

To hear the statements, Senator Kelly reinforced a point that I think is extremely important in this legislation, and that is flexibility. What works in Arizona, where his needs are, and where the

needs of Arizona are much, much different than what a mountainous terrain more on the eastern coast such as West Virginia, not quite on the coast, but on the eastern part of the States.

Senator CARPER. Maybe someday if we are not careful.

[Laughter.]

Senator CAPITO. Maybe someday. I hope not. We have the Chesapeake Bay, though; we have got that.

I think it shows that we need to keep the flexibilities for our State DOTs to be able to meet the demands at the local level, and I think that is really good, but at the same time, we have a lot of common issues. This bridges issue is something that spans all 50 States. I am really pleased because, as Senator Cardin said, we have infrastructure. We need to maintain it.

Bridges, I think, is one of the things that is routinely neglected and is becoming deteriorating. I have been very concerned about that.

I just want to thank you, Chairman Carper, because as you and I know, we talk every week at least once and maybe more than that. Our staffs talk constantly.

I think if we are ever really going to get this right in this Congress, communication is the key, and we know we don't agree on certain issues. We know we have strong feelings on each issue. But if we keep communicating and talking and listening, because you are a great listener, to one another, I think we can overcome some of these hurdles.

But we really couldn't do it without the fine staff members that we have kind of propping us up, so I don't want to start getting in trouble and naming names, so we will do that on the floor when we get this to the floor. I want to thank all of them on both sides. You all have been terrific, and I appreciate it.

Thank you, Mr. Chairman.

Senator CARPER. I especially want to thank you for saying that I am a great listener. I hope my wife was listening to that.

Senator CAPITO. I can't help you with that; I have told you that before.

[Laughter.]

Senator CARPER. Thank you. It's a joy working with you, too. Two kids from West Virginia who grew up and ended up in the U.S. Senate, go figure.

Anyone else want to speak? I don't see anyone still with us.

In closing, I just want to say a special thanks to our staffs, members of our staffs. At 2 o'clock this morning, we were still up, and I know some of them probably never went to bed, but it was well worth the effort. Joe Biden likes to say, all politics is personal, all diplomacy is personal. He is really right.

I like to say, every night, when I run into people who have been married like 30, 40, 50, 60, 70 years, I always ask them, I say what is the secret? And I get these great answers. Funny answers, but really great answers.

One of my favorite answers is, the letter C. There it is again. Communicate and compromise. I can't tell you how many people who have been married 60, 70 years say communicate and compromise is really important. It is also the secret for a vibrant democracy. Also the secret for a vibrant democracy. We have just

demonstrated the two Cs, communicate and compromise. They really are critical for a vibrant democracy.

I think we have done good work. I want to thank everybody. Adam, I want to thank you and the team you lead, Mary Frances, Rebecca Higgins, and others on our transportation team. Thank you, and the folks who serve with Senator Cardin as our Subcommittee Chair with Kevin Cramer, and just everybody else. It has been a great team effort.

Let me see if there is anything else I need to cover before we finish.

Leslie, what have we done here? We have sent eight qualified nominees to the Senate floor, and now with the votes today, we have now sent eight qualified nominees to the Senate floor. Four of those have been confirmed, and we hope more will follow.

In addition, we have reported two bipartisan infrastructure bills out of our Committee, one bill to modernize our Nation's water systems that we passed on the Senate floor with 89 votes. People still ask me, is that right? You really got 89 votes for anything? Eighty-nine votes, and the other bill today that will create a transportation system, I think, worthy of the 21st century.

So again, thanks to everyone in this room, who has worked on all this, and those who have left or not in, or maybe within the sound of my voice, but I am grateful to all of you. We have got plenty of work to do.

Staff, do I need to ask unanimous consent that the staff be authorized to make technical and correct conforming changes to the legislation? I will ask for that unanimous consent.

With that, this meeting is adjourned.

Thank you all. God bless.

[Whereupon, at 10:46 a.m., the business meeting was adjourned.]

[Due to size constraints, the Surface Transportation Reauthorization Act of 2021 is not printed here but is available in Committee files. The other referenced legislation follows:]

AMENDMENT NO. _____ Calendar No. _____

Purpose: To modify a provision relating to the maturity date of certain secured loans under the TIFIA program.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by _____

Viz:

1 In section 2001, add at the end the following:

2 (k) MATURITY DATE OF CERTAIN SECURED
3 LOANS.—Section 603(b)(5) of title 23, United States
4 Code, is amended—

5 (1) in subparagraph (A), in the matter pre-
6 ceding clause (i), by striking “subparagraph (B)”
7 and inserting “subparagraphs (B) and (C)”; and

8 (2) by adding at the end the following:

9 “(C) LONG LIVED ASSETS.—In the case of
10 a capital asset with an estimated life of more

2

1 than 50 years, the final maturity date of the se-
2 cured loan shall be the lesser of—

3 “(i) 75 years after the date of sub-
4 stantial completion of the project; or

5 “(ii) 75 percent of the estimated use-
6 ful life of the capital asset.”.

EDW21629 JH2

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To improve resilience improvement grants under
the PROTECT program.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds
for Federal-aid highways and highway safety construc-
tion programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENTS intended to be proposed by Mr. CARDIN

Viz:

- 1 On page 341, strike lines 17 through 19 and insert
- 2 the following:
- 3 tide gates to protect highways;
- 4 “(iv) upgrades to and installation of
- 5 flood gates to protect tunnel entrances;
- 6 and
- 7 “(v) improving functionality and resil-
- 8 iency of stormwater controls, including in-
- 9 ventory inspections, upgrades to, and pres-
- 10 ervation of best management practices to

2

1 protect surface transportation infrastruc-
2 ture.

3 On page 347, strike line 18 and insert the following:
4 “(ff) upgrades to and instal-
5 lation of structural stormwater
6 controls;
7 “(gg) a resilience project
8 that

9 On page 347, line 23, strike “(gg)” and insert
10 “(hh)”.

11 On page 348, line 3, strike “(hh)” and insert “(ii)”.

12 On page 348, line 5, strike “(ii)” and insert “(jj)”.

13 On page 348, line 6, strike “(jj)” and insert “(kk)”.

14 On page 348, line 10, strike “(kk)” and insert “(ll)”.

15 On page 348, line 12, strike “(ll)” and insert
16 “(mm)”.

3

1 On page 348, line 14, strike “(mm)” and insert
2 “(nn)”.

3 On page 348, line 16, strike “(nn)” and insert
4 “(oo)”.

5 On page 348, line 20, strike “(oo)” and insert
6 “(pp)”.

EDW21664 37X

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To improve the INFRA program.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.**S. _____**

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENTS intended to be proposed by Mr. CARDIN

Viz:

- 1 On page 77, strike line 20 and insert the following:
- 2 (3) in subsection (c)(1), by adding at the end
- 3 the following:
- 4 “(I) multistate corridor organization.”;
- 5 (4) in subsection (d)—

- 6 On page 79, line 14, strike “(4)” and insert “(5)”.

- 7 On page 80, line 12, strike “(5)” and insert “(6)”.

- 8 On page 80, strike lines 15 and 16 and insert the
- 9 following:

2

1 (B) in paragraph (3), by striking the pe-
2 riod at the end and inserting a semicolon; and

3 On page 80, strike line 22 and insert the following:
4 grades; and

5 “(5) whether the project will improve the
6 shared transportation corridor of a multistate cor-
7 ridor organization, if applicable.”.

8 On page 80, line 23, strike “(6)” and insert “(7)”.

9 On page 81, line 1, strike “(7)” and insert “(8)”.

10 On page 82, line 10, strike “(8)” and insert “(9)”.

11 On page 82, line 12, strike “(9)” and insert “(10)”.

12 On page 84, line 22, strike “(10)” and insert “(11)”.

13 On page 86, line 5, strike “(11)” and insert “(12)”.

14 On page 92, strike lines 7 and 8 and insert the fol-
15 lowing:

1 “(D) any recommendations for modifica-
2 tions to the pilot program.

3 “(r) MULTISTATE CORRIDOR ORGANIZATION DE-
4 FINED.—For the purposes of this section, a ‘multistate
5 corridor organization’ means an organization of a group
6 of states developed through cooperative agreements, coali-
7 tions, or other arrangements to promote regional coopera-
8 tion, planning, and shared project implementation for pro-
9 grams and projects to improve transportation system man-
10 agement and operations for a shared transportation cor-
11 ridor.”.

EDW21659 7JT

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To raise the cap on funds spent on compilation and analysis of data for reporting on railway-highway crossings.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENTS intended to be proposed by Ms. DUCKWORTH

Viz:

1 On page 57, strike line 1 and insert the following:

2 (d) EXPENDITURE OF FUNDS.—Section 130(k) of
3 title 23, United States Code, is amended by striking “2
4 percent” and inserting “8 percent”.

5 (e) GAO STUDY.—Not later than 3 years after the

6 On page 57, line 7, strike “(e)” and insert “(f)”.

EDW21636 VLO

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To apply certain Federal requirements to airport-related projects under the TIFIA program.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Ms. DUCKWORTH

Viz:

- 1 At the end of section 2001, add the following:
- 2 (k) FEDERAL REQUIREMENTS.—Section 602(c)(1) of
- 3 title 23, United States Code, is amended in the matter
- 4 preceding subparagraph (A) by striking “and the require-
- 5 ments of section 5333(a) of title 49 for rail projects,” and
- 6 inserting “the requirements of section 5333(a) of title 49
- 7 for rail projects, and the requirements of sections
- 8 47112(b) and 50101 of title 49 for airport-related
- 9 projects,”.

EDW21617 D8X

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To require recipients of Federal funds from the Department of Transportation to disclose information relating to programs, projects, or activities carried out using the Federal funds.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Ms. ERNST

Viz:

1 At the end of subtitle C of title I, add the following:

2 **SEC. 13 ____ . ANNUAL REPORT.**

3 (a) DEFINITION OF COVERED PROJECT.—In this sec-
4 tion, the term “covered project” means a project or activ-
5 ity carried out with funds provided by the Department,
6 including a project carried out under title 23 or 49, United
7 States Code—

8 (1) that is more than 5 years behind schedule;

9 or

1 (2) for which the total amount spent on the
2 project or activity is not less than \$1,000,000,000
3 more than the original cost estimate for the project
4 or activity.

5 (b) REQUIREMENT.—Not later than 1 year after the
6 date of enactment of this Act, and annually thereafter,
7 the Secretary shall submit to Congress a report on covered
8 projects of the Department, which shall include, for each
9 covered project—

10 (1) a brief description of the covered project,
11 including—

12 (A) the purpose of the covered project;

13 (B) each location in which the covered
14 project is carried out;

15 (C) the contract or award number of the
16 covered project, if applicable;

17 (D) the year in which the covered project
18 was initiated;

19 (E) the Federal share of the total cost of
20 the covered project; and

21 (F) each primary contractor, subcon-
22 tractor, grant recipient, and subgrantee recipi-
23 ent of the covered project;

24 (2) an explanation of any change to the original
25 scope of the covered project, including by the addi-

3

1 tion or narrowing of the initial requirements of the
2 covered project;

3 (3) the original expected date for completion of
4 the covered project;

5 (4) the current expected date for completion of
6 the covered project;

7 (5) the original cost estimate for the covered
8 project, as adjusted to reflect increases in the Con-
9 sumer Price Index for All Urban Consumers, as
10 published by the Bureau of Labor Statistics;

11 (6) the current cost estimate for the covered
12 project, as adjusted to reflect increases in the Con-
13 sumer Price Index for All Urban Consumers, as
14 published by the Bureau of Labor Statistics;

15 (7) an explanation for a delay in completion or
16 an increase in the original cost estimate for the cov-
17 ered project, including, where applicable, any impact
18 of insufficient or delayed appropriations; and

19 (8) the amount of and rationale for any award,
20 incentive fee, or other type of bonus, if any, awarded
21 for the covered project.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To modify the definition of the term "Appalachian region".

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. GRAHAM

Viz:

1 In section 1506, strike subsection (a) and insert the
2 following:

3 (a) DEFINITIONS.—Section 14102(a)(1) of title 40,
4 United States Code, is amended—

5 (1) in subparagraph (G)—

6 (A) by inserting "Catawba," after
7 "Caldwell,"; and

8 (B) by inserting "Cleveland," after
9 "Clay,";

2

1 (2) in subparagraph (J), by striking “and
2 Spartanburg” and inserting “Spartanburg, and
3 Union”; and

4 (3) in subparagraph (M), by inserting “, of
5 which the counties of Brooke, Hancock, Marshall,
6 and Ohio shall be considered to be located in the
7 North Central subregion” after “West Virginia”.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To set aside funding under the rural surface transportation grant program for States with higher than average rural roadway lane departure fatalities.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. INHOFE

Viz:

1 In section 173(k) of title 23, United States Code (as
2 added by section 1133(a)), strike paragraph (3) and insert
3 the following:

4 “(3) RURAL ROADWAY LANE DEPARTURES.—

5 The Secretary shall reserve 15 percent of the
6 amounts made available for the program for each
7 fiscal year to provide grants for eligible projects lo-
8 cated in States that have rural roadway fatalities as
9 a result of lane departures that are greater than the
10 average of rural roadway fatalities as a result of

2

1 lane departures in the United States, based on the
2 latest available data from the Secretary.

3 “(4) EXCESS FUNDING.—In any fiscal year in
4 which qualified applications for grants under this
5 subsection do not allow for the amounts reserved
6 under paragraphs (1), (2), or (3) to be fully utilized,
7 the Secretary shall use the unutilized amounts to
8 make other grants under the program.”.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To direct the Secretary of Transportation to establish a working group to conduct a study on access to certain resources for infrastructure projects.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. KELLY

Viz:

1 At the end of subtitle E of title I, add the following:

2 **SEC. 15____. WORKING GROUP ON COVERED RESOURCES.**

3 (a) DEFINITIONS.—In this section:

4 (1) COVERED RESOURCE.—The term “covered
5 resource” means a common variety material used in
6 transportation infrastructure construction and main-
7 tenance, including stone, sand, and gravel.

8 (2) STATE.—The term “State” means each of
9 the several States, the District of Columbia, and
10 each territory or possession of the United States.

1 (3) WORKING GROUP.—The term “Working
2 Group” means the Working Group established under
3 subsection (b).

4 (b) ESTABLISHMENT.—Not later than 120 days after
5 the date of enactment of this Act, the Secretary shall es-
6 tablish a working group to conduct a study on access to
7 covered resources for infrastructure projects.

8 (c) MEMBERSHIP.—

9 (1) APPOINTMENT.—The Secretary shall ap-
10 point to the Working Group individuals with knowl-
11 edge and expertise in the production and transpor-
12 tation of covered resources.

13 (2) REPRESENTATION.—The Working Group
14 shall include not less than 1 representative of each
15 of the following:

16 (A) State departments of transportation.

17 (B) State agencies associated with covered
18 resources protection.

19 (C) State planning and geologic survey and
20 mapping agencies.

21 (D) Commercial motor vehicle operators,
22 including small business operators and opera-
23 tors who transport covered resources.

24 (E) Covered resources producers.

25 (F) Construction contractors.

1 (G) Labor organizations.

2 (H) Metropolitan planning organizations
3 and regional planning organizations.

4 (I) Indian Tribes, including Tribal elected
5 leadership or Tribal transportation officials.

6 (J) Any other stakeholders that the Sec-
7 retary determines appropriate.

8 (3) TERMINATION.—The Working Group shall
9 terminate 180 days after the date on which the Sec-
10 retary receives the report under subsection (f)(1).

11 (d) DUTIES.—In carrying out the study required
12 under subsection (b), the Working Group shall analyze—

13 (1) the use of covered resources in transpor-
14 tation projects funded with Federal dollars;

15 (2) how the proximity of covered resources to
16 such projects affects the cost and environmental im-
17 pact of those projects;

18 (3) whether and how State, Tribal, and local
19 transportation and planning agencies consider cov-
20 ered resources when developing transportation
21 projects; and

22 (4) any challenges for transportation project
23 sponsors regarding access and proximity to covered
24 resources.

4

1 (e) CONSULTATION.—In carrying out the study re-
2 quired under subsection (b), the Working Group shall con-
3 sult with, as appropriate—

4 (1) chief executive officers of States;

5 (2) State, Tribal, and local transportation and
6 planning agencies;

7 (3) other relevant State, Tribal, and local agen-
8 cies, including State agencies associated with cov-
9 ered resources protection;

10 (4) members of the public with industry experi-
11 ence with respect to covered resources;

12 (5) other Federal entities that provide funding
13 for transportation projects; and

14 (6) any other stakeholder the Working Group
15 determines appropriate.

16 (f) REPORTS.—

17 (1) WORKING GROUP REPORT.—Not later than
18 2 years after the date on which the Working Group
19 is established, the Working Group shall submit to
20 the Secretary a report that includes—

21 (A) the findings of the study required
22 under subsection (b), including a summary of
23 comments received during the consultation
24 process under subsection (c); and

5

1 (B) any recommendations to preserve ac-
2 cess to and reduce the costs and environmental
3 impacts of covered resources for infrastructure
4 projects.

5 (2) DEPARTMENTAL REPORT.—Not later than
6 90 days after the date on which the Secretary re-
7 ceives the report under paragraph (1), the Secretary
8 shall submit to the Committee on Transportation
9 and Infrastructure of the House of Representatives
10 and the Committee on Environment and Public
11 Works of the Senate a summary of the findings
12 under the report and any recommendations, as ap-
13 propriate.

EDW21555 Y5P

S.L.C.


AMENDMENT NO. 2 Calendar No. _____

Purpose: To expand eligibility for the advanced transportation technologies deployment program.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

(no.) _____

(title) _____

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Ms. LUMMIS

Viz:

1 At the appropriate place, insert the following:

2 **SEC. _____. ADVANCED TRANSPORTATION TECH-**
3 **NOLOGIES DEPLOYMENT.**4 Section 503(c)(4) of title 23, United States Code, is
5 amended—

6 (1) in subparagraph (E)—

7 (A) in clause (viii), by striking “or” at the
8 end;9 (B) in clause (ix), by striking the period at
10 the end and inserting “; and”; and

11 (C) by adding at the end the following:

2

1 “(x) retrofitting dedicated short-range
 2 communications (DSRC) technology de-
 3 ployed as part of an existing pilot program
 4 to cellular vehicle-to-everything (C-V2X)
 5 technology.”; and

6 (2) by striking subparagraph (J) and inserting
 7 the following:

8 “(J) FEDERAL SHARE.—

9 “(i) IN GENERAL.—Except as pro-
 10 vided in clause (ii), the Federal share of
 11 the cost of a project for which a grant is
 12 awarded under this subsection shall not ex-
 13 ceed 50 percent.

14 “(ii) CERTAIN PROJECTS.—The Fed-
 15 eral share of the cost of a project for which
 16 a grant is awarded under this subsection
 17 for activities described in subparagraph
 18 (E)(x) shall not exceed 80 percent.”.

EDW21618 K25

S.L.C.



AMENDMENT NO. 3 Calendar No. _____

Purpose: To modify project eligibility for the carbon reduction program.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Ms. LUMMIS

Viz:

1 In section 175(c)(1) of title 23, United States Code
2 (as added by section 1403(a)), strike subparagraph (E)
3 and insert the following:

4 “(E) a project for the deployment of infra-
5 structure-based intelligent transportation sys-
6 tems capital improvements and the installation
7 of vehicle-to-infrastructure communications
8 equipment, including retrofitting dedicated
9 short-range communications (DSRC) tech-
10 nology deployed as part of an existing pilot pro-

EDW21618 K25

S.L.C.

2

1 gram to cellular vehicle-to-everything (C-V2X)

2 technology;”.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To direct the Secretary of Transportation to carry out an active transportation investment program to make grants to eligible applicants to build safe and connected options for bicycles and walkers within and between communities.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. MARKEY (for
himself and Mr. SULLIVAN)

Viz:

1 At the end of subtitle E of title I, add the following:

2 **SEC. 15____. ACTIVE TRANSPORTATION INFRASTRUCTURE**

3 **INVESTMENT PROGRAM.**

4 (a) IN GENERAL.—Subject to the availability of ap-
5 propriations, the Secretary shall carry out an active trans-
6 portation infrastructure investment program to make
7 grants, on a competitive basis, to eligible organizations to
8 construct eligible projects to provide safe and connected

2

1 active transportation facilities in an active transportation
2 network or active transportation spine.

3 (b) APPLICATION.—

4 (1) IN GENERAL.—To be eligible to receive a
5 grant under this section, an eligible organization
6 shall submit to the Secretary an application in such
7 manner and containing such information as the Sec-
8 retary may require.

9 (2) ELIGIBLE PROJECTS PARTIALLY ON FED-
10 ERAL LAND.—With respect to an application for an
11 eligible project that is located in part on Federal
12 land, an eligible organization shall enter into a coop-
13 erative agreement with the appropriate Federal
14 agency with jurisdiction over such land to submit an
15 application described in paragraph (1).

16 (c) APPLICATION CONSIDERATIONS.—In making a
17 grant for construction of an active transportation network
18 or active transportation spine under this section, the Sec-
19 retary shall consider the following:

20 (1) Whether the eligible organization submitted
21 a plan for an eligible project for the development of
22 walking and bicycling infrastructure that is likely to
23 provide substantial additional opportunities for walk-
24 ing and bicycling, including effective plans—

3

1 (Δ) to create an active transportation net-
2 work connecting destinations within or between
3 communities, including schools, workplaces,
4 residences, businesses, recreation areas, and
5 other community areas, or create an active
6 transportation spine connecting two or more
7 communities, metropolitan regions, or States;
8 and

9 (B) to integrate active transportation fa-
10 cilities with transit services, where available, to
11 improve access to public transportation.

12 (2) Whether the eligible organization dem-
13 onstrates broad community support through—

14 (A) the use of public input in the develop-
15 ment of transportation plans; and

16 (B) the commitment of community leaders
17 to the success and timely implementation of an
18 eligible project.

19 (3) Whether the eligible organization provides
20 evidence of commitment to traffic safety, regula-
21 tions, financial incentives, or community design poli-
22 cies that facilitate significant increases in walking
23 and bicycling.

24 (4) The extent to which the eligible organiza-
25 tion demonstrates commitment of State, local, or eli-

1 gible Federal matching funds, and land or in-kind
2 contributions, in addition to the local match required
3 under subsection (f)(1), unless the applicant quali-
4 fies for an exception under subsection (f)(2).

5 (5) The extent to which the eligible organiza-
6 tion demonstrates that the grant will address exist-
7 ing disparities in bicyclist and pedestrian fatality
8 rates based on race or income level or provide access
9 to jobs and services for low-income communities and
10 communities of color.

11 (6) Whether the eligible organization dem-
12 onstrates how investment in active transportation
13 will advance safety for pedestrians and cyclists, ac-
14 cessibility to jobs and key destinations, economic
15 competitiveness, environmental protection, and qual-
16 ity of life.

17 (d) USE OF FUNDS.—

18 (1) IN GENERAL.—Of the amounts made avail-
19 able to carry out this section and subject to para-
20 graphs (2) and (3), the Secretary shall obligate—

21 (A) not less than 30 percent to eligible
22 projects that construct active transportation
23 networks that connect people with public trans-
24 portation, businesses, workplaces, schools, resi-

5

1 dences, recreation areas, and other community
2 activity centers; and

3 (B) not less than 30 percent to eligible
4 projects that construct active transportation
5 spines.

6 (2) PLANNING AND DESIGN GRANTS.—Each fis-
7 cal year, the Secretary shall set aside not less than
8 \$3,000,000 of the funds made available to carry out
9 this section to provide planning grants for eligible
10 organizations to develop plans for active transpor-
11 tation networks and active transportation spines.

12 (3) ADMINISTRATIVE COSTS.—Each fiscal year,
13 the Secretary shall set aside not more than
14 \$2,000,000 of the funds made available to carry out
15 this section to cover the costs of administration, re-
16 search, technical assistance, communications, and
17 training activities under the program.

18 (4) LIMITATION ON STATUTORY CONSTRUC-
19 TION.—Nothing in this subsection prohibits an eligi-
20 ble organization from receiving research or other
21 funds under title 23 or 49, United States Code.

22 (c) GRANT TIMING.—

23 (1) REQUEST FOR APPLICATION.—Not later
24 than 30 days after funds are made available to carry
25 out this section for a fiscal year, the Secretary shall

1 publish in the Federal Register a request for appli-
2 cations for grants under this section for that fiscal
3 year.

4 (2) SELECTION OF GRANT RECIPIENTS.—Not
5 later than 150 days after funds are made available
6 to carry out this section for a fiscal year, the Sec-
7 retary shall select grant recipients of grants under
8 this section for that fiscal year.

9 (f) FEDERAL SHARE.—

10 (1) IN GENERAL.—Except as provided in para-
11 graph (2), the Federal share of the cost of an eligi-
12 ble project carried out using a grant under this sec-
13 tion shall not exceed 80 percent of the total project
14 cost.

15 (2) EXCEPTION FOR DISADVANTAGED COMMU-
16 NITIES.—For eligible projects serving communities
17 with a poverty rate of over 40 percent based on the
18 majority of census tracts served by the eligible
19 project, the Secretary may increase the Federal
20 share of the cost of the eligible project up to 100
21 percent of the total project cost.

22 (g) ASSISTANCE TO INDIAN TRIBES.—In carrying
23 out this section, the Secretary may enter into grant agree-
24 ments, self-determination contracts, and self-governance
25 compacts under the Indian Self-Determination and Edu-

1 cation Assistance Act (25 U.S.C. 5301 et seq.) with Indian
2 tribes that are eligible organizations, and such agree-
3 ments, contracts, and compacts shall be administered in
4 accordance with that Act.

5 (h) REPORTS.—

6 (1) INTERIM REPORT.—Not later than Sep-
7 tember 30, 2024, the Secretary shall submit to Con-
8 gress a report containing the information described
9 in paragraph (3).

10 (2) FINAL REPORT.—Not later than September
11 30, 2026, the Secretary shall submit to Congress a
12 report containing the information described in para-
13 graph (3).

14 (3) REPORT INFORMATION.—A report sub-
15 mitted under this subsection shall contain the fol-
16 lowing, with respect to the period covered by the ap-
17 plicable report:

18 (A) A list of grants made under this sec-
19 tion.

20 (B) Best practices of eligible organizations
21 that receive grants under this section in imple-
22 menting eligible projects.

23 (C) Impediments experienced by eligible
24 organizations that receive grants under this sec-

1 tion in developing and shifting to active trans-
2 portation.

3 (i) RULE REQUIRED.—Not later than 1 year after
4 the date of enactment of this Act, the Secretary shall issue
5 a final rule that encourages the use of the programmatic
6 categorical exclusion, expedited procurement techniques,
7 and other best practices to facilitate productive and timely
8 expenditures for eligible projects that are small, low-im-
9 pact, and constructed within an existing built environ-
10 ment.

11 (j) AUTHORIZATION OF APPROPRIATIONS.—

12 (1) IN GENERAL.—There is authorized to be
13 appropriated to the Secretary to carry out this sec-
14 tion \$200,000,000 for each of fiscal years 2022
15 through 2026.

16 (2) AVAILABILITY.—The amounts made avail-
17 able to carry out this section shall remain available
18 until expended.

19 (k) DEFINITIONS.—In this section:

20 (1) ACTIVE TRANSPORTATION.—The term “ac-
21 tive transportation” means mobility options powered
22 primarily by human energy, including bicycling and
23 walking.

24 (2) ACTIVE TRANSPORTATION NETWORK.—The
25 term “active transportation network” means facili-

1 ties built for active transportation, including side-
2 walks, bikeways, and pedestrian and bicycle trails,
3 that connect between destinations within a commu-
4 nity or metropolitan region.

5 (3) ACTIVE TRANSPORTATION SPINE.—The
6 term “active transportation spine” means facilities
7 built for active transportation, including sidewalks,
8 bikeways, and pedestrian and bicycle trails that con-
9 nect between communities, metropolitan regions, or
10 States.

11 (4) COMMUNITY.—The term “community”
12 means a geographic area that is socioeconomically
13 interdependent and may include rural, suburban,
14 and urban jurisdictions.

15 (5) ELIGIBLE ORGANIZATION.—The term “eligi-
16 ble organization” means—

17 (A) a local or regional governmental orga-
18 nization, including a metropolitan planning or-
19 ganization or regional planning organization or
20 council;

21 (B) a multicounty special district;

22 (C) a State;

23 (D) a multistate group of governments; or

24 (E) an Indian tribe.

10

1 (6) ELIGIBLE PROJECT.—The term “eligible
2 project” means an active transportation project or
3 group of projects—

4 (A) within or between a community or
5 group of communities, at least one of which
6 falls within the jurisdiction of an eligible orga-
7 nization, which has submitted an application
8 under this section; and

9 (B) that has—

10 (i) a total cost of not less than
11 \$15,000,000; or

12 (ii) with respect to planning and de-
13 sign grants, planning and design costs of
14 not less than \$100,000.

15 (7) INDIAN TRIBE.—The term “Indian tribe”
16 has the meaning given the term in section 4 of the
17 Indian Self-Determination and Education Assistance
18 Act (25 U.S.C. 5304).

19 (8) TOTAL PROJECT COST.—The term “total
20 project cost” means the sum total of all costs in-
21 curred in the development of an eligible project that
22 are approved by the Secretary as reasonable and
23 necessary, including—

24 (A) the cost of acquiring real property;

11

1 (B) the cost of site preparation, demoli-
2 tion, and development;

3 (C) expenses related to the issuance of
4 bonds or notes;

5 (D) fees in connection with the planning,
6 execution, and financing of the eligible project;

7 (E) the cost of studies, surveys, plans, per-
8 mits, insurance, interest, financing, tax, and as-
9 sessments;

10 (F) the cost of construction, rehabilitation,
11 reconstruction, and equipping the eligible
12 project;

13 (G) the cost of land improvements;

14 (H) contractor fees;

15 (I) the cost of training and education re-
16 lated to the safety of users of any bicycle or pe-
17 destrian network or spine constructed as part of
18 an eligible project; and

19 (J) any other cost that the Secretary de-
20 termines is necessary and reasonable.

EDW21655 S8W

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To require the Secretary of Transportation to establish a program to provide grants to carry out activities to benefit pollinators on roadsides and highway rights-of-way, including the planting and seeding of native, locally-appropriate grasses and wildflowers, including milkweed.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. MERKLEY

Viz:

1 At the end of subtitle E of title I, add the following:

2 **SEC. 15____. POLLINATOR-FRIENDLY PRACTICES ON ROAD-**

3 **SIDES AND HIGHWAY RIGHTS-OF-WAY.**

4 (a) IN GENERAL.—Chapter 3 of title 23, United
5 States Code (as amended by section 1309(a)), is amended
6 by adding at the end the following:

1 **“§ 332. Pollinator-friendly practices on roadsides and**
2 **highway rights-of-way**

3 “(a) IN GENERAL.—The Secretary shall establish a
4 program to provide grants to eligible entities to carry out
5 activities to benefit pollinators on roadsides and highway
6 rights-of-way, including the planting and seeding of na-
7 tive, locally-appropriate grasses and wildflowers, including
8 milkweed.

9 “(b) ELIGIBLE ENTITIES.—An entity eligible to re-
10 ceive a grant under this section is—

11 “(1) a State department of transportation;

12 “(2) an Indian tribe; or

13 “(3) a Federal land management agency.

14 “(c) APPLICATION.—To be eligible to receive a grant
15 under this section, an eligible entity shall submit to the
16 Secretary an application at such time, in such manner,
17 and containing such information as the Secretary may re-
18 quire, including a pollinator-friendly practices plan de-
19 scribed in subsection (d).

20 “(d) POLLINATOR-FRIENDLY PRACTICES PLAN.—

21 “(1) IN GENERAL.—An eligible entity shall in-
22 clude in the application under subsection (c) a plan
23 that describes the pollinator-friendly practices that
24 the eligible entity has implemented or plans to im-
25 plement, including—

3

1 “(A) practices relating to mowing strate-
2 gies that promote early successional vegetation
3 and limit disturbance during periods of highest
4 use by target pollinator species on roadsides
5 and highway rights-of-way, such as—
6 “(i) reducing the mowing swath out-
7 side of the State-designated safety zone;
8 “(ii) increasing the mowing height;
9 “(iii) reducing the mowing frequency;
10 “(iv) refraining from mowing monarch
11 and other pollinator habitat during periods
12 in which monarchs or other pollinators are
13 present;
14 “(v) use of a flushing bar and cutting
15 at reduced speeds to reduce pollinator
16 deaths due to mowing; or
17 “(vi) reducing raking along roadsides
18 and highway rights-of-way;
19 “(B) implementation of an integrated vege-
20 tation management plan that includes ap-
21 proaches such as mechanical tree and brush re-
22 moval, targeted and judicious use of herbicides,
23 and mowing, to address weed issues on road-
24 sides and highway rights-of-way;

4

1 “(C) planting or seeding of native, locally-
2 appropriate grasses and wildflowers, including
3 milkweed, on roadsides and highway rights-of-
4 way to enhance pollinator habitat, including lar-
5 val host plants;

6 “(D) removing nonnative grasses from
7 planting and seeding mixes, except for use as
8 nurse or cover crops;

9 “(E) obtaining expert training or assist-
10 ance on pollinator-friendly practices, includ-
11 ing—

12 “(i) native plant identification;

13 “(ii) establishment and management
14 of locally-appropriate native plants that
15 benefit pollinators;

16 “(iii) land management practices that
17 benefit pollinators; and

18 “(iv) pollinator-focused integrated
19 vegetation management; or

20 “(F) any other pollinator-friendly practices
21 the Secretary determines to be appropriate.

22 “(2) COORDINATION.—In developing a plan
23 under paragraph (1), an eligible entity that is a
24 State department of transportation or a Federal
25 land management agency shall coordinate with appli-

1 cable State agencies, including State agencies with
2 jurisdiction over agriculture and fish and wildlife.

3 “(3) CONSULTATION.—In developing a plan
4 under paragraph (1)—

5 “(A) an eligible entity that is a State de-
6 partment of transportation or a Federal land
7 management agency shall consult with affected
8 or interested Indian tribes; and

9 “(B) any eligible entity may consult with
10 nonprofit organizations, institutions of higher
11 education, metropolitan planning organizations,
12 and any other relevant entities.

13 “(c) AWARD OF GRANTS.—

14 “(1) IN GENERAL.—The Secretary shall provide
15 a grant to each eligible entity that submits an appli-
16 cation under subsection (c), including a plan under
17 subsection (d), that the Secretary determines to be
18 satisfactory.

19 “(2) AMOUNT OF GRANTS.—The amount of a
20 grant under this section—

21 “(A) shall be based on the number of polli-
22 nator-friendly practices the eligible entity has
23 implemented or plans to implement; and

24 “(B) shall not exceed \$150,000.

1 “(f) USE OF FUNDS.—An eligible entity that receives
2 a grant under this section shall use the funds for the im-
3 plementation, improvement, or further development of the
4 plan under subsection (d).

5 “(g) FEDERAL SHARE.—The Federal share of the
6 cost of an activity carried out with a grant under this sec-
7 tion shall be 100 percent.

8 “(h) BEST PRACTICES.—The Secretary shall develop
9 and make available to eligible entities best practices for,
10 and a priority ranking of, pollinator-friendly practices on
11 roadsides and highway rights-of-way.

12 “(i) TECHNICAL ASSISTANCE.—On request of an eli-
13 gible entity that receives a grant under this section, the
14 Secretary shall provide technical assistance with the imple-
15 mentation, improvement, or further development of a plan
16 under subsection (d).

17 “(j) ADMINISTRATIVE COSTS.—For each fiscal year,
18 the Secretary may use not more than 2 percent of the
19 amounts made available to carry out this section for the
20 administrative costs of carrying out this section.

21 “(k) REPORT.—Not later than 1 year after the date
22 on which the first grant is provided under this section,
23 the Secretary shall submit to the Committee on Environ-
24 ment and Public Works of the Senate and the Committee
25 on Transportation and Infrastructure of the House of

1 Representatives a report on the implementation of the pro-
2 gram under this section.

3 “(1) AUTHORIZATION OF APPROPRIATIONS.—

4 “(1) IN GENERAL.—There is authorized to be
5 appropriated to carry out this section \$2,000,000 for
6 each of fiscal years 2022 through 2028.

7 “(2) AVAILABILITY.—Amounts made available
8 under this section shall remain available for a period
9 of 3 years after the last day of the fiscal year for
10 which the funds are authorized.”.

11 (b) CLERICAL AMENDMENT.—The analysis for chap-
12 ter 3 of title 23, United States Code (as amended by sec-
13 tion 1309(b)), is amended by adding at the end the fol-
14 lowing:

“332. Pollinator-friendly practices on roadsides and highway rights-of-way.”.

EDW21579 N34

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To permit blood transport vehicles to use HOV facilities.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. PADILLA

Viz:

1 At the end of subtitle E of title I, add the following:

2 **SEC. 15 ____ . BLOOD TRANSPORT VEHICLES.**

3 Section 166(b) of title 23, United States Code, is
4 amended by adding at the end the following:

5 “(6) BLOOD TRANSPORT VEHICLES.—The pub-
6 lic authority may allow blood transport vehicles that
7 are transporting blood between a collection point
8 and a hospital or storage center to use the HOV fa-
9 cility if the public authority establishes requirements
10 for clearly identifying such vehicles.”.

KEN21460 HH6

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To improve the PROTECT program.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.**S.** _____

To amend title 23, United States Code, to authorize funds
for Federal-aid highways and highway safety construction
programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENTS intended to be proposed by Mr. PADILLA

Viz:

1 In section 176(d)(4)(A)(ii)(I) of title 23, United
2 States Code (as added by section 1406(a) (relating to the
3 PROTECT program)), insert “wildfires,” after “flood-
4 ing,”.

5 In section 176(d)(4)(A)(ii)(II) of title 23, United
6 States Code (as added by section 1406(a) (relating to the
7 PROTECT program)), strike items (nn) and (oo) and in-
8 sert the following:

9 “(nn) adding scour, stream
10 stability, coastal, and other hy-

2

1 draulic countermeasures, includ-
2 ing spur dikes;
3 “(oo) vegetation manage-
4 ment practices in transportation
5 rights-of-way to improve roadway
6 safety, prevent against invasive
7 species, facilitate wildfire control,
8 and provide erosion control; and
9 “(pp) any other protective
10 features, including natural infra-
11 structure, as determined by the
12 Secretary.

13 In section 176(d)(4)(A)(iii)(I)(bb) of title 23, United
14 States Code (as added by section 1406(a) (relating to the
15 PROTECT program)), insert “, wildfires,” after “sea level
16 rise”.

EDW21656 1CY

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To authorize appropriations for the Denali access system program.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. SULLIVAN

Viz:

1 On page 402, strike lines 20 through 23 and insert
2 the following:

3 **SEC. 1507. DENALI COMMISSION.**

4 (a) DENALI ACCESS SYSTEM PROGRAM.—Notwith-
5 standing subsection (j) of section 309 of the Denali Com-
6 mission Act of 1998 (42 U.S.C. 3121 note; Public Law
7 105–277), there is authorized to be appropriated
8 \$20,000,000 for each of fiscal years 2022 through 2026
9 to carry out that section.

10 (b) TRANSFERS OF FUNDS.—Section 311(c) of the
11 Denali Commission Act of 1998 is amended—

EDW21588 7RD

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To modify a provision relating to rural barge land-
ing, dock, and waterfront infrastructure projects.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds
for Federal-aid highways and highway safety construc-
tion programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. SULLIVAN

Viz:

- 1 Beginning on page 65, strike line 25 and all that fol-
- 2 lows through page 66, line 3 and insert the following:
- 3 Settlement Act (43 U.S.C. 1602)) that is off the
- 4 road system.

RYA21511 CLS

S.L.C.

AMENDMENT NO. _____ Calendar No. _____

Purpose: To ensure that large projects under the bridge investment program can receive grants in the first year of the program.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENTS intended to be proposed by Mr. WHITEHOUSE

Viz:

1 In section 124(c)(1) of title 23, United States Code
2 (as added by section 1118(a)), insert “, except as provided
3 in subsection (g)(1)(B)” before the semicolon.

4 In section 124(g) of title 23, United States Code (as
5 added by section 1118(a)), strike paragraph (1) and insert
6 the following:

7 “(1) IN GENERAL.—

8 “(A) APPLICATIONS.—The Secretary shall
9 establish an annual date by which an eligible
10 entity submitting an application for a large

2

1 project shall submit to the Secretary such infor-
2 mation as the Secretary may require, including
3 information described in paragraph (2), in
4 order for a large project to be considered for a
5 recommendation by the Secretary for funding in
6 the next annual report under paragraph (6).

7 “(B) FIRST FISCAL YEAR.—Notwith-
8 standing subparagraph (A), for the first fiscal
9 year for which funds are made available for ob-
10 ligation for grants under the program, the Sec-
11 retary may establish a date by which an eligible
12 entity submitting an application for a large
13 project shall submit to the Secretary such infor-
14 mation as the Secretary may require, including
15 information described in paragraph (2), in
16 order for a large project to be considered for
17 immediate execution of a grant agreement.

18 In section 124(g)(4) of title 23, United States Code
19 (as added by section 1118(a)), strike the matter preceding
20 subparagraph (A) and insert the following:

21 “(4) EVALUATION.—The Secretary may rec-
22 ommend a large project for funding in the annual
23 report under paragraph (6), or, in the case of the
24 first fiscal year for which funds are made available

1 for obligation for grants under the program, imme-
2 diately execute a grant agreement for a large
3 project, only if the Secretary evaluates the proposed
4 project and determines that the project is justified
5 because the project—

6 In section 124(g)(5) of title 23, United States Code
7 (as added by section 1118(a)), add at the end the fol-
8 lowing:

9 “(C) INTERIM METHODOLOGY.—In the
10 first fiscal year for which funds are made avail-
11 able for obligation for grants under the pro-
12 gram, the Secretary may establish an interim
13 methodology to evaluate and rate a large
14 project for each of—

15 “(i) paragraph (4)(B);
16 “(ii) paragraph (4)(C); and
17 “(iii) paragraph (4)(D).

18 In section 124(g)(6)(C) of title 23, United States
19 Code (as added by section 1118(a)), strike the matter pre-
20 ceding clause (i) and insert the following:

21 “(C) CONSIDERATIONS.—In selecting
22 projects to recommend for funding in the an-
23 nual report under this paragraph, or, in the

1 case of the first fiscal year for which funds are
2 made available for obligation for grants under
3 the program, projects for immediate execution
4 of a grant agreement, the Secretary shall—

Wicker 1

MAZ21562 XH2

S.L.C.



AMENDMENT NO. _____ Calendar No. _____

Purpose: To designate an additional high priority corridor.

IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. WICKER

Viz:

1 In section 1514, add the following at the end:

2 (e) ADDITIONAL HIGH PRIORITY CORRIDOR.—Sec-
3 tion 1105(c) of the Intermodal Surface Transportation Ef-
4 ficiency Act of 1991 (Public Law 102-240; 105 Stat.
5 2032; 133 Stat. 3018) (as amended by subsection (a)) is
6 amended by adding at the end the following:

7 “(98) The route that generally follows State
8 Route 7 from Grenada, Mississippi, to Holly
9 Springs, Mississippi, passing in the vicinity of
10 Coffeeville, Water Valley, Oxford, and Abbeville,
11 Mississippi, to its logical connection with Interstate

MAZ21562 XH2

S.L.C.

2

- 1 Route 22 in the vicinity of Holly Springs, Mis-
- 2 sissippi.”.

NOMINATION REFERENCE AND REPORT

PN444

AS IN EXECUTIVE SESSION,
SENATE OF THE UNITED STATES,
April 27, 2021.

Ordered, That the following nomination be referred to the Committee on Environment and Public Works:

Radhika Fox, of California, to be an Assistant Administrator of the Environmental Protection Agency, vice David Ross.

5/26, 2021.
(Date)

Reported by Mr. Carper

Jon Carper
(Signature)

with the recommendation that the nomination be confirmed.

☒ The nominee has agreed to respond to requests to appear and testify before any duly constituted committee of the Senate.

NOMINATION REFERENCE AND REPORT

PN407

AS IN EXECUTIVE SESSION,
SENATE OF THE UNITED STATES,
April 22, 2021.

Ordered, That the following nomination be referred to the Committee on Environment and Public Works:

Michal Ilana Freedhoff, of Maryland, to be Assistant Administrator for Toxic Substances of the Environmental Protection Agency, vice Alexandra Dapolito Dunn.

5/26, 2021.
(Date)

Reported by Mr. Carper

Tom Carper
(Signature)

with the recommendation that the nomination be confirmed.

☒ The nominee has agreed to respond to requests to appear and testify before any duly constituted committee of the Senate.

NOMINATION REFERENCE AND REPORT

PN374

AS IN EXECUTIVE SESSION,
SENATE OF THE UNITED STATES,
April 19, 2021.

Ordered, That the following nomination be referred jointly to the Committees on Energy and Natural Resources; Environment and Public Works by unanimous consent:

Shannon Aneal Estenoz, of Florida, to be Assistant Secretary for Fish and Wildlife, vice Robert Wallace.

5/26, 2021.
(Date)

Reported by Mr. Carper

Tom Carper
(Signature)

with the recommendation that the nomination be confirmed.

☒ The nominee has agreed to respond to requests to appear and testify before any duly constituted committee of the Senate.

THOMAS R. CARPER, DELAWARE, CHAIRMAN
SHELLEY MOORE CAPITO, WEST VIRGINIA, RANKING MEMBER

BENJAMIN L. CARDIN, MARYLAND
BERNARD SANDERS, VERMONT
SHELDON WHITEHOUSE, RHODE ISLAND
JEFF MERKLEY, OREGON
EDWARD J. MARKEY, MASSACHUSETTS
TAMMY DUCKWORTH, ILLINOIS
DEBBIE STABENOW, MICHIGAN
MARK KELLY, ARIZONA
ALEX PADILLA, CALIFORNIA

JAMES M. RHODES, OKLAHOMA
KEVIN Cramer, NORTH DAKOTA
CYNTHIA M. LUMMIS, WYOMING
RICHARD SHELBY, ALABAMA
JOHN BOOZMAN, ARKANSAS
ROGER WICKER, MISSISSIPPI
DAN SULLIVAN, ALASKA
JON ERNST, IOWA
LINDSEY GRAHAM, SOUTH CAROLINA

MARY FRANCES REPKO, DEMOCRATIC STAFF DIRECTOR
ADAM TOMLINSON, REPUBLICAN STAFF DIRECTOR

United States Senate
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE

DEPARTMENT OF INTERIOR

NATIONAL PARK SERVICE

DENVER METROPOLITAN AREA, CO

PCO-01-DM21

**RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF
THE UNITED STATES SENATE**

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 179,000 rentable square feet, including 13 official parking spaces, for the National Park Service, currently housed at 12795 Alameda Parkway in Lakewood, CO and 7333 W. Jefferson Avenue in Lakewood, CO, at a proposed annual cost of \$7,634,350 for a lease term of up to 20 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of the General Services Administration shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area if the procurement should not be identical to the delineated area included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if the lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of this lease, the lease shall be void, except for the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance the Administrator shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.



Chairman



Ranking Member

THOMAS R. CARPER, DELAWARE, CHAIRMAN
 SHELLEY MOORE CAPITO, WEST VIRGINIA, RANKING MEMBER

BENJAMIN L. CARDIN, MARYLAND	JAMES M. INHOFE, OKLAHOMA
BERNARD SANDERS, VERMONT	KEVIN CRAMER, NORTH DAKOTA
SHELDON WHITEHOUSE, RHODE ISLAND	CYNTHIA M. LUMMIS, WYOMING
JEFF MERKLEY, OREGON	RICHARD SHELBY, ALABAMA
EDWARD J. MARKEY, MASSACHUSETTS	JOHN BOOZMAN, ARKANSAS
TAMMY DUCKWORTH, ILLINOIS	ROGER WICKER, MISSISSIPPI
DEBBIE STABENOW, MICHIGAN	DAN SULLIVAN, ALASKA
MARK KELLY, ARIZONA	JONI ERNST, IOWA
ALEX PADILLA, CALIFORNIA	LINDSEY GRAHAM, SOUTH CAROLINA

MARY FRANCES REPKO, DEMOCRATIC STAFF DIRECTOR
 ADAM TOMLINSON, REPUBLICAN STAFF DIRECTOR

United States Senate
 COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
 WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE DEPARTMENT OF JUSTICE DRUG ENFORCEMENT AGENCY NORTHERN VIRGINIA PVA-02-WA21

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 175,000 rentable square feet, including 240 official parking spaces, for the Drug Enforcement Agency, currently housed at 14560 Avion Parkway in Chantilly, VA and 2675 Prosperity Avenue in Merrifield, VA, at a proposed annual cost of \$6,825,000 for a lease term of up to 20 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of the General Services Administration shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area if the procurement should not be identical to the delineated area included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if the lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of this lease, the lease shall be void, except for the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance the Administrator shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.


Chairman


Ranking Member

THOMAS R. CARPER, DELAWARE, CHAIRMAN
SHELLEY MOORE CAPITO, WEST VIRGINIA, RANKING MEMBER

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MARY FRANCES REPKO, DEMOCRATIC STAFF DIRECTOR
ADAM TOMLINSON, REPUBLICAN STAFF DIRECTOR

United States Senate
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-8175

COMMITTEE RESOLUTION

LEASE DEPARTMENT OF VETERANS AFFAIRS VETERANS BENEFIT ADMINISTRATION PHOENIX, AZ PAZ-01-PH21

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 172,000 rentable square feet, including 251 official parking spaces, for the Veterans Benefit Administration, currently housed at 3838 N. Central Avenue and at 3333 N. Central Avenue in Phoenix, AZ, at a proposed annual cost of \$7,396,000 for a lease term of up to 20 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of the General Services Administration shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area if the procurement should not be identical to the delineated are included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if the lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of this lease, the lease shall be void, except for the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance the Administrator shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.


Chairman


Ranking Member

THOMAS R. CARPER, DELAWARE, CHAIRMAN
 SHELLEY MOORE CAPITO, WEST VIRGINIA, RANKING MEMBER

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MARY FRANCES REPKO, DEMOCRATIC STAFF DIRECTOR
 ADAM TOMLINSON, REPUBLICAN STAFF DIRECTOR

United States Senate
 COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
 WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE ENVIRONMENTAL PROTECTION AGENCY NORTHERN VIRGINIA PVA-03-WA21

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 326,057 rentable square feet, including 6 official parking spaces, for the Environmental Protection Agency, currently housed at 2777 Crystal Drive in Arlington, VA, at a proposed annual cost of \$12,716,223 for a lease term of up to one (1) year, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of the General Services Administration shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area if the procurement should not be identical to the delineated are included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual

took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if the lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of this lease, the lease shall be void, except for the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance the Administrator shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.


Chairman


Ranking Member

Adopted: May 26, 2021

THOMAS R. CARPER, DELAWARE, CHAIRMAN
SHELLEY MOORE CAPITO, WEST VIRGINIA, RANKING MEMBER

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JEFF MERKLEY, OREGON	RICHARD SHELBY, ALABAMA
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TAMMY DUCKWORTH, ILLINOIS	ROGER WICKER, MISSISSIPPI
DEBBIE STABEROW, MICHIGAN	DAN SULLIVAN, ALASKA
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MARY FRANCES REPKO, DEMOCRATIC STAFF DIRECTOR
ADAM TOMLINSON, REPUBLICAN STAFF DIRECTOR

United States Senate
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE DEPARTMENT OF COMMERCE CENSUS BUREAU JEFFERSONVILLE, IN PIN-01-JE21

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 538,000 rentable square feet, including 1,500 official parking spaces, for the Census Bureau, currently housed at 1201 E. 10th Street in Jeffersonville, IN, at a proposed annual cost of \$7,962,400 for a lease term of up to 20 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of the General Services Administration shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area if the procurement should not be identical to the delineated are included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if the lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of this lease, the lease shall be void, except for the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance the Administrator shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.


Chairman


Ranking Member

Adopted: May 26, 2021

THOMAS R. CARPER, DELAWARE, CHAIRMAN
 SHELLEY MOORE CAPITO, WEST VIRGINIA, RANKING MEMBER

BENJAMIN L. CARDIN, MARYLAND
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MARY FRANCES REPKO, DEMOCRATIC STAFF DIRECTOR
 ADAM TOMLINSON, REPUBLICAN STAFF DIRECTOR

United States Senate
 COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
 WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE SECURITIES AND EXCHANGE COMMISSION SAN FRANCISCO, CA PCA-01-SF21

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 44,000 rentable square feet for the Securities and Exchange Commission, currently housed at 44 Montgomery Street in San Francisco, CA, at a proposed annual cost of \$3,845,600 for a lease term of up to 20 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of the General Services Administration shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area if the procurement should not be identical to the delineated area included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual

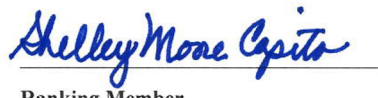
took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if the lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of this lease, the lease shall be void, except for the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance the Administrator shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.



Chairman



Ranking Member

Adopted: May 26, 2021

THOMAS R. CARPER, DELAWARE, CHAIRMAN
SHELLEY MOORE CAPITO, WEST VIRGINIA, RANKING MEMBER

BENJAMIN L. CARDIN, MARYLAND	JAMES M. INHOFE, OKLAHOMA
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MARY FRANCES REPKO, DEMOCRATIC STAFF DIRECTOR
ADAM TOMLINSON, REPUBLICAN STAFF DIRECTOR

United States Senate
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION
LEASE
SOCIAL SECURITY ADMINISTRATION
NATIONAL CAPITAL REGION
PVA-01-WA21

**RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF
THE UNITED STATES SENATE**

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 225,000 rentable square feet, including 24 official parking spaces, for the Social Security Administration, currently housed at 5107 Leesburg Pike, Falls Church, VA; 2121 Crystal City Drive, Arlington, VA; and 250 E. Street SW, Washington, DC, at a proposed annual cost of \$11,250,000 for a lease term of up to 20 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of the General Services Administration shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area if the procurement should not be identical to the delineated area included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if the lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of this lease, the lease shall be void, except for the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance the Administrator shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.


Chairman


Ranking Member

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ADAM TOMLINSON, REPUBLICAN STAFF DIRECTOR

United States Senate
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE U.S. ATTORNEY'S OFFICE SOUTHERN DISTRICT OF NEW YORK NEW YORK, NY PNY-02-NY21

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 72,258 rentable square feet for the U.S. Attorney's Office, Southern District of New York, currently housed at 86 Chambers Street in New York, NY, at a proposed annual cost of \$5,034,215 for a lease term of up to 5 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of the General Services Administration shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area if the procurement should not be identical to the delineated are included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if the lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of this lease, the lease shall be void, except for the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance the Administrator shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.



Chairman



Ranking Member

Adopted: May 26, 2021

THOMAS R. CARPER, DELAWARE, CHAIRMAN
 SHELLEY MOORE CAPITO, WEST VIRGINIA, RANKING MEMBER

BENJAMIN L. CARDIN, MARYLAND
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MARY FRANCES REPKO, DEMOCRATIC STAFF DIRECTOR
 ADAM TOMLINSON, REPUBLICAN STAFF DIRECTOR

United States Senate
 COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
 WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE

DEPARTMENT OF JUSTICE

ANTITRUST AND CIVIL DIVISIONS

WASHINGTON, DC

PDC-05-WA21

**RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF
 THE UNITED STATES SENATE**

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 331,000 rentable square feet, including 20 official parking spaces, for the Department of Justice, currently housed at 450 Fifth Street, NW, in Washington, DC, at a proposed annual cost of \$16,550,000 for a lease term of up to 20 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of the General Services Administration shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area if the procurement should not be identical to the delineated are included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if the lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of this lease, the lease shall be void, except for the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance the Administrator shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.



Chairman



Ranking Member

Adopted: May 26, 2021

THOMAS R. CARPER, DELAWARE, CHAIRMAN
 SHELLEY MOORE CAPITO, WEST VIRGINIA, RANKING MEMBER

BENJAMIN L. CARDIN, MARYLAND
 BERNARD SANDERS, VERMONT
 SHELDON WHITEHOUSE, RHODE ISLAND
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MARY FRANCES REPKO, DEMOCRATIC STAFF DIRECTOR
 ADAM TOMLINSON, REPUBLICAN STAFF DIRECTOR

United States Senate
 COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
 WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE INTERNAL REVENUE SERVICE COVINGTON, KY PKY-01-CO21

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 413,446 rentable square feet, including 7 official parking spaces, for the Internal Revenue Service, currently housed at 333 Scott Street and at the Gateway Center West at 3rd and Madison Avenue in Covington, KY, at a proposed annual cost of \$9,864,821 for a lease term of up to 20 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of the General Services Administration shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area if the procurement should not be identical to the delineated are included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if the lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of this lease, the lease shall be void, except for the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance the Administrator shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.


Chairman


Ranking Member

Adopted: May 26, 2021

[Additional material submitted for the record follows:]



May 28, 2021

The Honorable Thomas R. Carper, Chairman
 The Honorable Shelley Moore Capito, Ranking Member
 Committee on Environment and Public Works
 United States Senate
 Washington, D.C. 20510

Dear Chairman Carper and Ranking Member Capito:

As the multi-year surface transportation reauthorization bill, “The Surface Transportation Reauthorization Act of 2021,” proceeds to the Senate Floor for consideration, Advocates for Highway and Auto Safety (Advocates) urges you to make important and needed improvements which prioritize safety on America’s roads and highways.

Each day on average, over 100 people are killed and nearly 7,500 more are injured in motor vehicle crashes. This preventable toll also comes with a serious financial burden. Annually, crashes impose comprehensive costs of over \$800 billion on society, \$242 billion of which are economic costs – amounting to a “crash tax” of \$784 per person each year. Yet, available solutions to the problems that perpetuate crashes continue to languish. Moreover, year after year proposals have been and continue to be considered to weaken or repeal the minimal and inadequate safety protections that currently exist. Our safety recommendations in response to several key components of the bill follow.

The upward trend of fatalities among vulnerable road users must be reversed: Support Sections 1111, 1119, 1122, 1207 and 1502. The number of pedestrian and bicyclist deaths remain at or near the highest levels in three decades, with 6,205 and 846 fatalities respectively. We commend the Committee’s attention to this important issue. Specifically, we are pleased that Section 1111 would allow for the use of leading pedestrian intervals as well as additional infrastructure upgrades under Highway Safety Improvement Program funding. This section also rightly includes the use of a Safe System approach as a means to improve roadway design to minimize the risk of death or serious injury and requires a Safe System approach be taken into consideration when undertaking a vulnerable road user safety assessment. Further, Section 1122 directs research that properly focuses on improving vulnerable road user safety. Additionally, we are hopeful that states will utilize the grant program established in Section 1502 to install bollard installations to protect pedestrians. Lastly, the establishment of the Safe Routes to Schools program in Section 1119 and the requirement in Section 1207 that states adopt complete streets programs will improve the safety of school children, pedestrians, bicyclists and other road users.

Infrastructure upgrades will be critical when driverless cars are deployed: Improvements Needed to Section 1525. As autonomous vehicles (AVs) are tested and potentially commercialized on our Nation’s roads, it will be vital that infrastructure improvements be made to ensure their safe operation as well as the safety of all vehicles and road users. For example,

research shows that driverless vehicles can easily be confused by poor infrastructure conditions leading to dangerous errors. As Chairman Carper demonstrated during the Committee hearing on June 13, 2018, a standard stop sign with only a few alterations has been interpreted by a driverless car as a 45 miles-per-hour (mph) speed limit sign. The potential consequences of these types of mistakes could be catastrophic. Substantial investments in our infrastructure will benefit human drivers and road users now and help to prepare our roads for the potential of AVs in the future.

While we support a comprehensive study on the existing and future impacts of AVs on transportation infrastructure, mobility, the environment, and safety, Section 1525 fails to require that an independent third party conduct the study, does not provide needed detail for the considerations it will address, and as a result, may not produce a meaningful result. We urge that language requiring an independent third party to conduct the study. The study should be conducted by a research or academic entity that does not receive any financial assistance from any company or business that produces or supplies equipment, software or technology for autonomous driving systems (ADS), has a financial interest in ADS or is a manufacturer of vehicles equipped with ADS, be added.

We also urge you to add language which requires the study to consider the following important issues: how infrastructure improvements and AVs may work together to improve safety, efficiency and access to transportation alternatives; the impact of AVs on pollution, energy consumption, equitable placement of charging stations and land use among other related concerns; capturing data on AV interaction with roadway infrastructure; the impact of self-driving vehicles on the safety and access of vulnerable road users including any impacts on bicycling and walking infrastructure; the infrastructure necessary to ensure safe and accessible entry and exits from AVs; reporting requirements on crash data that reflects interactions with infrastructure; the impact of AVs on zoning; the infrastructure needs for AVs to ensure they operate within their operational design domain and have safe fallback zones; infrastructure necessary to ensure underbanked populations can safely participate in use such as payment kiosks; and, infrastructure changes for commerce such as safe delivery zones, among other safety issues. Organizations representing vulnerable road users should also be added to the list of those consulted on the study.

Fatal truck crashes continue to occur at an alarmingly high rate: Strike Sections 1515 and 1514(d). In 2019, over 5,000 people were killed in crashes involving a large truck. Since 2009, the number of fatalities in large truck crashes has increased by 48 percent. Additionally, 159,000 people were injured in crashes involving a large truck in 2019, and injuries of large truck occupants increased by 18 percent. These grim statistics are unacceptable and more must be done to prevent this needless carnage.

Federal limits on the weight and size of commercial motor vehicles (CMVs) are intended to protect truck drivers and the traveling public and to preserve America's roads and bridges. Any proposals to increase truck size and weight, including state and industry-based exemptions, should be rejected. Specifically, we urge you to strike Section 1515, which provides special carve-outs for certain roads in Kentucky, North Carolina and Oklahoma to potentially operate trucks up to 120,000 pounds (lbs.) -- 50 percent above the federal limit. This increase would not only further damage degrading infrastructure but would also imperil the traveling public. Exemptions from federal truck weight limits severely blunt their effectiveness. Each one chips away at the federal

law and eventually the exemptions swallow the rule. This is especially troublesome considering the Interstate system is paid for with taxpayer dollars, and size and weight limits were established based on sound science to protect its integrity. Further, we urge you to strike Section 1514(d) which would direct a GAO report of the effects of allowing North Carolina to evade federal truck weight limits for a segment of roadway in the state and does not provide for sufficient data and structure to produce an unbiased result.

The 2021 Infrastructure Report Card from the American Society of Civil Engineers (ASCE) gives America's roads a grade of "D" and our bridges a "C" and estimates that a nationwide backlog of nearly 231,000 bridges in need of repairs would take more than 50 years to complete at the current rate of improvement. The ASCE report card states that 46,154 of our bridges and 43 percent of our public roadways are in poor or mediocre condition. The estimated cost for the backlog of bridge repair needs is \$125 billion. Each year, ASCE estimates that motorists spend nearly \$130 billion on extra vehicle repairs and operating costs due to road conditions.

In addition to the impacts on infrastructure, raising truck weight or size limits could also result in an increased prevalence and severity of crashes. Overweight trucks pose serious safety risks. Not surprisingly, trucks heavier than 80,000 lbs. have a greater number of brake violations, which are a major reason for out-of-service violations. According to a North Carolina study by the Insurance Institute for Highway Safety (IIHS), trucks with out-of-service violations are 362 percent more likely to be involved in a crash. This is also troubling considering that tractor-trailers moving at 60 mph are required to stop in 310 feet – the length of a football field – once the brakes are applied. Actual stopping distances are often much longer due to driver response time before braking and the common problem that truck brakes are often not in adequate working condition.

There is overwhelming opposition to any increase to truck size and weight limits. The public, local government officials, safety, consumer and public health groups, law enforcement, first responders, truck drivers and labor representatives, families of truck crash victims and survivors, as well as Congress on a bipartisan basis have all rejected attempts to increase truck size and weight. Specifically, Sections 1514(d) and 1515 are opposed by: Advocates, Center for Auto Safety, Citizens for Reliable and Safe Highways, Consumer Federation of America, Consumers for Auto Reliability and Safety, Kids and Car Safety, National Consumers League, Parents Against Tired Truckers, Public Citizen, Society for Advancement of Violence and Injury Research, Trauma Foundation and Truck Safety Coalition.

It is clear that increasing truck size and weight will exacerbate safety and infrastructure problems, negate potential benefits from investments in roads and bridges, and divert rail traffic from privately owned freight railroads to our already overburdened public highways. Despite claims to the contrary, bigger trucks will not result in fewer trucks. Following every past increase to federal truck size and weight, the number of trucks on our roads has gone up. Since 1982, when Congress last increased the gross vehicle weight limit, truck registrations have more than doubled according to the U.S. DOT.

In conclusion, America's infrastructure is already in a state of significant disrepair and the highway death and injury toll is unacceptable. This Committee has been a leader in advancing solutions to rebuild, maintain and upgrade our transportation network in prior transportation bills as well as

improve the safety of all road users. We urge you to adopt our recommendations as The Surface Transportation Reauthorization Act of 2021 moves forward.

Thank you for your consideration and for your efforts to improve safety for everyone using our nation's roadways.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Chase", with a horizontal line extending to the right.

Catherine Chase, President

cc: Members of the U.S. Senate Committee on Environment and Public Works



May 28, 2021

The Honorable Thomas R. Carper, Chair
 The Honorable Shelly Moore Capito, Ranking Member
 Committee on Environment and Public Works
 United States Senate
 Washington, DC, 20510

Dear Chairman Carper and Ranking Member Capito:

We are writing to relay our concerns and objections to provisions included in the Surface Transportation Authorization Act of 2021, reported out of the Environment and Public Works Committee on May 26, 2021. As truck safety advocates, survivors and families of loved ones needlessly killed and injured in preventable truck crashes, we urge you to strike Sections 1514 (d) and 1515 from the bill. These provisions would lead to more exemptions from the 80,000 lb. federal truck weight limit on the Interstate system. Specifically, Sec. 1515 would allow trucks that far exceed current federal weight limits by as much as 40,000 lbs. in some cases to operate on roadway segments in Kentucky, North Carolina and Oklahoma which will be designated part of the Interstate System in the future. Sec. 1514 (d) would direct a study by the Government Accountability Office (GAO) of the effects of allowing North Carolina to evade federal truck weight limits for a segment of roadway in the state and does not provide for sufficient data and structure to produce an unbiased result.

Our organizations support advancing a balanced and safe infrastructure bill that achieves urgent and critical goals to protect the environment, to ensure the safety of all road users equitably, and to realize economic prosperity. However, retaining these special interest anti-truck safety provisions is a roadblock to achieving these goals. Countless studies show that bigger, heavier trucks are gas guzzlers, threaten the safety of everyone and impose significant financial burdens on society due to the steep economic cost of crashes as well as excessive road and bridge damage.

The growing carnage on our roads and highways due to truck crashes is unacceptable and alarming. According to the National Highway Traffic Safety Administration (NHTSA), in 2019, 5,005 people were killed in crashes involving large trucks and 159,000 more were injured. The cost to society from crashes involving commercial motor vehicles was estimated to be \$143 billion in 2018, the latest year for which data is available. Since 2009 there has been a 48 percent increase in truck crash fatalities and a total of over 40,000 people have died. Large truck crashes have killed 502 people North Carolina, 312 people in Kentucky, and 351 people in Oklahoma over the last three years for which data is available. For

each of these 1,163 deaths, families and communities suffer lifelong, painful tragedies.

In fatal two-vehicle crashes between a large truck and a passenger motor vehicle, 96 percent of the fatalities were occupants of the passenger vehicle, according to the Insurance Institute for Highway Safety. This, of course, is due primarily to the considerable difference in the size and weight of large trucks compared to smaller passenger vehicles. Bigger trucks also come with operational difficulties such as requiring more time to pass and taking a substantially longer distance to adequately brake.

Furthermore, studies conclusively show that overweight trucks disproportionately damage our badly deteriorated roads and bridges. An 18,000-pound truck axle does over 3,000 times more damage to pavement than a typical passenger vehicle axle. Furthermore, increasing the weight of a heavy truck by only 10 percent increases bridge damage by 33 percent. The Federal Highway Administration (FHWA) estimated that the investment backlog for bridges, to address all cost-beneficial bridge needs, is \$125.4 billion.

The public shares our views and numerous opinion polls show overwhelmingly opposition to any increases in truck size and weight limits because of the dangers and destruction. We urge you to strike these unsafe, unnecessary, and unwarranted provisions from the bill.

Sincerely,

Dawn King, President, Truck Safety Coalition (TSC), (*Michigan*)
(Father, Bill Badger, was killed in a truck crash, in 2004.)

Joan Claybrook, Co-founder, and Chair, Citizens for Reliable and Safe Highways (CRASH) & Former Administrator, National Highway Traffic Safety Administration (NHTSA).

Daphne & Steve Izer, Co-Chair, Parents Against Tired Truckers (P.A.T.T.) (*Maine*)
(Son, Jeff, and three friends were killed in a truck crash, in 1993.)

Tami Trakh, Board Member, CRASH, (*California*)
(Sister, Kris, brother-in-law, Alan, and two of their children, Brandie and Anthony, were killed in a truck crash, in 1989).

Jennifer Tierney, Board Member, CRASH, (*North Carolina*)
(Father, James Mooney, was killed in a truck crash, in 1983.)

Russell Swift, Co-Chair, P.A.T.T., & Aaron Swift, (*Maine*) & (*South Carolina*)
(Son & Brother, Jasen, was killed instantly when an 18-year-old truck driver became stuck across 2 lanes, causing the car to drive into and under the side of the trailer, in 1993.)

Jane Mathis, Vice President, TSC, (*Florida*)
(Son, David, and daughter-in-law, Mary Kathryn, were killed returning from their honeymoon when hit from behind by a semi whose driver fell asleep at the wheel, in 2004.)

Nikki Weingartner, Board Member P.A.T.T., (*Hawaii*)
(Husband, Virgil Hensley, was killed instantly when a truck driver ran a stop sign at an intersection, in 1997.)

Linda Wilburn, Board Member, P.A.T.T., (*Oklahoma*)
(Son, Orbie, was killed when a tired truck driver slammed into his car, in 2004).

Ed Slattery, (*Maryland*)
(Wife, Susan, was killed, and sons, Peter & Matthew, were severely injured when they were rear-ended by a truck driver who fell asleep, in 2010.)

Larry Liberatore (*Maryland*)
Son, Nick, was killed in 1997 by a fatigued truck driver who drove his semi over Nick's vehicle.

Eileen Kosc, (*Delaware*)
(7-year old son, Bryan, was killed, and she and her other son, Brandon, were injured when her car was struck from behind by a semi, in 2013.)

Pam Biddle, Board Member, CRASH (*South Carolina*)
(Son, Aaron, ex-husband Brian, and his partner, Stephanie, killed when stopped in traffic and a semi failed to stop and they were struck from behind and their car burst into flames, in 2017)

Jeff Burns, Board Member, Citizens for Reliable and Safe Highways (CRASH) (*Missouri*)

The [Truck Safety Coalition](#) (TSC) is a partnership between the Citizens for Reliable and Safe Highways (CRASH) Foundation, and Parents Against Tired Truckers (P.A.T.T.). The coalition is dedicated to reducing the number of deaths and injuries caused by truck-related crashes, providing compassionate support to truck crash survivors and families of truck crash victims, and educating the public, policymakers and media about truck safety issues.

