

(2) the muscles that control vital functions, such as speech, swallowing, and breathing;

Whereas ALS can strike individuals of any age, but it predominantly strikes adults;

Whereas it is estimated that tens of thousands of individuals in the United States have ALS at any given time;

Whereas, based on studies of the population of the United States, more than 5,000 individuals in the United States are diagnosed with ALS each year, and 15 individuals in the United States are diagnosed with ALS each day;

Whereas, every 90 minutes, someone dies from ALS or is diagnosed with ALS in the United States;

Whereas the majority of individuals with ALS die of respiratory failure;

Whereas, in the United States, military veterans are more likely to be diagnosed with ALS than individuals with no history of military service;

Whereas, as of the date of introduction of this resolution, there is no cure for ALS;

Whereas the spouses, children, and family members of individuals living with ALS provide support to those individuals with love, day-to-day care, and more; and

Whereas an individual with ALS, and the caregivers of such an individual, can be required to bear significant costs for medical care, equipment, and home care services for the individual as the disease progresses: Now, therefore, be it

Resolved, That the Senate—

(1) designates May 2026 as “ALS Awareness Month”;

(2) affirms the dedication of the Senate to—

(A) ensuring individuals with amyotrophic lateral sclerosis (referred to in this resolution as “ALS”) have access to effective treatments and high-quality services and supports as early as possible after diagnosis;

(B) identifying risk factors and causes of ALS to prevent new cases;

(C) empowering individuals with ALS to maintain their personal independence to the maximum extent possible; and

(D) reducing the physical and emotional burdens of living with ALS; and

(3) commends the dedication of the family members, friends, organizations, volunteers, researchers, and caregivers across the United States who are working to improve the quality and length of life of ALS patients and develop treatments and cures that reach patients as soon as possible.

SENATE RESOLUTION 752—EXPRESSING SUPPORT FOR THE DESIGNATION OF THE MONTH OF MAY 2026 AS “PROGRESSIVE SUPRANUCLEAR PALSY AND CORTICOBASAL DEGENERATION AWARENESS MONTH”

Mr. BLUMENTHAL submitted the following resolution; which was referred to the Committee on Health, Education, Labor, and Pensions:

S. RES. 752

Whereas progressive supranuclear palsy, often referred to as “PSP”, and corticobasal degeneration, often referred to as “CBD”, are rare, adult onset, rapidly progressing neurodegenerative disorders that affect multiple areas of the brain and cause complex symptoms and care needs;

Whereas, although some symptoms may appear similar to those of other neurological diagnoses like Parkinson’s disease and frontotemporal dementia, progressive supranuclear palsy and corticobasal degen-

eration are distinct diseases with their own unique trajectories and care needs;

Whereas, while estimates vary and the conditions are frequently misdiagnosed, approximately 30,000 Americans are living with progressive supranuclear palsy and 2,000 Americans are living with corticobasal degeneration;

Whereas delays in the accurate diagnosis of progressive supranuclear palsy and corticobasal degeneration and access to neurology professionals specialized in these diseases are common and cause confusion, anxiety, and frustration among patients;

Whereas progressive supranuclear palsy and corticobasal degeneration can cause significant difficulty with movement, balance, speech, swallowing, cognition, vision, mood, and a variety of other complex symptoms;

Whereas progressive supranuclear palsy and corticobasal degeneration are aggressive in their progression, with most individuals becoming dependent on care in 3 to 4 years and having an overall life expectancy of 7 to 8 years from symptom onset;

Whereas there are currently no disease-modifying treatments for progressive supranuclear palsy or corticobasal degeneration;

Whereas more research is needed to understand the roles of environmental factors and genetics in why people develop progressive supranuclear palsy and corticobasal degeneration;

Whereas there are countless family caregivers, friends, and loved ones whose lives are greatly affected by progressive supranuclear palsy and corticobasal degeneration;

Whereas additional research, support services, and education are needed to maintain quality of life for those affected by the disease, to develop better treatments and prevention of complications, and to find cures for progressive supranuclear palsy and corticobasal degeneration; and

Whereas the designation of the month of May 2026 as “Progressive Supranuclear Palsy and Corticobasal Degeneration Awareness Month” will benefit individuals diagnosed with the diseases, families, healthcare professionals, and communities across the country and will further bolster awareness of the diseases: Now, therefore, be it

Resolved, That the Senate—

(1) supports the designation of May 2026 as “Progressive Supranuclear Palsy and Corticobasal Degeneration Awareness Month”;

(2) supports the goals and ideals of Progressive Supranuclear Palsy and Corticobasal Degeneration Awareness Month;

(3) supports research on diagnosis, prevention, treatments, and cures for progressive supranuclear palsy and corticobasal degeneration;

(4) recognizes the strength and resilience of the communities affected by progressive supranuclear palsy and corticobasal degeneration; and

(5) commends the individuals, families, volunteers, healthcare professionals, researchers, and organizations across the country who are working to improve the lives of people living with progressive supranuclear palsy and corticobasal degeneration.

SENATE RESOLUTION 753—EXPRESSING THE SENSE OF THE SENATE TO REDUCE TRAFFIC FATALITIES TO ZERO BY 2050

Mr. BLUMENTHAL (for himself, Mr. MERKLEY, Mr. SANDERS, Ms. SMITH, Mr. VAN HOLLEN, Mr. MARKEY, and Mr.

LUJÁN) submitted the following resolution; which was referred to the Committee on Commerce, Science, and Transportation:

S. RES. 753

Whereas roadway fatalities kill tens of thousands of people in the United States each year;

Whereas, according to the National Highway Traffic Safety Administration (referred to in this preamble as “NHTSA”), 39,254 lives were lost in motor vehicle crashes in 2024, and all of the deaths were preventable;

Whereas, according to the Centers for Disease Control and Prevention, traffic crashes are a leading cause of death for people ages 1 to 54 and kill more than 100 people every day;

Whereas, according to NHTSA, alcohol-impaired driving crashes are a leading killer on the roadways of the United States, with 11,904 lives lost to alcohol-impaired driving in 2024;

Whereas, according to NHTSA, 3,208 people died in motor vehicle crashes involving distracted drivers in 2024;

Whereas, according to NHTSA, 7,080 pedestrians were killed in traffic crashes in the United States in 2024, representing 14 percent of all motor vehicle crash fatalities;

Whereas, according to NHTSA, the number of pedestrian fatalities increased by 78 percent since their lowest point in 2009;

Whereas, according to NHTSA, a total of 1,166 bicyclists were killed in crashes with motor vehicles in 2023, representing a 57 percent increase in the last 10 years;

Whereas, according to NHTSA, 6,335 motorcyclists were killed in motor vehicle crashes in 2023, representing the deadliest year for motorcyclists since 1975;

Whereas, according to NHTSA, in 2023, 41 percent of motor vehicle traffic fatalities occurred on rural roads, despite only 31 percent of miles traveled occurring on rural roads;

Whereas, according to the Federal Highway Administration, adequately maintained retroreflective signs, pavement markings, and roadway lighting improve nighttime highway visibility and reduce the risk of crashes;

Whereas, according to the Federal Highway Administration, 850 people died in work zone crashes in 2024;

Whereas, according to NHTSA, seatbelts have saved an estimated 374,276 lives from 1975 through 2017;

Whereas, according to NHTSA, in 2024, 48 percent of passenger vehicle occupants who died in a motor vehicle crash were unrestrained;

Whereas, according to NHTSA, 43 percent of crash fatalities initially survived the impact but later died, highlighting the importance of improving post-crash care;

Whereas, according to the Insurance Institute for Highway Safety, increasing speed limits over the 25 year period of 1993 to 2017 led to approximately 36,760 deaths;

Whereas, according to NHTSA, speeding killed 11,775 people in 2023;

Whereas, according to Consumer Reports, existing safety technologies could cut road fatalities in half if such technologies were made standard on all vehicles, saving approximately 20,000 lives annually;

Whereas roadway fatalities and injuries rose during the COVID-19 pandemic and remain a persistent cause of death in the United States;

Whereas, according to the National Safety Council, medically consulted injuries in motor-vehicle crashes totaled 4,900,000 in 2024;

Whereas, according to the National Safety Council, total motor-vehicle injury costs were estimated at \$559,300,000,000;

Whereas, according to NHTSA, women sustain 46 percent higher injury risk than men in frontal crashes;

Whereas, according to NHTSA, women sustain 55 percent higher injury risk than men in rollover crashes;

Whereas advanced vehicle and infrastructure technologies show promise in eliminating motor vehicles crashes;

Whereas better roadway fatality data collection could help drive better behavioral safety and infrastructure improvements;

Whereas too many families in the United States have been personally affected by preventable crashes; and

Whereas a data-driven safe systems approach is proven to be effective at reducing traffic fatalities and injuries, including through taking into account all aspects of the transportation environment and not requiring a single actor to be responsible for traffic safety: Now, therefore, be it

Resolved, That the Senate—

(1) commits to advancing policies that will end roadway fatalities by 2050;

(2) calls on Congress and the Department of Transportation to commit to working together to achieve zero roadway fatalities by the year 2050;

(3) supports efforts to address disparities related to transportation safety;

(4) calls on the Department of Transportation, and the agencies within the Department of Transportation, to improve data gathering and tracking of traffic crashes and other issues related to transportation safety;

(5) calls on the Department of Transportation, and the agencies within the Department of Transportation, to commit to the implementation of proven countermeasures and interventions to prioritize transportation safety;

(6) recognizes the need for a safe system approach to transportation in the United States to improve access, safety, and mobility; and

(7) supports the use of the term “crash”, instead of “accident”, when describing traffic incidents and encourages all agencies of the Federal Government to use this term.

SENATE RESOLUTION 754—RE-AFFIRMING CONGRESSIONAL SUPPORT FOR THE TAIWAN RELATIONS ACT AND LONG-STANDING BIPARTISAN TAIWAN POLICY

Mrs. SHAHEEN (for herself, Mr. TILLIS, Ms. COLLINS, and Mr. COONS) submitted the following resolution; which was referred to the Committee on Foreign Relations:

S. RES. 754

Whereas the Taiwan Relations Act (Public Law 96-8; 22 U.S.C. 3301 et seq.) is the cornerstone of the United States-Taiwan relationship, which has been characterized by broad and enduring bipartisan support;

Whereas the Taiwan Relations Act established key elements of United States policy that have stood the test of time, including—

(1) preserving the extensive commercial, cultural, and other ties between the United States, Taiwan, the people on the China mainland, and all other peoples in the Western Pacific;

(2) declaring that peace and stability in the region are in the political, security, and economic interests of the United States, and are matters of international concern;

(3) underscoring that the decision of the United States to establish and maintain diplomatic relations with the Government of the People’s Republic of China rests upon the

expectation that the future of Taiwan will be determined by peaceful means;

(4) considering any effort to determine the future of Taiwan by other than peaceful means, including boycotts or embargoes, a threat to regional peace and security, and of grave concern to the United States;

(5) providing Taiwan with arms of a defensive character; and

(6) maintaining the capacity of the United States to resist any force or coercion that would jeopardize the security or any social and economic system of the people of Taiwan;

Whereas the United States Government has a longstanding One China Policy, which has been guided by the Taiwan Relations Act, the Three Joint Communiqués, and the Six Assurances;

Whereas, in 1982, in the context of the United States-China Joint Communiqué on United States Arms Sales to Taiwan, the Reagan Administration made clear that in its negotiations, the United States—

(1) did not agree to set a date for ending arms sales to Taiwan;

(2) did not agree to prior consultation with the People’s Republic of China on arms sales to Taiwan;

(3) did not agree to play any mediation role between Taiwan and the People’s Republic of China;

(4) did not agree to revise the Taiwan Relations Act;

(5) did not agree to take any position regarding sovereignty over Taiwan; and

(6) will not exert pressure on Taiwan to enter into negotiations with the People’s Republic of China;

Whereas, since the passage of the Taiwan Relations Act, the United States and Taiwan have further strengthened commercial, cultural, and other ties;

Whereas Taiwan has become a key part of the global economy and a significant trading and investment partner of the United States; and

Whereas Taiwan has transformed into a robust democracy on the world stage: Now, therefore, be it

Resolved, That the Senate reaffirms the Taiwan Relations Act (Public Law 96-8; 22 U.S.C. 3301 et seq.), the Three Joint Communiqués, and the Six Assurances as cornerstones of United States policy regarding Taiwan and supports the longstanding bipartisan United States policy toward Taiwan, which includes support for Taiwan’s self-defense and opposition to efforts to determine the future of Taiwan by other than peaceful means.

AMENDMENTS SUBMITTED AND PROPOSED

SA 5446. Mr. BENNET submitted an amendment intended to be proposed by him to the bill S. 2, to provide for reconciliation pursuant to title II of S. Con. Res. 33.; which was ordered to lie on the table.

SA 5447. Mr. SANDERS submitted an amendment intended to be proposed by him to the bill S. 2, supra; which was ordered to lie on the table.

SA 5448. Ms. MURKOWSKI submitted an amendment intended to be proposed by her to the bill S. 2, supra; which was ordered to lie on the table.

SA 5449. Ms. MURKOWSKI submitted an amendment intended to be proposed by her to the bill S. 2, supra; which was ordered to lie on the table.

SA 5450. Ms. MURKOWSKI submitted an amendment intended to be proposed by her to the bill S. 2, supra; which was ordered to lie on the table.

TEXT OF AMENDMENTS

SA 5446. Mr. BENNET submitted an amendment intended to be proposed by him to the bill S. 2, to provide for reconciliation pursuant to title II of S. Con. Res. 33; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____ . REIMPOSITION OF SANCTIONS ON OIL CRUDE OIL AND PETROLEUM PRODUCTS OF RUSSIAN FEDERATION ORIGIN.

(a) REVOCATION.—Upon the enactment of this Act, the Secretary of the Treasury shall immediately revoke General License 134C of the Office of Foreign Assets Control, entitled “Authorizing the Delivery and Sale of Crude Oil and Petroleum Products of Russian Federation Origin Loaded on Vessels as of April 17, 2026”, and dated May 18, 2026.

(b) PROHIBITION ON ISSUANCE OF FURTHER LICENSES.—On and after the date of the enactment of this Act, the Secretary of the Treasury may not issue any further general license authorizing the sale or transportation of crude oil or petroleum products of Russian Federation origin prohibited by the authorities listed on General License 134C.

SA 5447. Mr. SANDERS submitted an amendment intended to be proposed by him to the bill S. 2, to provide for reconciliation pursuant to title II of S. Con. Res. 33; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

TITLE ____ —AVIATION WORKER HEALTH CARE AND WAGE PROTECTION ACT OF 2026

SEC. ____01. SHORT TITLE.

This title may be cited as the “Aviation Worker Health Care and Wage Protection Act of 2026”.

SEC. ____02. FINDINGS AND PURPOSE.

(a) FINDINGS.—Congress finds that—

(1) sudden airline closures can result in immediate mass layoffs of aviation workers;

(2) interruptions in employer-sponsored health insurance place workers and families at substantial financial and medical risk;

(3) State unemployment insurance benefits often replace only a portion of lost wages;

(4) aviation workers provide critical transportation and national economic functions; and

(5) temporary Federal assistance is warranted to stabilize affected workers and communities following a qualifying airline shutdown.

(b) PURPOSE.—The purpose of this Act is to provide supplemental unemployment compensation for aviation workers displaced due to a qualifying airline closure occurring in 2026.

SEC. ____03. DEFINITIONS.

In this title:

(1) COVERED AIRLINE EMPLOYER.—The term “covered airline employer” means—

(A) an air carrier certificated under part 121 of title 14, Code of Federal Regulations (or successor regulations); or

(B) any contractor performing ground handling, catering, maintenance, customer service, or other airport-related services for such an air carrier .

(2) ELIGIBLE AVIATION WORKER.—The term “eligible aviation worker” means an individual who—

(A) was employed by a covered airline employer on or after January 1, 2026;

(B) lost employment due to a qualifying airline closure; and