

(5) **SUBMISSION TO CONGRESS.**—Not later than 60 days after the date that the assessment is completed, the Secretary of Homeland Security shall submit to the Committee on Commerce, Science, and Transportation and the Committee on Homeland Security and Governmental Affairs of the Senate and the Committee on Homeland Security and the Committee on Transportation and Infrastructure of the House of Representatives the results of the assessment commissioned under this subsection.

(c) **CORRECTIVE ACTION PLAN; PROGRAM REFORMS.**—If the assessment commissioned under subsection (b) identifies a deficiency in the effectiveness of the Program, the Secretary of Homeland Security, not later than 60 days after the date on which the assessment is completed, shall submit a corrective action plan to the Committee on Commerce, Science, and Transportation and the Committee on Homeland Security and Governmental Affairs of the Senate, the Committee on Homeland Security and the Committee on Transportation and Infrastructure of the House of Representatives that—

(1) responds to findings of the assessment;

(2) includes an implementation plan with benchmarks;

(3) may include programmatic reforms, revisions to regulations, or proposals for legislation; and

(4) shall be considered in any rulemaking by the Department of Homeland Security relating to the Program.

(d) **INSPECTOR GENERAL REVIEW.**—If a corrective action plan is submitted under subsection (c), the Inspector General of the Department of Homeland Security shall—

(1) not later than 120 days after the date of such submission, review the extent to which such plan implements the requirements under subsection (c); and

(2) not later than 18 months after the date of such submission, and annually thereafter for 3 years, submit a report to the congressional committees set forth in subsection (c) that describes the progress of the implementation of such plan.

The amendment was ordered to be engrossed, and the bill to be read a third time.

The bill was read the third time.

The bill (H.R. 710), as amended, was passed.

## TRIBAL INFRASTRUCTURE AND ROADS ENHANCEMENT AND SAFETY ACT

Mr. PORTMAN. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 378, S. 1776.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (S. 1776) to enhance tribal road safety, and for other purposes.

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Indian Affairs, with an amendment to strike all after the enacting clause and insert in lieu thereof the following:

**SECTION 1. SHORT TITLE.**

This Act may be cited as the “Tribal Infrastructure and Roads Enhancement and Safety Act” or “TIRES Act”.

### SEC. 2. DEFINITIONS.

In this Act:

(1) **INDIAN RESERVATION.**—The term “Indian reservation” has the meaning given the term

“reservation” in section 3 of the Indian Financing Act of 1974 (25 U.S.C. 1452).

(2) **SECRETARY.**—The term “Secretary” means the Secretary of the Interior.

### SEC. 3. APPLICATION OF CATEGORICAL EXCLUSIONS TO CERTAIN TRIBAL TRANSPORTATION FACILITIES.

(a) **CATEGORICAL EXCLUSIONS.**—

(1) **IN GENERAL.**—Effective on the date of enactment of this Act, a highway project, including projects administered by the Bureau of Indian Affairs, located on a road eligible for assistance under section 202 of title 23, United States Code, is deemed to be an action categorically excluded from the requirements relating to environmental assessments or environmental impact statements under section 1508.4 of title 40, Code of Federal Regulations (as in effect on the date of enactment of this Act), if the project—

(A) qualifies for categorical exclusion under—

(i) MAP-21 (Public Law 112-141; 126 Stat. 405) or an amendment made by that Act; or

(ii) section 771.117 of title 23, Code of Federal Regulations (or successor regulations); or

(B) would meet those requirements if the project sponsor were a State agency.

(2) **MAP-21 CATEGORICAL EXCLUSIONS TO CERTAIN TRIBAL TRANSPORTATION FACILITIES.**—Section 1317 of MAP-21 (23 U.S.C. 109 note; 126 Stat. 550) is amended—

(A) in paragraph (1)(B), by striking “; and” and inserting a period;

(B) beginning in the matter preceding paragraph (1), by striking “Not later than” and all that follows through “(1) designate” and inserting the following:

“(a) **DESIGNATION OF CATEGORICAL EXCLUSIONS.**—

“(1) **IN GENERAL.**—Subject to paragraph (2), not later than 180 days after the date of enactment of this Act, the Secretary shall designate”;

(C) in paragraph (2)—

(i) by striking “paragraph (1)” and inserting “subsection (a)”;

(ii) by striking “(2) not later than” and inserting the following:

“(b) **REGULATIONS.**—The Secretary shall, not later than”;

(D) in subsection (a) (as designated by subparagraph (B)), by adding at the end the following:

“(2) **APPLICATION OF CATEGORICAL EXCLUSIONS TO CERTAIN TRIBAL TRANSPORTATION FACILITIES.**—With respect to a project described in paragraph (1) that is located on a road eligible for assistance under section 202 of title 23, United States Code, for the first full fiscal year after the date of enactment of the TIRES Act, and each fiscal year thereafter, the amount referred to in paragraph (1)(A) shall be adjusted to reflect changes for the 12-month period ending the preceding November 30 in the Consumer Price Index for All Urban Consumers published by the Bureau of Labor Statistics of the Department of Labor.”.

(b) **ADMINISTRATION.**—The Secretary may issue guidance or rules for the administration of this section.

(c) **EFFECTIVE DATE.**—

(1) **IN GENERAL.**—The categorical exclusions described in subsection (a), and the amendments made by subsection (a), take effect on the date of enactment of this Act.

(2) **FAILURE OF SECRETARY TO ACT.**—The failure of the Secretary to promulgate any final regulations or guidance shall not affect the qualification for the categorical exclusions described in subsection (a).

### SEC. 4. STREAMLINING FOR TRIBAL PUBLIC SAFETY PROJECTS WITHIN EXISTING OPERATIONAL RIGHTS-OF-WAY.

Section 1316 of MAP-21 (23 U.S.C. 109 note; 126 Stat. 549) is amended—

(1) in subsection (b)—

(A) by striking “(b) **DEFINITION OF AN OPERATIONAL RIGHT-OF-WAY.**—In this section, the” and inserting the following:

“(b) **DEFINITIONS.**—In this section:

“(1) **OPERATIONAL RIGHT-OF-WAY.**—

“(A) **IN GENERAL.**—The”;

(B) by adding at the end the following:

“(B) **INCLUSION.**—For purposes of subparagraph (A), if a real property interest on an Indian reservation has not been formally designated an operational right-of-way, an Indian tribe may determine the scope and boundaries of that real property interest as an operational right-of-way, subject to the approval of the Bureau of Indian Affairs and the Secretary.

“(2) **TRIBAL PUBLIC SAFETY PROJECT.**—

“(A) **IN GENERAL.**—The term ‘tribal public safety project’ means a project subject to this section that—

“(i) corrects or improves a hazardous road location or feature; or

“(ii) addresses a highway safety problem.

“(B) **INCLUSIONS.**—The term ‘tribal public safety project’ includes a project for 1 or more of the following:

“(i) An intersection safety improvement.

“(ii) Pavement and shoulder widening, including addition of a passing lane to remedy an unsafe condition.

“(iii) Installation of a rumble strip or other warning device, if the rumble strip or other warning device does not adversely affect the safety or mobility of bicyclists, pedestrians, or the disabled.

“(iv) Installation of a skid-resistant surface at an intersection or other location with a high frequency of accidents.

“(v) An improvement for pedestrian or bicyclist safety or safety of the disabled.

“(vi) Construction of any project for the elimination of hazards at a railway-highway crossing that is eligible for funding under section 130 of title 23, United States Code, including the separation or protection of grades at railway-highway crossings.

“(vii) Construction of a railway-highway crossing safety feature, including installation of protective devices.

“(viii) The conduct of a model traffic enforcement activity at a railway-highway crossing.

“(ix) Construction of a traffic calming feature.

“(x) Elimination of a roadside obstacle.

“(xi) Improvement of highway signage and pavement markings.

“(xii) Installation of a priority control system for emergency vehicles at signalized intersections.

“(xiii) Installation of a traffic control or other warning device at a location with high accident potential.

“(xiv) Safety-conscious planning.

“(xv) Improvements in the collection and analysis of crash data.

“(xvi) Planning integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities, including police assistance, relating to workzone safety.

“(xvii) Installation of guardrails, barriers, including barriers between construction work zones and traffic lanes for the safety of motorists and workers, and crash attenuators.

“(xviii) The addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife.

“(xix) Installation and maintenance of signs, including fluorescent, yellow-green signs, at pedestrian-bicycle crossings and in school zones.

“(xx) Construction and yellow-green signs at pedestrian-bicycle crossings and in school zones.

“(xxi) Construction and operational improvements on high-risk rural roads.

“(xxii) Any other project that the Secretary determines qualifies.”;

(2) by redesignating subsections (a) and (b) as subsections (b) and (a), respectively, and moving the subsections so as to appear in alphabetical order;

(3) in subsection (b) (as so redesignated), in the subsection heading, by striking “IN GENERAL” and inserting “DESIGNATION”; and

(4) by adding at the end the following:

“(c) PROJECTS WITHIN EXISTING OPERATIONAL RIGHTS-OF-WAY.—

“(1) APPLICABILITY.—This subsection applies to a project within an existing operational right-of-way on an Indian reservation (as defined in section 3 of the Indian Financing Act of 1974 (25 U.S.C. 1452)) that is—

“(A) for a maintenance or preservation activity, whether or not federally funded, within the existing operational right-of-way, including for roadside ditches; or

“(B) a project that—

“(i) is a tribal public safety project or a project that the tribal department of transportation or the equivalent (or in the case of an Indian tribe without a tribal department of transportation or equivalent, an official representing the Indian tribe) certifies to the Secretary as providing a safety benefit to the public; and

“(ii) is an action that—

“(I) is categorically excluded under section 771.117 of title 23, Code of Federal Regulations (or successor regulations); or

“(II) would be categorically excluded under section 771.117 of title 23, Code of Federal Regulations (or successor regulations), if the applicant were a State agency.

“(2) FINAL ACTION.—Except as provided in paragraph (3), a Federal agency shall take final action on an application by an Indian tribe for a permit, approval, or jurisdictional determination for a project described in paragraph (1) not later than 45 days after the date of receipt of the application.

“(3) EXTENSIONS.—A Federal agency may extend the period to take final action on an application by an Indian tribe under paragraph (2) by an additional 30 days by providing to the Secretary and the Indian tribe notice of the extension, including a statement of the need for the extension.

“(4) CONSTRUCTIVE APPROVAL.—If a Federal agency does not take final action on an application by an Indian tribe under paragraphs (2) and (3)—

“(A) the permit or approval for the project described in paragraph (1) shall be considered approved; and

“(B) the Indian tribe shall notify the Secretary of approval under this paragraph.

“(5) REPORT.—Not later than 4 years after the date of enactment of the ‘TRES Act’, the Secretary shall submit to Congress a report that describes the operation of this subsection, including any recommendations.”.

#### SEC. 5. BUREAU OF INDIAN AFFAIRS REDUCTION IN ADMINISTRATIVE FEE.

Section 202(a)(6) of title 23, United States Code, is amended by striking “6 percent” and inserting “5 percent for each fiscal year”.

#### SEC. 6. OPTION OF ASSUMING NEPA APPROVAL AUTHORITY.

(a) DEFINITION OF SECRETARY.—In this section, the term “Secretary” means the Secretary of the Interior or the Secretary of Transportation, as applicable.

(b) ASSUMPTION OF FEDERAL RESPONSIBILITIES.—An Indian tribe participating in tribal self-governance or a contract or agreement under subsection (a)(2) or (b)(7) of section 202 of title 23, United States Code, and carrying out construction projects on the Indian reservation over which the Indian tribe has jurisdiction, may elect to assume all Federal responsibilities under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), division A of subtitle III of title 54, United States Code, and other applicable Federal law that would apply if the Secretary were to undertake a construction project if the Indian tribe—

(1) designates an officer—

(A) to represent the Indian tribe; and

(B) to assume the status of a responsible Federal official under those laws; and

(2) accepts the jurisdiction of the Federal court for the purpose of enforcement of the re-

sponsibilities of the responsible Federal official under those laws.

#### SEC. 7. TRIBAL GOVERNMENT TRANSPORTATION SAFETY DATA REPORT.

(a) FINDINGS.—Congress finds that—

(1) in many States, the Native American population is disproportionately represented in fatalities and crash statistics;

(2) improved crash reporting by tribal law enforcement agencies would facilitate safety planning and would enable Indian tribes to apply more successfully for State and Federal funds for safety improvements;

(3) the causes of underreporting of crashes on Indian reservations include—

(A) tribal law enforcement capacity, including—

(i) staffing shortages and turnover; and

(ii) lack of equipment, software, and training; and

(B) lack of standardization in crash reporting forms and protocols; and

(4) without more accurate reporting of crashes on Indian reservations and rural roads located in or around Alaska Native villages and within the boundaries of Regional Corporations (within the meaning of the Alaska Native Claims Settlement Act (43 U.S.C. 1601 et seq.)), it is difficult or impossible to fully understand the nature of the problem and develop appropriate countermeasures, which may include effective transportation safety planning and programs aimed at—

(A) DUI prevention;

(B) pedestrian safety;

(C) roadway safety improvements;

(D) seat belt usage; and

(E) proper use of child restraints.

(b) REPORT TO CONGRESS.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary, after consultation with the Secretary of Transportation, the Secretary of Health and Human Services, the Attorney General, and Indian tribes, shall submit to the Committee on Indian Affairs of the Senate and the Committee on Natural Resources of the House of Representatives a report describing the quality of transportation safety data collected by States and counties for transportation safety systems and the relevance of that data to improving the collection and sharing of data on crashes on or near—

(A) Indian reservations; or

(B) rural roads located in or around Alaska Native villages and within the boundaries of Regional Corporations (within the meaning of the Alaska Native Claims Settlement Act (43 U.S.C. 1601 et seq.)).

(2) PURPOSES.—The purposes of the report described in paragraph (1) are—

(A) to improve the collection and sharing of data on crashes on or near Indian reservations; and

(B) to develop data that Indian tribes can use to recover damages to tribal property caused by motorists.

(3) PAPERLESS DATA REPORTING.—In preparing the report under paragraph (1), the Secretary shall provide Indian tribes with options and best practices for transition to a paperless transportation safety data reporting system that—

(A) improves the collection of crash reports;

(B) stores, archives, queries, and shares crash records; and

(C) uses data exclusively—

(i) to address traffic safety issues on—

(I) Indian reservations; and

(II) rural roads located in or around Alaska Native villages and within the boundaries of Regional Corporations (within the meaning of the Alaska Native Claims Settlement Act (43 U.S.C. 1601 et seq.)); and

(ii) to identify and improve problem areas on—

(I) public roads on Indian reservations; and

(II) rural roads located in or around Alaska Native villages and within the boundaries of Regional Corporations (within the meaning of the Alaska Native Claims Settlement Act (43 U.S.C. 1601 et seq.)).

(4) ADDITIONAL BUDGETARY RESOURCES.—The Secretary shall include in the report under paragraph (1) the identification of Federal transportation funds provided to Indian tribes by agencies in addition to the Department of the Interior.

#### SEC. 8. BUREAU OF INDIAN AFFAIRS ROAD SAFETY STUDY.

Not later than 2 years after the date of enactment of this Act, the Secretary, acting through the Assistant Secretary for Indian Affairs, in consultation with the Secretary of Transportation, the Attorney General, and States, shall—

(1) complete a study that identifies and evaluates options for improving safety on—

(A) public roads on or near Indian reservations; and

(B) rural roads located in or around Alaska Native villages and within the boundaries of Regional Corporations (within the meaning of the Alaska Native Claims Settlement Act (43 U.S.C. 1601 et seq.)); and

(2) submit to the Committee on Indian Affairs of the Senate and the Committee on Natural Resources of the House of Representatives a report describing the results of the study.

#### SEC. 9. TRIBAL TRANSPORTATION FUNDING.

(a) IN GENERAL.—Section 1101(a)(3) of MAP-21 (Public Law 112-141; 126 Stat. 414) is amended—

(1) by striking subparagraph (A) and inserting the following:

“(A) TRIBAL TRANSPORTATION PROGRAM.—For the tribal transportation program under section 202 of title 23, United States Code (other than subsection (d) of that section), there are authorized to be appropriated—

“(i) \$468,180,000 for fiscal year 2016;

“(ii) \$477,540,000 for fiscal year 2017;

“(iii) \$487,090,000 for fiscal year 2018;

“(iv) \$496,830,000 for fiscal year 2019;

“(v) \$506,770,000 for fiscal year 2020; and

“(vi) \$516,905,400 for fiscal year 2021.”; and

(2) by adding at the end the following:

“(D) TRIBAL TRANSPORTATION FACILITY BRIDGE PROGRAM.—For the tribal transportation facility bridge program under section 202(d) of title 23, United States Code, there are authorized to be appropriated—

“(i) \$16,000,000 for fiscal year 2016;

“(ii) \$18,000,000 for fiscal year 2017;

“(iii) \$20,000,000 for fiscal year 2018;

“(iv) \$22,000,000 for fiscal year 2019;

“(v) \$24,000,000 for fiscal year 2020; and

“(vi) \$26,000,000 for fiscal year 2021.”.

(3) TRIBAL TRANSPORTATION FACILITY BRIDGE PROGRAM.—Section 202(d) of title 23, United States Code, is amended by striking paragraph (2) and inserting the following:

“(2) TRIBAL TRANSPORTATION FACILITY BRIDGE PROGRAM.—The Secretary shall use funds made available to carry out this subsection—

“(A) to carry out any planning, design, engineering, preconstruction, construction, and inspection of new or replacement tribal transportation facility bridges;

“(B) to replace, rehabilitate, seismically retrofit, paint, apply calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing composition; or

“(C) to implement any countermeasure for deficient tribal transportation facility bridges, including multiple-pipe culverts.”.

Mr. PORTMAN. Mr. President, I ask unanimous consent that the committee-reported amendment be withdrawn; that the Barrasso substitute amendment be agreed to; that the bill, as amended, be read a third time and passed; and that the motion to reconsider be considered made and laid upon the table.

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

The committee-reported amendment in the nature of a substitute was withdrawn.

The amendment (No. 5184) in the nature of a substitute was agreed to.

(The amendment is printed in today's RECORD under "Text of Amendments.")

The bill (S. 1776), as amended, was ordered to be engrossed for a third reading, was read the third time, and passed.

#### CROSS-BORDER TRADE ENHANCEMENT ACT OF 2016

Mr. PORTMAN. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of H.R. 875, which was received from the House.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (H.R. 875) to provide for alternative financing arrangements for the provision of certain services and the construction and maintenance of infrastructure at land border ports of entry, and for other purposes.

There being no objection, the Senate proceeded to consider the bill.

Mr. PORTMAN. Mr. President, I ask unanimous consent that the bill be considered read a third time and passed and the motion to reconsider be considered made and laid upon the table.

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

The bill (H.R. 875) was ordered to a third reading, was read the third time, and passed.

#### EXEMPTING EXPORTATION OF CERTAIN ECHINODERMS AND MOLLUSKS FROM LICENSING RE- QUIREMENTS UNDER THE EN- DANGERED SPECIES ACT OF 1973

Mr. PORTMAN. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of H.R. 4245, which was received from the House.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (H.R. 4245) to exempt exportation of certain echinoderms and mollusks from licensing requirements under the Endangered Species Act of 1973.

There being no objection, the Senate proceeded to consider the bill.

Mr. PORTMAN. Mr. President, I further ask that the King amendment, which is at the desk, be agreed to; that the bill, as amended, be read a third time and passed; and that the motion to reconsider be considered made and laid upon the table with no intervening action or debate.

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

The amendment (No. 5185) in the nature of a substitute was agreed to, as follows:

(Purpose: In the nature of a substitute)

Strike all after the enacting clause and insert the following:

#### SECTION 1. EXPEDITED EXPORTATION OF CERTAIN SPECIES.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the

Director of the United States Fish and Wildlife Service (referred to in this section as the "Director") shall issue a proposed rule to amend section 14.92 of title 50, Code of Federal Regulations, to establish expedited procedures relating to the export permission requirements of section 9(d)(1) of the Endangered Species Act of 1973 (16 U.S.C. 1538(d)(1)) for fish or wildlife described in subsection (c).

(b) EXEMPTIONS.—

(1) IN GENERAL.—As part of the rulemaking under subsection (a), subject to paragraph (2), the Director may provide an exemption from the requirement to procure—

(A) a permission under section 9(d)(1) of the Endangered Species Act of 1973 (16 U.S.C. 1538(d)(1)); or

(B) an export license under subpart I of part 14 of title 50, Code of Federal Regulations.

(2) LIMITATIONS.—The Director shall not provide an exemption under paragraph (1)—

(A) unless the Director determines that the exemption will not have a significant negative impact on the conservation of the species that is the subject of the exemption; or

(B) to an entity that has been convicted of a violation of a Federal law relating to the importation, transportation, or exportation of wildlife during a period of not less than 5 years ending on the date on which the entity applies for exemption under paragraph (1).

(c) COVERED FISH OR WILDLIFE.—The fish or wildlife described in this subsection are the species commonly known as sea urchins and sea cucumbers (including any product of a sea urchin or sea cucumber) that—

(1) do not require a permit under part 16, 17, or 23 of title 50, Code of Federal Regulations; and

(2) are exported for purposes of human or animal consumption.

The amendment was ordered to be engrossed, and the bill to be read a third time.

The bill was read the third time.

The bill (H.R. 4245), as amended, was passed.

#### AUTHORIZING TAKING PICTURES AND FILMING IN THE SENATE CHAMBER, THE SENATE WING OF THE UNITED STATES CAPITOL, AND SENATE OFFICE BUILDINGS

Mr. PORTMAN. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of S. Res. 642, submitted earlier today.

The PRESIDING OFFICER. The clerk will report the resolution by title.

The senior assistant legislative clerk read as follows:

A resolution (S. Res. 642) authorizing taking pictures and filming in the Senate Chamber, the Senate Wing of the United States Capitol, and Senate Office Buildings for production of a film and a book on the history of the Senate.

There being no objection, the Senate proceeded to consider the resolution.

Mr. PORTMAN. Mr. President, I ask unanimous consent that the resolution be agreed to and the motion to reconsider be considered made and laid upon the table with no intervening action or debate.

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

The resolution (S. Res. 642) was agreed to.

(The resolution is printed in today's RECORD under "Submitted Resolutions.")

#### AMERICAN INNOVATION AND COMPETITIVENESS ACT

Mr. PORTMAN. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 695, S. 3084.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (S. 3084) to invest in innovation through research and development, and to improve the competitiveness of the United States.

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Commerce, Science, and Transportation, with an amendment to strike all after the enacting clause and insert in lieu thereof the following:

#### SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "American Innovation and Competitiveness Act".

(b) TABLE OF CONTENTS.—The table of contents of this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. Definitions.

Sec. 3. Authorization of appropriations.

#### TITLE I—MAXIMIZING BASIC RESEARCH

Sec. 101. Reaffirmation of merit-based peer review.

Sec. 102. Transparency and accountability.

Sec. 103. EPSCoR reaffirmation and update.

Sec. 104. Cybersecurity research.

Sec. 105. Networking and information technology research and development update.

Sec. 106. High-energy physics coordination.

Sec. 107. Laboratory program improvements.

Sec. 108. International activities.

Sec. 109. Standard Reference Data Act update.

Sec. 110. NSF mid-scale project investments.

Sec. 111. Oversight of NSF large-scale research facility projects.

Sec. 112. Conflicts of interest.

Sec. 113. Management of the NSF Antarctic Program.

Sec. 114. NIST campus security.

Sec. 115. Federal coordination of sustainable chemistry research and development.

#### TITLE II—ADMINISTRATIVE AND REGULATORY BURDEN REDUCTION

Sec. 201. Interagency working group on research regulation.

Sec. 202. Scientific and technical collaboration.

Sec. 203. NIST grants and cooperative agreements update.

Sec. 204. Repeal of certain obsolete reports.

Sec. 205. Repeal of certain provisions.

Sec. 206. Grant subrecipient transparency and oversight.

Sec. 207. Micro-purchase threshold for procurement solicitations by research institutions.

#### TITLE III—SCIENCE, TECHNOLOGY, ENGINEERING, AND MATH EDUCATION

Sec. 301. Robert Noyce Teacher Scholarship Program update.

Sec. 302. Space grants.

Sec. 303. STEM Education Advisory Panel.

Sec. 304. Committee on STEM Education.

Sec. 305. Grant programs to expand STEM opportunities.

Sec. 306. Centers of excellence for inclusion in STEM.