

State and economy was to open the channel to the Port of Baltimore. And almost immediately, the Biden administration—Secretary Buttigieg—initiated the process to provide \$60 million from the Emergency Relief Program to help those efforts. And the State of Maryland and the city used some of those efforts to start clearing debris from the bridge that fell to clear the channel.

They used other parts of those funds to deal with traffic mitigation and relief because the trucks that carried hazardous material that used to go over the bridge could not go through the Baltimore tunnel. They had to go around the Baltimore Beltway. So those funds were very helpful in that effort. But, again, the main focus was on clearing that channel so we could reopen it for shipping purposes.

The good news is, because of the work of the Army Corps of Engineers, in particular, they dug a series of channels of increasing depths, and not that long ago we were able to clear a 35-foot channel which helped restore about 75 percent of the shipping into and out of the Port of Baltimore. There are now 549 transits, ship transits, coming into and out of the Port of Baltimore on a regular basis. So these are ships that are being loaded now by about 200 international longshoremen, which gives you a sense of how people are getting back to work. And the goal is, by the end of this month, to clear the full 50-foot channel—which is the main channel in and out of the Port of Baltimore—for the container ships. At that point in time, we hope to have the Port of Baltimore fully up and running.

This, as Senator CARDIN said, as the President of the United States said, as we all know, is a national tragedy. Yes, the bridge is in Baltimore, but it is a key connector on the east coast for commerce, both trucking and getting equipment and material in and out of the Port of Baltimore as well as others. That is why the President of the United States called upon the Federal Government to support funding the full costs of replacing the Key Bridge.

In addition to the initial \$60 million that came out of the Emergency Relief Program—thank you to Secretary Buttigieg who almost immediately enrolled the State of Maryland and found us eligible to be included in that program for the purpose of rebuilding the Key Bridge. Just like all the other projects that are part of that program from around the country, the Federal Government supports 90 percent of those costs.

Therefore, in order to make sure we make good on the pledge for 100 percent support because of this national tragedy, the entire Maryland delegation has been united in introducing the legislation that would make good on the President's commitment for 100 percent funding.

I want to thank Senator CARDIN. I see he has now returned to the floor. Again, I appreciate all your efforts

leading a Federal "Team Maryland" here, and I am proud to join you and our partners in the House, including Congressman MFUMBE, who represents this congressional district, in introducing that legislation on a bipartisan basis, the Baltimore BRIDGE Relief Act, to ensure that we cover 100 percent of the costs federally.

As Senator CARDIN, very importantly, pointed out, that legislation does make clear that any funds that are recovered through third parties, whether insurance or through lawsuits, will be returned to that Federal fund. I want to assure our colleagues of that.

Let me just end, really, where Senator CARDIN concluded his remarks, in two parts: first of all, by thanking our colleagues—Democratic colleagues, Republican colleagues—who reached out in the aftermath of this terrible catastrophe to say they stood with us and would help us as we restore the port and rebuild the Key Bridge and then again a thank-you to the people of Baltimore and the people of Maryland who demonstrated their amazing resilience during this terrible chapter and continue to do so every day, people who came together and volunteered to bring sandwiches to the folks at the Coast Guard, people who volunteered their services in an array of other ways just to help the cause, to help at that moment of tragedy, and to begin the process of healing and rebuilding.

It has been a team effort. I want to thank our Governor. I want to thank the mayor of Baltimore. We have come together as a State, and America has come together, not just in sympathy but to demonstrate support.

I just ask, along with Senator CARDIN and our colleagues, to make sure that we move on this legislation just as quickly as possible. This is why Senator CARDIN and I have offered it as an amendment to the FAA legislation that is in front of this body right now. That is an expression of the urgency with which we take this challenge, and we just ask our colleagues to join us in recognizing that urgency so that we can do it together.

When we saw the terrible collapse of the bridge in Minneapolis many, many years ago, the Congress rallied together very quickly to say that the U.S. Government would stand with the people of Minnesota in that hour of need and tragedy, and we ask our colleagues the same. I know that spirit is there in this body. We just hope that spirit now will be accompanied by the legislation to get the job done. The President has asked us to do it.

This is a moment for us to come together on a bipartisan—indeed, a non-partisan basis and get this done and show that even in the toughest of times, our country does rally together to help those who have been injured, those who have been hurt.

Out of this disaster will come a triumph as we rebuild the bridge and we resume full business at the Port of Baltimore and, finally, we continue to

help those families who lost loved ones in this tragedy.

I yield the floor.

The PRESIDING OFFICER. The senior Senator from Maryland.

Mr. CARDIN. Mr. President, I just wanted to compliment my colleague Senator VAN HOLLEN for his comments. I think he has said it the way that everyone in Maryland feels. We have worked together as a team on this. This is a national tragedy. We thank our Federal partners for their help. We are proud of the unified efforts that have evolved.

I appreciate Senator VAN HOLLEN's comments about just ordinary citizens who have really rallied behind the situation, helping their neighbors, providing food, providing opportunities that were lost as a result of the bridge collapse. It has really been gratifying to see the unity and support of our community.

We need this legislation passed. I urge our colleagues to find a way that we can get this done as quickly as possible.

I thank my colleague Senator VAN HOLLEN for his incredible leadership during this time.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. MARKEY). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. CARDIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

VOTE ON WELTON NOMINATION

The PRESIDING OFFICER. The question is, Will the Senate advise and consent to the Welton nomination?

Mr. CARDIN. I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The clerk will call the roll.

The assistant bill clerk called the roll.

Mr. DURBIN. I announce that the Senator from Arizona (Ms. SINEMA) is necessarily absent.

Mr. THUNE. The following Senators are necessarily absent: the Senator from Wyoming (Mr. BARRASSO), the Senator from Indiana (Mr. BRAUN), the Senator from Arkansas (Mr. COTTON), the Senator from Oklahoma (Mr. LANKFORD), the Senator from Kentucky (Mr. PAUL), the Senator from Florida (Mr. RUBIO), and the Senator from Alabama (Mr. TUBERVILLE).

Further, if present and voting: the Senator from Kentucky (Mr. PAUL) would have voted "nay."

The result was announced—yeas 52, nays 40, as follows:

[Rollcall Vote No. 159 Ex.]

YEAS—52

Baldwin	Blumenthal	Brown
Bennet	Booker	Butler

Cantwell	Kelly	Sanders
Cardin	King	Schatz
Carper	Klobuchar	Schumer
Casey	Lujan	Shaheen
Collins	Manchin	Smith
Coons	Markey	Stabenow
Cortez Masto	Menendez	Tester
Duckworth	Merkley	Van Hollen
Durbin	Murkowski	Warner
Fetterman	Murphy	Warnock
Gillibrand	Murray	Warren
Hassan	Ossoff	Welch
Heinrich	Padilla	Whitehouse
Hickenlooper	Peters	Wyden
Hirono	Rosen	
Kaine		

NAYS—40

Blackburn	Grassley	Risch
Boozman	Hagerty	Romney
Britt	Hawley	Rounds
Budd	Hoeben	Schmitt
Capito	Hyde-Smith	Scott (FL)
Cassidy	Johnson	Scott (SC)
Cornyn	Kennedy	Sullivan
Cramer	Lee	Thune
Crapo	Lummis	Tillis
Cruz	Marshall	Vance
Daines	McConnell	Wicker
Ernst	Moran	Young
Fischer	Mullin	
Graham	Ricketts	

NOT VOTING—8

Barrasso	Lankford	Sinema
Braun	Paul	Tuberville
Cotton	Rubio	

The nomination was confirmed.

The PRESIDING OFFICER (Mr. WARNOCK). Under the previous order, the motion to reconsider is considered made and laid upon the table, and the President will be immediately notified of the Senate's action.

LEGISLATIVE SESSION

SECURING GROWTH AND ROBUST LEADERSHIP IN AMERICAN AVIATION ACT—Resumed

The PRESIDING OFFICER. Under the previous order, the Senate will resume legislative session and resume consideration of H.R. 3935, which the clerk will report.

The senior assistant legislative clerk read as follows:

A bill (H.R. 3935) to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

Pending:

Schumer (for Murray) amendment No. 1292, in the nature of a substitute.

Schumer amendment No. 1293 (to amendment No. 1292), to add an effective date.

Schumer motion to commit the bill to the Committee on Commerce, Science, and Transportation, with instructions, Schumer amendment No. 1294, to add an effective date.

Schumer amendment No. 1295 (to (the instructions) amendment No. 1294), to modify the effective date.

The PRESIDING OFFICER. The majority leader.

MOTION TO TABLE

Mr. SCHUMER. I move to table the pending motion to commit with amendment.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

MOTION TO TABLE

Mr. SCHUMER. I move to table pending substitute amendment No. 1292.

The PRESIDING OFFICER. The question is on agreeing to the motion. The motion was agreed to.

AMENDMENT NO. 1911, AS MODIFIED

(Purpose: In the Nature of a Substitute)

Mr. SCHUMER. I call up substitute amendment No. 1911, as modified.

The PRESIDING OFFICER. The clerk will report.

The senior assistant legislative clerk read as follows:

The Senator from New York [Mr. SCHUMER] for Ms. CANTWELL, proposes an amendment numbered 1911, as modified.

Mr. SCHUMER. I ask to dispense with further reading of the amendment.

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

The amendment, as modified, is as follows:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “FAA Reauthorization Act of 2024”.

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

Sec. 1. Short title; table of contents.

Sec. 2. Definitions.

TITLE I—AUTHORIZATIONS

Sec. 101. Airport planning and development and noise compatibility planning and programs.

Sec. 102. Facilities and equipment.

Sec. 103. Operations.

Sec. 104. Extension of miscellaneous expiring authorities.

TITLE II—FAA OVERSIGHT AND ORGANIZATIONAL REFORM

Sec. 201. FAA leadership.

Sec. 202. Assistant Administrator for Rulemaking and Regulatory Improvement.

Sec. 203. Prohibition on conflicting pecuniary interests.

Sec. 204. Authority of Secretary and Administrator.

Sec. 205. Regulatory materials improvement.

Sec. 206. Future of NextGen.

Sec. 207. Airspace Modernization Office.

Sec. 208. Application dashboard and feedback portal.

Sec. 209. Sense of Congress on FAA engagement during rulemaking activities.

Sec. 210. Civil Aeromedical Institute.

Sec. 211. Management Advisory Council.

Sec. 212. Chief Operating Officer.

Sec. 213. Report on unfunded capital investment needs of air traffic control system.

Sec. 214. Chief Technology Officer.

Sec. 215. Definition of air traffic control system.

Sec. 216. Peer review of Office of Whistleblower Protection and Aviation Safety Investigations.

Sec. 217. Cybersecurity lead.

Sec. 218. Eliminating FAA reporting and unnecessary requirements.

Sec. 219. Authority to use electronic service.

Sec. 220. Safety and efficiency through digitization of FAA systems.

Sec. 221. FAA telework.

Sec. 222. Review of office space.

Sec. 223. Restoration of authority.

Sec. 224. FAA participation in industry standards organizations.

Sec. 225. Sense of Congress on use of voluntary consensus standards.

Sec. 226. Required designation.

Sec. 227. Administrative Services Franchise Fund.

Sec. 228. Commercial preference.

Sec. 229. Advanced Aviation Technology and Innovation Steering Committee.

Sec. 230. Review and updates of categorical exclusions.

Sec. 231. Implementation of anti-terrorist and narcotic air events programs.

TITLE III—AVIATION SAFETY IMPROVEMENTS

Subtitle A—General Provisions

Sec. 301. Helicopter air ambulance operations.

Sec. 302. Global aircraft maintenance safety improvements.

Sec. 303. ODA best practice sharing.

Sec. 304. Training of organization delegation authorization unit members.

Sec. 305. Clarification on safety management system information disclosure.

Sec. 306. Reauthorization of certain provisions of the Aircraft Certification, Safety, and Accountability Act.

Sec. 307. Continued oversight of FAA compliance program.

Sec. 308. Scalability of safety management systems.

Sec. 309. Review of safety management system rulemaking.

Sec. 310. Independent study on future state of type certification processes.

Sec. 311. Use of advanced tools and high-risk flight testing in certifying aerospace products.

Sec. 312. Transport airplane and propulsion certification modernization.

Sec. 313. Fire protection standards.

Sec. 314. Risk model for production facility inspections.

Sec. 315. Review of FAA use of aviation safety data.

Sec. 316. Weather reporting systems study.

Sec. 317. GAO study on expansion of the FAA weather camera program.

Sec. 318. Audit on aviation safety in era of wireless connectivity.

Sec. 319. Safety data analysis for aircraft without transponders.

Sec. 320. Crash-resistant fuel systems in rotorcraft.

Sec. 321. Reducing turbulence-related injuries on part 121 aircraft operations.

Sec. 322. Study on radiation exposure.

Sec. 323. Study on impacts of temperature in aircraft cabins.

Sec. 324. Lithium-ion powered wheelchairs.

Sec. 325. National simulator program policies and guidance.

Sec. 326. Briefing on agricultural application approval timing.

Sec. 327. Sense of Congress regarding safety and security of aviation infrastructure.

Sec. 328. Restricted category aircraft maintenance and operations.

Sec. 329. Aircraft interchange agreement limitations.

Sec. 330. Task Force on human factors in aviation safety.

Sec. 331. Update of FAA standards to allow distribution and use of certain restricted routes and terminal procedures.

Sec. 332. ASOS/AWOS service report dashboard.

Sec. 333. Helicopter safety.