

His story goes on from there. He was selected for the all-State team and played Division I basketball at St. Francis College in Brooklyn, NY. In addition to his basketball career, Edon excelled in the classroom and graduated from college with honors.

After college, multiple teams approached him about playing professional basketball in Europe. Unfortunately, he was forced to decline all of these offers because of his immigration status, but he didn't let it discourage him. He switched paths and started to pursue a new career in the music industry. With DACA, Edon has become a renowned professional musician. He has worked with successful artists like Roberta Flack, released an album, and performed at a music festival headlined by major international stars.

In addition to his successful music and basketball careers, Edon has made time to give back to his community. He has led a basketball clinic for children with cancer, taught music lessons to kids with special needs, and performed at multiple charity concerts. Edon is now starting a master's in business administration at Cornell University. He plans to pursue his master's degree as he continues his musical career.

DACA has allowed Edon to pursue his dreams for the time being, but DACA was also intended to be a temporary solution. Since President Obama established the program, Republicans have waged a relentless campaign—many of them—to overturn DACA and deport these Dreamers back to the countries they may not even remember. Now this program is hanging by a thread in the courts, and DACA recipients like Edon are being forced to live in fear and uncertainty every single day.

Last September, a Federal judge in Texas declared the DACA Program illegal. Though the decision left in place protections for current DACA recipients—and there are almost 600,000 of them—while an appeal is pending, they live in constant fear that the next court decision will upend their lives.

Court decisions have also prevented any new Dreamers from registering for the program. This means that, without congressional action—if we do nothing, if we continue to do nothing—hundreds of thousands of Dreamers who are ready to serve in their communities across the country may never have that opportunity.

Studies have estimated that, if DACA were to end, we would lose 1,000 U.S. jobs every day for the next 2 years. Business owners in my State often tell me that they need more workers. So the question I ask my colleagues today and ask America: Can we afford to lose 1,000 jobs a day from young people who grow up here, went to school here, stood up in the classroom every morning and pledged allegiance to that flag, believing it was their flag and their future? I think not.

When he was President, Donald Trump tried to end the DACA Pro-

gram. The first time I ever met Donald Trump was the day he was inaugurated as President. There was a luncheon, and I was invited to it. I went up to him, face-to-face in conversation personally, and I said: I want to tell you something. My priority is to cover these Dreamers, these DACA recipients, and give them a chance in America.

He leaned over and said: Don't worry. We are going to take care of those kids.

Well, he took care of them for sure. He tried to end the program altogether, with no protection for these young people. And, as a candidate, he has threatened to round up and deport undocumented immigrants, like this young man whom I just described.

We can no longer stand idly by while extremist judges and politicians toy with the future of these young people who have never known life in this country formally as legal citizens. We in Congress should protect Dreamers like Edon right now. I urge my colleagues to reach out to Dreamers in their States to learn more about these talented young people.

I have given these speeches on the floor. As I said, this is the 141st young person I have described. I have yet to have a disappointment where they came back and said: Oh, Senator, that young man, that young woman you just described got on the other side of the law and did something terrible.

It has never happened. These young people are good people. They deserve as much chance as our children to become part of this Nation's future.

They are business owners, teachers, parents, athletes, scientists, nurses, healthcare workers, musicians, and so much more. Would America be better if they were gone? I think not. It is clear that they are an important part of our future and an important part of our American life.

It is time to get to work and pass the Dream Act once and for all. It is the right thing to do, and it is long overdue.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Hawaii.

COMMUNITY DEVELOPMENT BLOCK GRANT DISASTER RECOVERY FUNDING

Mr. SCHATZ. Mr. President, Congress is failing disaster survivors across the country right now. Whether in Lahaina or in Burlington, survivors are not getting the full support of the Federal Government because Congress has yet to provide funding for long-term disaster recovery needs. That is in spite of the fact that, every passing month, more and more communities are being struck by extreme weather and need help in the rebuilding process.

It was more than 4 months ago that President Biden requested \$2.8 billion for the Community Development Block Grant Disaster Recovery Program, or CDBG-DR.

CDBG-DR funding is a lifeline for families and businesses that are trying to recover from disasters, helping them

to get back on their feet faster and more fully. Yet the spending package that Congress passed 2 weeks ago did not include a dime in new funding for CDBG-DR, despite the efforts of myself and my colleagues—including the Presiding Officer—on both sides of the aisle from disaster-affected States.

Supporting disaster survivors has never been and should never be a partisan issue, nor can it be buried at the bottom of a long list of Federal priorities. It is one of our most core responsibilities, as the Federal Government, to show up for Americans in their hour of need, when the State and local governments are overwhelmed. We have a chance to do that by including CDBG-DR funding in the appropriations package that we will be voting on later this week.

People on Maui and in every other disaster-struck community are counting on us for support, and it can't be that the Federal Government leaves them high and dry, midway through the process of putting their lives back together, because we couldn't get some numbers to add up. That is unacceptable, and we need to pass this funding now.

TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT APPROPRIATIONS

Mr. President, in a place where bipartisanship is harder to find than it is to talk about, there is a glimmer of hope this week. In the appropriations package that passed 2 weeks ago, there was a rare product of quiet, good-faith, bipartisan efforts: a record amount of funding for housing for Native communities across the country.

Working together, Democrats and Republicans in the Senate and the House included \$1.3 billion for Native housing as part of the Transportation, Housing, and Urban Development appropriations bill. That is an increase of a little more than \$300 million.

Tribal communities, as a direct consequence of perennial underfunding and neglect by the Federal Government, experience some of the highest poverty rates and worst living conditions in the Nation. They are 5 times as likely to live in homes without plumbing, 4 times more likely to not have basic appliances, such as sink or stove or a refrigerator, and 1,200 times likelier to experience issues with heating—1,200 times likelier to experience issues with heating.

So for them, the historic funding is a very, very big deal. It means that they can build more affordable housing, provide rental assistance, and get electricity and plumbing into their homes.

The bill also includes a significant increase for funding for Tribal transportation, which will help to repair roads on Tribal lands that are in dire shape and improve transit across reservation land for people trying to get to work or to school or to the grocery store. This funding builds on the historic investments we have made in Tribal transportation infrastructure

over the past few years with the infrastructure law and the Inflation Reduction Act. It is about 175 million new dollars for Tribal transportations.

All of this funding came to be because colleagues on both sides of the aisle, in both Chambers, said: Whatever other differences we may have, we agree that this is important and urgent and worth fighting for.

We got to work, and we actually did it.

Bipartisan victories do not grab the headlines in this town. They don't lead cable news or get tons of engagement on Twitter because there isn't a villain to ridicule or a controversy to editorialize about.

But the Federal Government has a trust responsibility to American Indians, Alaska Natives, and Native Hawaiians, which we have long fallen short of. For generations, Native communities were considered an afterthought, especially in the spending process.

Today, through steps like these, bit by bit, we are saying: No more.

So I want to thank everyone who worked for months quietly behind the scenes to get this done. That includes Members and staff of the Appropriations Subcommittee on Housing, as well as the Committee on Indian Affairs, both of which I chair.

I especially want to thank my ranking member, CINDY HYDE-SMITH, and my vice chair, LISA MURKOWSKI, for their continued partnership on this and other Native issues. I want to thank the many committee members who advocated for this funding on behalf of Native communities in their home States.

I am also grateful to our counterparts in the House: Representative COLE, the chairman of the Rules Committee and the chairman of the T-HUD Subcommittee; and Representative QUIGLEY, who fought to include this funding, despite difficult fiscal constraints.

As always, none of that is ever possible without the incredible staff on these committees who patiently and painstakingly turned commitments and deals made at the member level into real dollars and cents enshrined in Federal law.

Over the past few years, as a nation, we have begun to reckon with and address historic injustices against marginalized communities. It is important, it is necessary, and it is long overdue. But, somehow, a lot of that work has glossed over America's first injustice—the injustice toward Native people.

It is a brutal history spanning centuries and generations—forcibly removing Native people from their homelands, pushing children into boarding schools, robbing ancestral remains and cultural items. The impacts of the colonization and forced assimilation are being felt to this day.

We are not going to reverse hundreds of years of injustice in one legislative session, but it can't be that remedying

these injuries and those injustices—and finally doing right by Native people—takes another few centuries. It needs to start happening now. That requires all of us learning and really understanding the long and painful history. It means addressing the many ways that Native culture has been repeatedly robbed and harmed, which is something that the Committee on Indian Affairs, Federal Agencies, and others are working on with things like the repatriation of cultural remains and language revitalization.

Above all, it means supporting the everyday material needs of Native people. They need electricity. They need running water. They need reliable heating in their homes. They need safe roads and accessible transit. All of this work has to happen together.

The good news is this: Here in Congress, people in both parties recognize the urgency of issues affecting Native communities and are committed to prioritizing them. Even if that doesn't make for a splashy headline, it is no small thing for the millions of Native people across the country who are depending on us.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Nebraska.

ELECTRIC VEHICLES

Mrs. FISCHER. Mr. President, tomorrow, the Biden administration's Environmental Protection Agency will release new tailpipe emission standards formulated to push electric vehicles on the American people. The administration says that because of EVs "the future of American transportation is on track to be cleaner, safer, more affordable, and more reliable than ever before." And Vice President HARRIS has said that our Nation's embrace of electric vehicles will determine "the health of our communities, the strength of our economy, and the sustainability of our planet."

The way the administration and their activist friends paint EVs, you would think these cars are a time-tested environmental blessing with transportation, economic, and community benefits to boot. But behind the curtain of this climate crusade there is little supportive evidence and plenty of problems—problems the administration has tried to hide.

So what is the truth of the matter? The truth is that electric vehicles are not a magic bullet for the environment. They are underdeveloped and they pose safety risks and they create more problems than they solve, both at home and abroad.

So let's talk science. Climate activists say electric vehicles are bringing on a Green Revolution, but the facts—the facts—do not support that claim. The President said in a recent speech that "when I got elected President . . . we vowed to enact the most ambitious climate and environmental justice campaign in American history."

That campaign, according to President Biden, includes "moving to all-

electric vehicles in the future." And Vice President HARRIS has styled the push for electric vehicles as "an approach that is about clean energy and being smart around a reduction of greenhouse gas emissions."

When the administration makes these inflated claims about electric vehicles, they are only looking at what comes out of the exhaust pipe, but there is much more to the life of an electric vehicle. We will start at the beginning. The production of electric vehicle batteries requires a massive amount of electricity, usually produced by generators that burn fossil fuels. The manufacturing of EVs produces at least 60 percent more carbon emissions than that of gas-powered cars.

EVs, they start their lives with carbon debt. But even after they are on the road, EVs have their problems. They weigh significantly more than gas-powered cars because of those heavy batteries. This extra weight, it wears down an EV's tires as it drives. One study compared an electric car to a hybrid car and found that the electric one emitted about a quarter more particulate matter because of tire wear. Driving the electric car heightened overall emissions compared to a hybrid.

The climate activists pushing EVs aren't just ignoring this science; they are actually trying to hide it. When the California Air Resources Board analyzed the facts of the State's proposed ban on gas-powered cars over the next decade, it assumed both EVs and gas-powered cars have the same tire wear. The agency said it would be "speculative" to assume that electric cars will continue being heavier than gas cars. If that sentence was confusing, well, it is because it doesn't make sense.

Public policy should reflect reality, not the baseless future dream of featherweight electric cars. What is speculative, obviously, is assuming that the weight of EVs will change over the next decade, but there is no evidence to support that claim.

Here is another instance of sham science: Under an Energy Department rule, automakers were encouraged to greatly overestimate the fuel efficiency of electric vehicles. By fudging the numbers, carmakers claimed that EVs had absurdly high fuel efficiencies, up to 430 miles per gallon. Well, then—then the government granted subsidies to those automakers for supposedly meeting those high efficiency standards. It was a fake science racket designed to juice the EV industry.

Well, how did they fudge the numbers? The Energy Department included what they called a fuel content factor in their fuel efficiency equations, which multiplied the efficiency rates for EVs by 6.67. According to the rule, they chose that specific multiplier, "for simplicity and ease of use." In part, the rule reads that "it is included to reward electric vehicles' benefits to the Nation relative to petroleum-fueled vehicles."