

S. 1791

At the request of Mrs. GILLIBRAND, the name of the Senator from Minnesota (Ms. SMITH) was added as a cosponsor of S. 1791, a bill to prohibit discrimination on the basis of religion, sex (including sexual orientation and gender identity), and marital status in the administration and provision of child welfare services, to improve safety, well-being, and permanency for lesbian, gay, bisexual, transgender, and queer or questioning foster youth, and for other purposes.

S. 2001

At the request of Ms. STABENOW, the name of the Senator from Missouri (Mr. BLUNT) was added as a cosponsor of S. 2001, a bill to award a Congressional Gold Medal to Willie O'Ree, in recognition of his extraordinary contributions and commitment to hockey, inclusion, and recreational opportunity.

S. 2042

At the request of Mr. SCHUMER, the name of the Senator from Michigan (Mr. PETERS) was added as a cosponsor of S. 2042, a bill to require the Secretary of the Treasury to mint coins in commemoration of the National Purple Heart Hall of Honor.

S. 2054

At the request of Mr. MARKEY, the name of the Senator from Maryland (Mr. CARDIN) was added as a cosponsor of S. 2054, a bill to posthumously award the Congressional Gold Medal, collectively, to Glen Doherty, Tyrone Woods, J. Christopher Stevens, and Sean Smith, in recognition of their contributions to the Nation.

S. 2085

At the request of Ms. ROSEN, the name of the Senator from Texas (Mr. CORNYN) was added as a cosponsor of S. 2085, a bill to authorize the Secretary of Education to award grants to eligible entities to carry out educational programs about the Holocaust, and for other purposes.

S. 2118

At the request of Mr. COTTON, the names of the Senator from Indiana (Mr. YOUNG) and the Senator from Massachusetts (Ms. WARREN) were added as cosponsors of S. 2118, a bill to prohibit United States persons from dealing in certain information and communications technology or services from foreign adversaries and to require the approval of Congress to terminate certain export controls in effect with respect to Huawei Technologies Co. Ltd., and for other purposes.

S. 2158

At the request of Ms. HASSAN, the names of the Senator from Arizona (Ms. SINEMA), the Senator from Michigan (Ms. STABENOW), the Senator from Wisconsin (Ms. BALDWIN) and the Senator from Pennsylvania (Mr. CASEY) were added as cosponsors of S. 2158, a bill to improve certain programs of the Department of Health and Human Services with respect to heritable disorders.

S. 2219

At the request of Ms. HARRIS, the name of the Senator from New Jersey (Mr. BOOKER) was added as a cosponsor of S. 2219, a bill to clarify the rights of all persons who are held or detained at a port of entry or at any detention facility overseen by U.S. Customs and Border Protection or U.S. Immigration and Customs Enforcement.

S. 2229

At the request of Mr. DAINES, the names of the Senator from Massachusetts (Ms. WARREN) and the Senator from Mississippi (Mrs. HYDE-SMITH) were added as cosponsors of S. 2229, a bill to protect consumers from deceptive practices with respect to online booking of hotel reservations, and for other purposes.

S. 2238

At the request of Ms. HARRIS, her name was added as a cosponsor of S. 2238, a bill to protect elections for public office by providing financial support and enhanced security for the infrastructure used to carry out such elections, and for other purposes.

At the request of Mr. MERKLEY, his name was added as a cosponsor of S. 2238, supra.

S. 2353

At the request of Mr. PETERS, the names of the Senator from North Carolina (Mr. TILLIS) and the Senator from Nevada (Ms. ROSEN) were added as cosponsors of S. 2353, a bill to direct the Administrator of the Federal Emergency Management Agency to develop guidance for firefighters and other emergency response personnel on best practices to protect them from exposure to PFAS and to limit and prevent the release of PFAS into the environment, and for other purposes.

S. 2434

At the request of Mr. PETERS, the names of the Senator from West Virginia (Mrs. CAPITO), the Senator from Maine (Ms. COLLINS) and the Senator from Wisconsin (Ms. BALDWIN) were added as cosponsors of S. 2434, a bill to establish the National Criminal Justice Commission.

S. 2485

At the request of Mr. PETERS, the name of the Senator from New Jersey (Mr. BOOKER) was added as a cosponsor of S. 2485, a bill to prohibit Federal agencies from using Government funds to pay for expenses at lodging establishments that are owned by or employ certain public officials or their relatives.

S. 2491

At the request of Mr. UDALL, the names of the Senator from Connecticut (Mr. MURPHY) and the Senator from Maryland (Mr. VAN HOLLEN) were added as cosponsors of S. 2491, a bill to terminate certain rules issued by the Secretary of the Interior and the Secretary of Commerce relating to endangered and threatened species, and for other purposes.

S. 2492

At the request of Mr. GARDNER, the name of the Senator from Connecticut

(Mr. MURPHY) was added as a cosponsor of S. 2492, a bill to amend the Public Health Service Act to provide best practices on student suicide awareness and prevention training and condition State educational agencies, local educational agencies, and tribal educational agencies receiving funds under section 520A of such Act to establish and implement a school-based student suicide awareness and prevention training policy.

S. RES. 274

At the request of Mr. MENENDEZ, the names of the Senator from Mississippi (Mr. WICKER) and the Senator from New Hampshire (Mrs. SHAHEEN) were added as cosponsors of S. Res. 274, a resolution expressing solidarity with Falun Gong practitioners who have lost lives, freedoms, and other rights for adhering to their beliefs and practices, and condemning the practice of non-consenting organ harvesting, and for other purposes.

S. RES. 303

At the request of Mr. HAWLEY, the name of the Senator from Ohio (Mr. PORTMAN) was added as a cosponsor of S. Res. 303, a resolution calling upon the leadership of the Government of the Democratic People's Republic of Korea to dismantle its kwan-li-so political prison labor camp system, and for other purposes.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 316—SUPPORTING THE CLEAN VEHICLE EMISSIONS STANDARDS OF THE UNITED STATES AND DEFENDING THE AUTHORITY OF STATES UNDER THE CLEAN AIR ACT TO PROTECT THE PEOPLE OF THOSE STATES FROM HARMFUL AIR POLLUTION

Ms. HARRIS (for herself, Mrs. FEINSTEIN, Mr. MARKEY, Mr. BLUMENTHAL, Ms. CORTEZ MASTO, Ms. CANTWELL, Mr. MERKLEY, Mr. BOOKER, Mr. SCHATZ, Ms. HASSAN, Mr. CARPER, Mr. BENNET, Mr. VAN HOLLEN, Mr. COONS, Ms. WARREN, Mrs. GILLIBRAND, Ms. HIRONO, Ms. BALDWIN, Mr. SANDERS, Mr. REED, Ms. SMITH, Ms. KLOBUCHAR, Mr. CARDIN, Mr. WYDEN, Mr. KAINE, Mr. WHITEHOUSE, Mr. LEAHY, Mrs. SHAHEEN, Mr. UDALL, Mr. CASEY, Mr. MENENDEZ, Mrs. MURRAY, Ms. DUCKWORTH, and Mr. DURBIN) submitted the following resolution; which was referred to the Committee on Environment and Public Works:

S. RES. 316

Whereas Congress enacted the Clean Air Act (42 U.S.C. 7401 et seq.), which requires the Administrator of the Environmental Protection Agency (referred to in this preamble as the 'EPA') to set standards controlling air pollutant emissions from motor vehicles to prevent the endangerment of public health and welfare;

Whereas motor vehicle pollution contributes to serious health problems faced by the people of the United States, including—

- (1) asthma attacks;
- (2) heart attacks;
- (3) lung cancer; and
- (4) premature death;

Whereas, through climate change, greenhouse gas (referred to in this preamble as “GHG”) emissions from motor vehicles contribute to other health burdens, including—

- (1) worsened air pollution;
- (2) extreme heat;
- (3) increased spread of infectious diseases; and
- (4) exacerbated natural disasters;

Whereas all people of the United States are vulnerable to the health impacts of GHGs, but many individuals and communities are at a greater risk of experiencing those impacts, including—

- (1) children;
- (2) the elderly;
- (3) individuals with lung and heart disease;
- (4) low-income communities; and
- (5) communities of color;

Whereas recent reports from the Intergovernmental Panel on Climate Change and the United States Global Change Research Program affirm the need to mitigate climate change and the effects of climate change;

Whereas section 209 of the Clean Air Act (42 U.S.C. 7543) preserves the authority of the State of California to set vehicle emissions standards that, in the aggregate, are at least as protective of public health and welfare as applicable Federal vehicle emissions standards;

Whereas section 177 of the Clean Air Act (42 U.S.C. 7507) allows States other than California to adopt, in lieu of the Federal requirements, the standards set by the State of California, which, in the aggregate, are at least as protective of public health and welfare as applicable Federal vehicle emissions standards;

Whereas the EPA has authority under the Clean Air Act (42 U.S.C. 7401 et seq.) to regulate GHG emissions from vehicles;

Whereas the States of Colorado, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington have exercised the authority to adopt, pursuant to the rights of those States preserved under section 177 of the Clean Air Act (42 U.S.C. 7507), vehicle emissions standards adopted by the State of California that, in the aggregate, are at least as protective of public health and welfare as the otherwise applicable standards set by the Federal Government;

Whereas the Energy Policy and Conservation Act (42 U.S.C. 6201 et seq.) and the Ten-in-Ten Fuel Economy Act (Public Law 110-140; 121 Stat. 1498) require the Secretary of Transportation to set maximum feasible corporate average fuel economy standards, with the ultimate goal of promoting energy savings and reducing oil consumption;

Whereas the Federal Government, the State of California, and the automobile industry have agreed to a coordinated set of regulations, known as the “One National Program”, that—

(1) aligns, as closely as possible, the Federal light-duty vehicle GHG emissions standards and fuel economy standards for vehicles of model year 2012 and each model year thereafter with the light-duty vehicle GHG emissions standards and fuel economy standards adopted by the State of California; and

(2) sets achievable standards for light-duty vehicle GHG emissions and fuel economy that increase in stringency through model year 2025;

Whereas the EPA, the National Highway Traffic Safety Administration, and the California Air Resources Board have collaborated on an extensive analysis that clearly demonstrates that the Federal GHG emis-

sions standards and the Federal fuel economy standards adopted in 2012 for model years 2017 through 2025—

- (1) can be met with a wide range of technologies;
- (2) are expected to be met with advanced gasoline technologies; and
- (3) will accommodate contemporary consumer purchasing trends;

Whereas in January 2017, the Administrator of the EPA issued a final determination to maintain the existing GHG emissions standards for vehicles of model year 2022 through 2025, based on the extensive technical record showing that those standards are appropriate and achievable;

Whereas the light-duty vehicle GHG emissions and fuel economy standards of the United States—

(1) support more than 288,000 automobile manufacturing jobs across 1,200 facilities in the United States;

(2) keep automobile companies in the United States globally competitive as other countries adopt strict clean vehicle emissions standards; and

(3) protect consumers in the United States from dirtier and more costly technology;

Whereas the transportation sector has surpassed the energy sector as the largest source of GHG emissions in the United States;

Whereas the light-duty vehicle GHG emissions and fuel economy standards of the United States, if fully implemented through model year 2025, will—

(1) reduce the consumption of oil in the United States by 2,400,000 barrels per day;

(2) save consumers in the United States \$130,000,000,000 at the gas pump by 2030; and

(3) reduce GHG emissions in the United States by 470,000,000 metric tons by 2030;

Whereas the light-duty vehicle GHG emissions and fuel economy standards of the United States protect low-income communities and communities of color from being disproportionately affected by public health and economic burdens; and

Whereas 87 percent of people in the United States—

(1) support maintaining strong clean vehicle emissions standards; and

(2) want automakers to continue to improve fuel economy for all types of vehicles; Now, therefore, be it

Resolved, That the Senate—

(1) supports the existing set of regulations, known as the “One National Program”, which contains the goals of—

(A) reducing greenhouse gas (referred to in this resolving clause as “GHG”) emissions and oil usage;

(B) protecting national security; and

(C) protecting human health and welfare; and

(2) to meet those goals, supports policies that—

(A) achieve maximum feasible reductions in oil use;

(B) reduce GHG emissions from mobile sources;

(C) recognize the rights and importance of States under cooperative federalism to choose to set and follow vehicle emissions standards under the Clean Air Act (42 U.S.C. 7401 et seq.) that are stronger than those set by the Federal Government; and

(D) ensure that the President, the Secretary of Transportation, and the Administrator of the Environmental Protection Agency solicit input from State parties impacted by any changes to the existing GHG emissions standards for light-duty vehicles and the associated standards for corporate average fuel economy;

SENATE RESOLUTION 317—RECOGNIZING THE SERIOUSNESS OF POLYCYSTIC OVARY SYNDROME (PCOS) AND EXPRESSING SUPPORT FOR THE DESIGNATION OF SEPTEMBER 2019 AS “PCOS AWARENESS MONTH”

Ms. WARREN (for herself, Mr. PERDUE, Mr. CARDIN, Ms. BALDWIN, Mr. BLUMENTHAL, Mrs. FISCHER, Mr. ISAKSON, Ms. STABENOW, Mr. BOOKER, Mrs. FEINSTEIN, Mr. VAN HOLLEN, Mr. PETERS, and Ms. ROSEN) submitted the following resolution; which was referred to the Committee on Health, Education, Labor, and Pensions:

S. RES. 317

Whereas polycystic ovary syndrome (in this preamble referred to as “PCOS”) is a common health problem among women and girls involving a hormonal imbalance;

Whereas there is no universal definition of PCOS, but researchers estimate that between 5,000,000 and 10,000,000 women in the United States are affected by the condition;

Whereas, according to a 2004 study, the annual burden of PCOS in the United States is an estimated \$4,360,000,000, and this figure pertains to only the reproductive years of women and does not consider the cost of other comorbidities, including obstetric complications, or the cost of metabolic complications in post-menopause or adolescence;

Whereas PCOS can affect girls at the onset of puberty and throughout the remainder of their lives;

Whereas the symptoms of PCOS include infertility, irregular or absent menstrual periods, acne, weight gain, thinning of scalp hair, excessive facial and body hair growth, numerous small ovarian cysts, pelvic pain, and mental health problems;

Whereas women with PCOS have higher rates of psychosocial disorders, including depression, anxiety, bipolar disorder, and eating disorders, and are at greater risk for suicide;

Whereas adolescents with PCOS often are not diagnosed, and many have metabolic dysfunction and insulin resistance, which can lead to type 2 diabetes, cardiovascular disease, obstructive sleep apnea, non-alcoholic fatty liver disease, and endometrial cancer at a young adult age;

Whereas PCOS is the most common cause of female infertility;

Whereas PCOS in pregnancy is associated with increased risk of gestational diabetes, preeclampsia, pregnancy-induced hypertension, preterm delivery, cesarean delivery, miscarriage, and fetal and infant death;

Whereas women with PCOS are at increased risk of developing high blood pressure, high cholesterol, stroke, and heart disease (the leading cause of death among women);

Whereas women with PCOS have a more than 50 percent chance of developing type 2 diabetes or prediabetes before the age of 40;

Whereas women with PCOS may be at a higher risk for breast cancer and ovarian cancer, and their risk for developing endometrial cancer is 3 times higher, than women who do not have PCOS;

Whereas research has found genetic evidence of a causal link between depression and PCOS;

Whereas research has indicated PCOS shares a genetic architecture with metabolic traits, as evidenced by genetic correlations between PCOS and obesity, fasting insulin, type 2 diabetes, lipid levels, and coronary artery disease;