

- (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 morbidities 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;

Whereas adolescents with PCOS are at markedly increased risk for type 2 diabetes, fatty liver disease, and heart disease;

Whereas PCOS negatively alters metabolic function independent of, but exacerbated by, an increased body mass index (BMI);

Whereas an estimated 50 percent of women with PCOS are undiagnosed, and many remain undiagnosed until they experience fertility difficulties or develop type 2 diabetes or other cardiometabolic disorders;

Whereas the cause of PCOS is unknown, but researchers have found strong links to a genetic predisposition and significant insulin resistance, which affects up to 70 percent of women with PCOS; and

Whereas there is no known cure for PCOS; Now, therefore, be it

*Resolved*, That the Senate—

(1) recognizes polycystic ovary syndrome (in this resolution referred to as “PCOS”) as a serious disorder that impacts many aspects of health, including cardiometabolic, reproductive, and mental health, and quality of life;

(2) expresses support for the designation of September 2019 as “PCOS Awareness Month”;

(3) supports the goals and ideals of PCOS Awareness Month, which are—

(A) to increase awareness of, and education about, PCOS and its connection to comorbidities, such as type 2 diabetes, endometrial cancer, cardiovascular disease, nonalcoholic fatty liver disease, and mental health disorders, among the general public, women, girls, and health care professionals;

(B) to improve diagnosis and treatment of PCOS;

(C) to disseminate information on diagnosis, treatment, and management of PCOS, including prevention of comorbidities such as type 2 diabetes, endometrial cancer, cardiovascular disease, nonalcoholic fatty liver disease, and eating disorders; and

(D) to improve quality of life and outcomes for women and girls with PCOS;

(4) recognizes the need for further research, improved treatment and care options, and a cure for PCOS;

(5) acknowledges the struggles affecting all women and girls afflicted with PCOS in the United States;

(6) urges medical researchers and health care professionals to advance their understanding of PCOS to improve research, diagnosis, and treatment of PCOS for women and girls; and

(7) encourages States, territories, and localities to support the goals and ideals of PCOS Awareness Month.

**SENATE RESOLUTION 318—TO SUPPORT THE GLOBAL FUND TO FIGHT AIDS, TUBERCULOSIS AND MALARIA, AND THE SIXTH REPLENISHMENT**

Mr. RISCH (for himself, Mr. MENENDEZ, Mr. ISAKSON, Mr. COONS, Mr. RUBIO, and Mr. CARDIN) submitted the following resolution; which was referred to the Committee on Foreign Relations:

S. RES. 318

Whereas the Global Fund to Fight AIDS, Tuberculosis and Malaria has been an effective partnership of governments, the private sector, civil society, and affected communities to galvanize political and financial efforts to improve the response to these epidemics since 2002;

Whereas, in 2017, the Global Fund contributed to extraordinary improvements in global health that would otherwise not have oc-

curred, including a more than 50 percent reduction in the number of AIDS-related deaths since the peak in 2005, a 37 percent decline in tuberculosis (TB) deaths since 2000, and a 60 percent decline in the number of malaria deaths since 2000;

Whereas, since the Global Fund’s creation in 2002, more than 27,000,000 lives have been saved in the countries where it invests;

Whereas the Global Fund and its partners work to maintain a steadfast commitment to transparency and accountability and have received high marks in multilateral aid reviews and by independent watchdog groups;

Whereas a 2019 study published in the *Annals of Global Health* found evidence of associated improvements in government accountability, control of corruption, political freedoms, regulatory quality, and rule of law that are significant in countries where the Global Fund invests;

Whereas, despite progress in combating AIDS, tuberculosis, and malaria, challenges such as drug and insecticide resistance, reaching marginalized and vulnerable populations, and complacency in the fight against infectious diseases threaten further progress;

Whereas United States leadership has been critical to the success of the Global Fund, both as its largest donor and through its oversight role on the Board of the Global Fund;

Whereas Global Fund programs and activities support and complement United States bilateral health programs, including the President’s Emergency Plan for AIDS Relief, the President’s Malaria Initiative, and the United States Agency for International Development tuberculosis program;

Whereas the United States is limited by law from contributing more than 33 percent of the Global Fund budget, thereby encouraging other partners to significantly increase their contributions;

Whereas the Global Fund’s requirements for co-financing have spurred domestic investments, with recipient countries committing 41 percent more of their own funding to fight AIDS, tuberculosis, and malaria for 2018–2020 compared to 2015–2017;

Whereas the Global Fund has called on donors to support its Sixth Replenishment by mobilizing a minimum of \$14,000,000,000 in donor commitments for 2021–2023;

Whereas Canada, the European Union, Germany, India, Ireland, Italy, Luxembourg, Japan, Portugal, Switzerland, and the United Kingdom have responded to the call by significantly increasing their respective pledges for the Sixth Replenishment;

Whereas recipient countries also are expected to increase their co-financing by 48 percent, growing to \$46,000,000,000 in 2021–2023; and

Whereas, with these resources secured, the Global Fund projects it will reduce the number of deaths due to AIDS, TB, and malaria by nearly 50 percent, avert 234,000,000 infections or disease cases, and save an additional 16,000,000 lives; Now, therefore, be it

*Resolved*, That the Senate—

(1) commends the work of the Global Fund and its partners for their contributions aimed at ending the epidemics of AIDS, tuberculosis, and malaria;

(2) affirms the support of the United States for the goal of securing a minimum of \$14,000,000,000 in donor commitments for the Sixth Global Fund Replenishment, to be held on October 10, 2019, in Lyon, France;

(3) urges donor countries to step up the fight and increase their pledges for the Sixth Global Fund Replenishment;

(4) urges Global Fund recipient countries to continue to make and meet ambitious co-financing commitments to sustain progress in ending the epidemics of AIDS, tuberculosis, and malaria; and

(5) encourages United States bilateral aid programs to continue their collaboration with the Global Fund to maximize the life-saving impact of global health investments.

**AUTHORITY FOR COMMITTEES TO MEET**

Mr. CORNYN. Mr. President, I have 6 requests for committees to meet during today’s session of the Senate. They have the approval of the Majority and Minority leaders.

Pursuant to rule XXVI, paragraph 5(a), of the Standing Rules of the Senate, the following committees are authorized to meet during today’s session of the Senate:

**COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION**

The Committee on Commerce, Science, and Transportation is authorized to meet during the session of the Senate on Wednesday, September 18, 2019, at 10 a.m., to conduct a hearing.

**COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS**

The Committee on Environment and Public Works is authorized to meet during the session of the Senate on Wednesday, September 18, 2019, at 10 a.m., to conduct a hearing.

**COMMITTEE ON FOREIGN RELATIONS**

The Committee on Foreign Relations is authorized to meet during the session of the Senate on Wednesday, September 18, 2019, at 10 a.m., to conduct a hearing.

**COMMITTEE ON FOREIGN RELATIONS**

The Committee on Foreign Relations is authorized to meet during the session of the Senate on Wednesday, September 18, 2019, at 1:30 p.m., to conduct a hearing.

**COMMITTEE ON INDIAN AFFAIRS**

The Committee on Indian Affairs is authorized to meet during the session of the Senate on Wednesday, September 18, 2019, at 2:30 p.m., to conduct a hearing.

**PRIVILEGES OF THE FLOOR**

Mr. UDALL. Mr. President, I ask unanimous consent to grant floor privileges to two of my fellows, Benjamin Riley and Miranda Hernandez, for the remainder of the Congress.

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

**ORDERS FOR THURSDAY, SEPTEMBER 19, 2019**

Mr. LANKFORD. Mr. President, I ask unanimous consent that when the Senate completes its business today, it adjourn until 10 a.m., Thursday, September 19; further, that following the prayer and pledge, the morning hour be deemed expired, the Journal of proceedings be approved to date, and the