

drought, the risks of turning our forests into tinder boxes is higher than ever. Responsible thinning and hazardous trees removal is an essential portion of what we need to be doing.

My bill, the CLEAR Zones Act, which is Clearing Lines, Electrical At-Risk Zones Act, would reduce the bureaucracy and the timelines to actually get the work done after permitting within 60 days and increase the buffer zone along power lines so there is less danger and more ability to fight fire at a smaller level.

Mismanaged forests lead to more fire. Without better practices, we will see more and more of the West go up in smoke.

REBUILD THE NATION'S INFRASTRUCTURE

(Mr. O'HALLERAN asked and was given permission to address the House for 1 minute.)

Mr. O'HALLERAN. Mr. Speaker, I rise today in support of H.R. 2, the Moving Forward Act, legislation to repair and rebuild our Nation's crumbling infrastructure.

I am pleased to see this bill make significant capital investments in our rural roads, schools, broadband expansion programs, and much more.

I also want to note that outdated infrastructure disproportionately affects rural and Tribal communities, which too often lack access to quality electricity, water, and sanitation systems.

To that end, I was pleased to see two bills I have sponsored included in the package.

First, the Tribal Power Act, which ensures that Tribal communities get access to affordable energy sources by increasing funding for the Department of Energy's Indian energy education planning and management assistance program.

Second is my bill for the planning, construction, and renovation of water, wastewater, and sanitation facilities across all of Indian Country.

These much-needed updates to our infrastructure have been on Congress' back burner for decades, putting the health, safety, and growth of our communities at risk.

Mr. Speaker, I look forward to voting in favor of this important bill and ask that you also do that.

REMEMBERING SERGEANT WOLFGANG K. WENINGER

(Mr. JOYCE of Ohio asked and was given permission to address the House for 1 minute.)

Mr. JOYCE of Ohio. Mr. Speaker, I rise today to honor the life and service of U.S. Marine Sergeant Wolfgang K. Weninger.

On June 16, just days before he was set to graduate from the U.S. Army Airborne School, Sergeant Weninger was tragically killed in a training accident. He was 28 years old.

Sergeant Weninger, who went by Kyle or Wolf back home, was a grad-

uate of Kenston High School and a local sports legend in Geauga County.

Known for his selflessness, Kyle joined the Marines in 2015 and immediately excelled. In roughly 4 years, he earned the coveted Marine Special Operator Insignia and rose to the rank of sergeant.

Kyle's instructors said that he possessed unsurmountable determination, a deep sense of integrity, and an unconquerable spirit. They called him a natural leader, someone who always looked out for his team.

I had the opportunity to speak to my old friend, Kyle's father, Ernie, this past week and express my profound condolences directly to him. As a parent, I can only imagine how difficult this time is for him, Mrs. Henry, and their families.

Mr. Speaker, please join me in a moment of silence to honor Sergeant Wolfgang K. Weninger and to pray for his loved ones in the wake of their tragic loss.

The SPEAKER pro tempore. The House will observe a moment of silence.

CHILDCARE IS INFRASTRUCTURE

(Ms. CLARK of Massachusetts asked and was given permission to address the House for 1 minute.)

Ms. CLARK of Massachusetts. Mr. Speaker, the Moving Forward Act recognizes that childcare is infrastructure.

Central to rebuilding our economy, stabilizing our workforce, and educating our children, childcare is a public good, supporting more than \$99 billion a year in economic activity.

But we have not treated it as such. Ninety-six percent of childcare professionals are women, and 40 percent are women of color, and they are chronically underpaid. Costs for families are high, creating barriers, especially from women, from entering and staying in the workforce.

The pandemic has pushed this vital sector to its breaking point, and we cannot afford to let it fail. This bill creates a grant program to renovate and modify childcare facilities, helping them to reopen safely. It invests in providers and in our Nation's children.

Childcare is the foundation for building an inclusive economy, and now is the time to invest in our future. I urge a "yes" vote on this legislation.

□ 1030

RECOGNIZING BEASLEY, TEXAS, VOLUNTEER FIRE DEPARTMENT

(Mr. OLSON asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. OLSON. Mr. Speaker, Sunday is a weekly day of Christian Sabbath. I must confess that last Sunday my Sabbath was not very pious. I toyed with one of the seven deadly sins; the sin of gluttony.

After I went to church, I drove down Interstate 69 to Beasley, Texas, and that is where I cracked. But it wasn't my fault. It was purely the fault of Tim Sabrsula, who is the chief of the Beasley Volunteer Fire Department.

At 11 a.m. they started selling huge chicken fried chicken plates at \$10 a plate. The temptation of gluttony was overwhelming; I had to buy five plates.

But Chief Sabrsula was not alone, Beasley Mayor Kenneth Reid joined this sinful attack. But I succumbed for a great cause, new equipment for the heroes at the Beasley Volunteer Fire Department. Chief Sabrsula asked me to close by saying, "Y'all come next year, you'll be glad you did."

The SPEAKER pro tempore. The Chair will ask Members to observe proper decorum in the Chamber.

OUR UNALIENABLE RIGHTS OF LIFE, LIBERTY, AND THE PUR- SUIT OF HAPPINESS

(Mr. COHEN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. COHEN. Mr. Speaker, on Saturday we will celebrate the Independence Day of our country. In our Chamber we have photographs of Lafayette and George Washington. In the preamble of the Declaration of Independence, it reads: "We hold these truths to be self-evident, that all men are created equal, that they are endowed by their creator with certain unalienable rights, that among these are life, liberty, and the pursuit of happiness."

Unfortunately, those words were not complete because African Americans were not considered men, and they were not given the unalienable rights of life, liberty, and the pursuit of happiness. We are still pursuing that. We did it with the George Floyd Justice in Policing Act, and we are doing it in other ways with opportunities for African Americans.

And as we said in the founding of our country, that we are becoming a more perfect union, and we continue to do that today; to see to it that all men and women have certain inalienable rights, life, liberty, and the pursuit of happiness.

Hopefully, we will remember that on Saturday, and remember that the reason why we cut ourselves off from King George is because we wanted to be a Nation of a rule of laws and not a Nation of a rule of man. That was worth people signing the Declaration, putting their lives at risk, and founding the United States of America.

NATIONAL COIN SHORTAGE

(Mr. JOHN W. ROSE of Tennessee asked and was given permission to address the House for 1 minute.)

Mr. JOHN W. ROSE of Tennessee. Mr. Speaker, I rise today to call attention to the national coin shortage occurring as a result of COVID-19.

I brought this issue to center stage 2 weeks ago during the hearing with Federal Reserve Chairman Jerome Powell, and we are starting to feel the effects back in Tennessee.

This week I saw a flier from a business in Tennessee pleading with its customers to use exact change due to the coin shortage. I, along with fellow Members, have sent a letter to Chairman Powell asking for additional guidance and best practices for business, but we can all play a role, an important part, to combat this shortage and help Americans who need to make every penny count.

It is just my 2 cents, but I urge my fellow Americans to literally contribute their 2 cents by putting their spare change back into circulation.

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT

The SPEAKER pro tempore. Pursuant to clause 1(c) of rule XIX, further consideration of the bill (H.R. 2) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, will now resume.

The Clerk read the title of the bill.

AMENDMENTS EN BLOC NO. 4 OFFERED BY MR. DEFAZIO OF OREGON

The SPEAKER pro tempore. It is now in order to consider an amendment en bloc consisting of amendments printed in part E of House Report 116-438.

Mr. DEFAZIO. Mr. Speaker, pursuant to section 5 of the House Resolution 1028, I offer amendments en bloc.

The SPEAKER pro tempore. The Clerk will designate the amendments en bloc.

Amendments en bloc No. 4 consisting of amendment Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, and 27, printed in part E of House Report 116-438, offered by Mr. DEFAZIO of Oregon.

AMENDMENT NO. 1 OFFERED BY MR. BABIN OF TEXAS

Page 61, after line 7, insert the following:

SEC. ____ . HIGH PRIORITY CORRIDORS ON NATIONAL HIGHWAY SYSTEM.

(a) IDENTIFICATION.—

(1) CENTRAL TEXAS CORRIDOR.—Section 1105(c)(84) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended to read as follows:

“(84) The Central Texas Corridor, including the route—

“(A) commencing in the vicinity of Texas Highway 338 in Odessa, Texas, running eastward generally following Interstate Route 20, connecting to Texas Highway 158 in the vicinity of Midland, Texas, then following Texas Highway 158 eastward to United States Route 87 and then following United States Route 87 southeastward, passing in the vicinity of San Angelo, Texas, and connecting to United States Route 190 in the vicinity of Brady, Texas;

“(B) commencing at the intersection of Interstate Route 10 and United States Route 190 in Pecos County, Texas, and following United States Route 190 to Brady, Texas;

“(C) following portions of United States Route 190 eastward, passing in the vicinity of

Fort Hood, Killeen, Belton, Temple, Bryan, College Station, Huntsville, Livingston, Woodville, and Jasper, to the logical terminus of Texas Highway 63 at the Sabine River Bridge at Burrs Crossing and including a loop generally encircling Bryan/College Station, Texas;

“(D) following United States Route 83 southward from the vicinity of Eden, Texas, to a logical connection to Interstate Route 10 at Junction, Texas;

“(E) following United States Route 69 from Interstate Route 10 in Beaumont, Texas, north to United States Route 190 in the vicinity of Woodville, Texas;

“(F) following United States Route 96 from Interstate Route 10 in Beaumont, Texas, north to United States Route 190 in the vicinity of Jasper, Texas; and

“(G) following United States Route 190, State Highway 305, and United States Route 385 from Interstate Route 10 in Pecos County, Texas to Interstate 20 at Odessa, Texas.”.

(2) CENTRAL LOUISIANA CORRIDOR.—Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended by adding at the end the following:

“(91) The Central Louisiana Corridor commencing at the logical terminus of Louisiana Highway 8 at the Sabine River Bridge at Burrs Crossing and generally following portions of Louisiana Highway 8 to Leesville, Louisiana, and then eastward on Louisiana Highway 28, passing in the vicinity of Alexandria, Pineville, Walters, and Archie, to the logical terminus of United States Route 84 at the Mississippi River Bridge at Vidalia, Louisiana.”.

(3) CENTRAL MISSISSIPPI CORRIDOR.—Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991, as amended by this Act, is further amended by adding at the end the following:

“(92) The Central Mississippi Corridor, including the route—

“(A) commencing at the logical terminus of United States Route 84 at the Mississippi River and then generally following portions of United States Route 84 passing in the vicinity of Natchez, Brookhaven, Monticello, Prentiss, and Collins, to Interstate 59 in the vicinity of Laurel, Mississippi, and continuing on Interstate Route 59 north to Interstate Route 20 and on Interstate Route 20 to the Mississippi-Alabama State Border; and

“(B) commencing in the vicinity of Laurel, Mississippi, running south on Interstate Route 59 to United States Route 98 in the vicinity of Hattiesburg, connecting to United States Route 49 south then following United States Route 49 south to Interstate Route 10 in the vicinity of Gulfport and following Mississippi Route 601 southerly terminating near the Mississippi State Port at Gulfport.”.

(4) MIDDLE ALABAMA CORRIDOR.—Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991, as amended by this Act, is further amended by adding at the end the following:

“(93) The Middle Alabama Corridor including the route—

“(A) beginning at the Alabama-Mississippi Border generally following portions of I-20 until following a new interstate extension paralleling United States Highway 80 specifically:

“(B) crossing Alabama Route 28 near Coatopa, Alabama, traveling eastward crossing United States Highway 43 and Alabama Route 69 near Selma, Alabama, traveling eastwards closely paralleling United States Highway 80 to the south crossing over Alabama Routes 22, 41, and 21, until its intersection with I-65 near Hope Hull, Alabama;

“(C) continuing east along the proposed Montgomery Outer Loop south of Mont-

gomery, Alabama where it would next join with I-85 east of Montgomery, Alabama;

“(D) continuing along I-85 east bound until its intersection with United States Highway 280 near Opelika, Alabama or United States Highway 80 near Tuskegee, Alabama;

“(E) generally following the most expedient route until intersecting with existing United States Highway 80 (JR Allen Parkway) through Phenix City until continuing into Columbus, Georgia.”.

(5) MIDDLE GEORGIA CORRIDOR.—Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991, as amended by this Act, is further amended by adding at the end the following:

“(94) The Middle Georgia Corridor including the route—

“(A) beginning at the Alabama-Georgia Border generally following the Fall Line Freeway from Columbus Georgia to Augusta, Georgia specifically:

“(B) travelling along United States Route 80 (JR Allen Parkway) through Columbus, Georgia and near Fort Benning, Georgia, east to Talbot County, Georgia where it would follow Georgia Route 96, then commencing on Georgia Route 49C (Fort Valley Bypass) to Georgia Route 49 (Peach Parkway) to its intersection with Interstate route 75 in Byron, Georgia;

“(C) continuing north along Interstate Route 75 through Warner Robins and Macon, Georgia where it would meet Interstate Route 16. Following Interstate 16 east it would next join United States Route 80 and then onto State Route 57;

“(D) commencing with State Route 57 which turns into State Route 24 near Milledgeville, Georgia would then bypass Wrens, Georgia with a newly constructed bypass. After the bypass it would join United States Route 1 near Fort Gordon into Augusta, Georgia where it will terminate at Interstate Route 520.”.

(b) INCLUSION OF CERTAIN SEGMENTS ON INTERSTATE SYSTEM.—Section 1105(e)(5)(A) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended in the first sentence—

(1) by inserting “subsection (c)(84),” after “subsection (c)(83),”; and

(2) by striking “and subsection (c)(90)” and inserting “subsection (c)(90), subsection (c)(91), subsection (c)(92), subsection (c)(93), and subsection (c)(94)”.

(c) DESIGNATION.—Section 1105(e)(5)(C) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended by striking “The route referred to in subsection (c)(84) is designated as Interstate Route I-14.” and inserting “The route referred to in subsection (c)(84)(A) is designated as Interstate Route I-14 North. The route referred to in subsection (c)(84)(B) is designated as Interstate Route I-14 South. The Bryan/College Station, Texas loop referred to in subsection (c)(84) is designated as Interstate Route I-214. The routes referred to in subparagraphs (C), (D), (E), (F), and (G) of subsection (c)(84) and in subsections (c)(91), (c)(92), (c)(93), and (c)(94) are designated as Interstate Route I-14.”.

AMENDMENT NO. 2 OFFERED BY MR. BALDERSON OF OHIO

Page 894, line 17, strike “lane splitting” and insert “operating between lanes of slow or stopped traffic”.

AMENDMENT NO. 3 OFFERED BY MR. BEYER OF VIRGINIA

Page 499, after line 22, insert the following:

SEC. 1632. STUDY ON EFFECTIVENESS OF SUICIDE PREVENTION NETS AND BARRIERS FOR STRUCTURES OTHER THAN BRIDGES.

(a) STUDY.—The Comptroller General of the United States shall conduct a study to identify—