

2013 in new transmissions of hepatitis C in the United States;

Whereas chronic viral hepatitis claims thousands of lives each year in the United States, with 19,368 deaths due to hepatitis C in the United States in 2013;

Whereas, in 2014, \$4,500,000,000 in Medicare funds were spent on hepatitis C treatments;

Whereas a person who has become chronically infected with hepatitis B or hepatitis C may not have symptoms for up to 40 years after the initial infection occurred;

Whereas African Americans, Asian Americans, Pacific Islanders, Latinos, Native Americans, Alaska Natives, gay and bisexual men, and persons who inject drugs intravenously all have higher rates of chronic viral hepatitis infections in the United States than other groups of people;

Whereas Asian Americans and Pacific Islanders bear the greatest burden of hepatitis B related deaths in the United States;

Whereas hepatitis C is 10 times more infectious than human immunodeficiency virus (referred to in this preamble as “HIV”);

Whereas hepatitis B is 50 to 100 times more infectious than HIV;

Whereas an estimated 25 percent of people who live in the United States and are infected with HIV are also infected with hepatitis C;

Whereas life expectancies for persons infected with HIV have increased with antiretroviral treatment, and liver disease, much of which is related to hepatitis B and hepatitis C infections, has become the most common cause of death among this population that is not related to acquired immune deficiency syndrome;

Whereas, despite the fact that chronic viral hepatitis is the most common blood-borne infection in the United States, 65 percent of people living with hepatitis B and an estimated 75 percent of people living with hepatitis C are unaware of their infection;

Whereas hepatitis B is preventable through vaccination, and both hepatitis B and hepatitis C are preventable with proper public health interventions, including programs that offer access to sterile injection equipment for people who inject drugs intravenously;

Whereas effective and safe treatment is available for people living with hepatitis B and hepatitis C, including new curative treatments for hepatitis C; and

Whereas the goals of “World Hepatitis Day” on July 28, 2015, are to—

(1) highlight the global nature of chronic viral hepatitis epidemics;

(2) recognize that hepatitis can be prevented and eliminated in part through a comprehensive public education and awareness campaign designed to identify those at risk for, and living with, hepatitis;

(3) inform patients about new treatments that are available for hepatitis; and

(4) help increase the length and quality of life for people diagnosed with chronic hepatitis B and hepatitis C infections: Now, therefore, be it

Resolved, That the Senate—

(1) recognizes July 28, 2015, as “World Hepatitis Day”;

(2) supports broad access to hepatitis B and hepatitis C treatments;

(3) supports raising awareness of the risks and consequences of undiagnosed chronic hepatitis B and hepatitis C infections; and

(4) calls for a robust governmental and public health response to protect the health of the approximately 5,000,000 people in the United States and 400,000,000 people worldwide who suffer from chronic viral hepatitis.

SENATE CONCURRENT RESOLUTION 20—RECOGNIZING AND HONORING THE 25TH ANNIVERSARY OF THE DATE OF ENACTMENT OF THE AMERICANS WITH DISABILITIES ACT OF 1990

Mr. HATCH (for himself, Mrs. MURRAY, Ms. AYOTTE, Ms. MURKOWSKI, Ms. COLLINS, Mr. KIRK, Mr. ROUNDS, Mr. COCHRAN, Mr. RUBIO, Mr. KAINE, Ms. BALDWIN, Ms. CANTWELL, Mrs. BOXER, Mr. BROWN, Ms. MIKULSKI, Mr. LEAHY, Mr. CASEY, Mr. DURBIN, Mr. SCHUMER, Mrs. FEINSTEIN, Mr. KING, Mrs. SHAHEEN, Mr. FRANKEN, Ms. KLOBUCHAR, Mr. MARKEY, Ms. HEITKAMP, Mr. BENNETT, Mr. BLUMENTHAL, Mr. MENENDEZ, Ms. STABENOW, Ms. WARREN, Mr. ALEXANDER, Mr. WHITEHOUSE, Ms. HIRONO, Mr. REED of Rhode Island, and Mr. CARDIN) submitted the following concurrent resolution; which was considered and agreed to:

S. CON. RES. 20

Whereas, July 26, 2015, marks the 25th anniversary of the date of enactment of the Americans with Disabilities Act of 1990 (referred to in this preamble as the “ADA”);

Whereas the ADA has been one of the most significant and effective civil rights laws passed by Congress;

Whereas, prior to the date of enactment of the ADA, individuals with disabilities were too often denied the opportunity to fully participate in society due to intolerance, misunderstanding, ignorance, or unfair stereotypes;

Whereas the dedicated efforts of passionate and courageous disability rights advocates served to awaken Congress and the people of the United States to the discrimination and prejudice that individuals with disabilities face;

Whereas Congress worked in a bipartisan manner to craft legislation to make discrimination against individuals with disabilities illegal;

Whereas Congress passed the ADA, and President George Herbert Walker Bush signed the ADA into law on July 26, 1990;

Whereas the purpose of the ADA is to fulfill the goals of opportunity, independent living, integration, and economic self-sufficiency for individuals with disabilities who live in the United States;

Whereas the ADA—

(1) prohibits employers from discriminating against qualified individuals with disabilities;

(2) requires that State and local government entities accommodate qualified individuals with disabilities;

(3) requires a place of public accommodation to take reasonable steps to ensure that the goods and services it provides are accessible to individuals with disabilities; and

(4) requires new trains and buses to be accessible to individuals with disabilities;

Whereas the ADA has played a historic role in allowing more than 55,000,000 individuals in the United States who have disabilities to better participate in society by removing barriers to employment, transportation, public services, telecommunications, and public accommodations;

Whereas the ADA has served as a model for disability rights in other countries;

Whereas every individual in the United States, not just those with disabilities, benefits from the accommodations that have become commonplace since the passage of the ADA, including curb cuts at street intersections, ramps for access to buildings, and other accommodations that provide access to

public transportation, stadiums, telecommunications, voting machines, and websites;

Whereas, 25 years after the date of enactment of the ADA, it remains a crucial tool, as children and adults with disabilities still experience barriers that interfere with their full participation in mainstream life in the United States;

Whereas, 25 years after the date of enactment of the ADA, individuals in the United States who have disabilities are twice as likely to live in poverty than individuals without disabilities, and individuals with disabilities continue to experience high rates of unemployment and underemployment;

Whereas, 25 years after the date of enactment of the ADA and 16 years after the Supreme Court issued the decision in *Olmstead v. L.C.*, many individuals with disabilities still live and work in segregated and institutional settings because of a lack of access to support services that would allow such individuals to live and work in their community;

Whereas, 25 years after the date of enactment of the ADA, the ADA remains a crucial tool for individuals with disabilities who experience barriers to accessibility in telecommunications and information technologies; and

Whereas the United States has a responsibility to welcome back and create opportunities for the tens of thousands of working-age veterans who have been wounded in action or have suffered injuries or illnesses related to their service in the Global War on Terror: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That Congress—

(1) recognizes and honors the 25th anniversary of the date of enactment of the Americans with Disabilities Act of 1990;

(2) salutes everyone whose efforts contributed to the enactment of the Americans with Disabilities Act of 1990;

(3) encourages everyone in the United States to celebrate the advancement of freedom and the expansion of opportunity made possible by the enactment of the Americans with Disabilities Act of 1990; and

(4) pledges to continue to work on a bipartisan basis to support opportunity, independent living, economic self-sufficiency, and the full participation of individuals in the United States who have disabilities.

AMENDMENTS SUBMITTED AND PROPOSED

SA 2538. Ms. BALDWIN submitted an amendment intended to be proposed by her to the bill H.R. 22, to amend the Internal Revenue Code of 1986 to exempt employees with health coverage under TRICARE or the Veterans Administration from being taken into account for purposes of determining the employers to which the employer mandate applies under the Patient Protection and Affordable Care Act; which was ordered to lie on the table.

SA 2539. Ms. BALDWIN submitted an amendment intended to be proposed by her to the bill H.R. 22, supra; which was ordered to lie on the table.

SA 2540. Mr. LEE submitted an amendment intended to be proposed by him to the bill H.R. 22, supra; which was ordered to lie on the table.

SA 2541. Mr. MCCONNELL (for Mr. CARPER (for himself and Mr. JOHNSON)) proposed an amendment to the bill S. 614, to provide access to and use of information by Federal agencies in order to reduce improper payments, and for other purposes.

TEXT OF AMENDMENTS

SA 2538. Ms. BALDWIN submitted an amendment intended to be proposed by her to the bill H.R. 22, to amend the Internal Revenue Code of 1986 to exempt employees with health coverage under TRICARE or the Veterans Administration from being taken into account for purposes of determining the employers to which the employer mandate applies under the Patient Protection and Affordable Care Act; which was ordered to lie on the table; as follows:

On page 757, after line 21, add the following:

SEC. 35416. BRIDGE INSPECTION REPORTS.

Section 417(d) of the Rail Safety Improvement Act of 2008 (49 U.S.C. 20103 note) is amended—

(1) by striking “The Secretary” and inserting the following:

“(1) IN GENERAL.—The Secretary”; and

(2) by adding at the end the following:

“(2) AVAILABILITY OF BRIDGE INSPECTION REPORTS.—The Administrator of the Federal Railroad Administration shall—

“(A) maintain a copy of the most recent bridge inspection reports prepared in accordance with section (b)(5); and

“(B) provide copies of the reports described in subparagraph (A) to appropriate State and local government transportation officials, upon request.”.

SA 2539. Ms. BALDWIN submitted an amendment intended to be proposed by her to the bill H.R. 22, to amend the Internal Revenue Code of 1986 to exempt employees with health coverage under TRICARE or the Veterans Administration from being taken into account for purposes of determining the employers to which the employer mandate applies under the Patient Protection and Affordable Care Act; which was ordered to lie on the table; as follows:

On page 767, line 13, strike “(3)” and insert the following:

(3) upon the request of each State, political subdivision of a State, or public agency responsible for emergency response or law enforcement, to require each applicable fusion center to provide advance notice for each high-hazard flammable train traveling through the jurisdiction of each State, political subdivision of a State, or public agency, which notice shall include the electronic train consist information described in paragraph (1)(A) for the high-hazard flammable train, and to the extent practicable, for requesting States, political subdivisions, or public agencies, to ensure that the fusion center shall provide at least 12 hours of advance notice for a high-hazard flammable train that will be traveling through the jurisdiction of the State, political subdivision of a State, or public agency, and include within the notice its best estimate of the time the train will enter the jurisdiction;

(4)

SA 2540. Mr. LEE submitted an amendment intended to be proposed by him to the bill H.R. 22, to amend the Internal Revenue Code of 1986 to exempt employees with health coverage under TRICARE or the Veterans Administration from being taken into account for purposes of determining the employers to which the employer mandate applies under the Patient Protection and Affordable Care Act; which

was ordered to lie on the table; as follows:

At the end of division F, add the following:

**TITLE LXIII—TRANSPORTATION
EMPOWERMENT ACT**

SEC. 63001. SHORT TITLE.

This title may be cited as the “Transportation Empowerment Act”.

SEC. 63002. FINDINGS AND PURPOSES.

(a) FINDINGS.—Congress finds that—

(1) the objective of the Federal highway program has been to facilitate the construction of a modern freeway system that promotes efficient interstate commerce by connecting all States;

(2) the objective described in paragraph (1) has been attained, and the Interstate System connecting all States is near completion;

(3) each State has the responsibility of providing an efficient transportation network for the residents of the State;

(4) each State has the means to build and operate a network of transportation systems, including highways, that best serves the needs of the State;

(5) each State is best capable of determining the needs of the State and acting on those needs;

(6) the Federal role in highway transportation has, over time, usurped the role of the States by taxing motor fuels used in the States and then distributing the proceeds to the States based on the perceptions of the Federal Government on what is best for the States;

(7) the Federal Government has used the Federal motor fuels tax revenues to force all States to take actions that are not necessarily appropriate for individual States;

(8) the Federal distribution, review, and enforcement process wastes billions of dollars on unproductive activities;

(9) Federal mandates that apply uniformly to all 50 States, regardless of the different circumstances of the States, cause the States to waste billions of hard-earned tax dollars on projects, programs, and activities that the States would not otherwise undertake; and

(10) Congress has expressed a strong interest in reducing the role of the Federal Government by allowing each State to manage its own affairs.

(b) PURPOSES.—The purposes of this title are—

(1) to provide a new policy blueprint to govern the Federal role in transportation once existing and prior financial obligations are met;

(2) to return to the individual States maximum discretionary authority and fiscal responsibility for all elements of the national surface transportation systems that are not within the direct purview of the Federal Government;

(3) to preserve Federal responsibility for the Dwight D. Eisenhower National System of Interstate and Defense Highways;

(4) to preserve the responsibility of the Department of Transportation for—

(A) design, construction, and preservation of transportation facilities on Federal public land;

(B) national programs of transportation research and development and transportation safety; and

(C) emergency assistance to the States in response to natural disasters;

(5) to eliminate to the maximum extent practicable Federal obstacles to the ability of each State to apply innovative solutions to the financing, design, construction, operation, and preservation of Federal and State transportation facilities; and

(6) with respect to transportation activities carried out by States, local govern-

ments, and the private sector, to encourage—

(A) competition among States, local governments, and the private sector; and

(B) innovation, energy efficiency, private sector participation, and productivity.

SEC. 63003. FUNDING LIMITATION.

Notwithstanding any other provision of law, if the Secretary of Transportation determines for any of fiscal years 2022 through 2026 that the aggregate amount required to carry out transportation programs and projects under this title and amendments made by this title exceeds the estimated aggregate amount in the Highway Trust Fund available for those programs and projects for the fiscal year, each amount made available for that program or project shall be reduced by the pro rata percentage required to reduce the aggregate amount required to carry out those programs and projects to an amount equal to that available for those programs and projects in the Highway Trust Fund for the fiscal year.

SEC. 63004. FUNDING FOR CORE HIGHWAY PROGRAMS.

(a) IN GENERAL.—

(1) AUTHORIZATION OF APPROPRIATIONS.—The following sums are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account):

(A) FEDERAL-AID HIGHWAY PROGRAM, ETC.—For the national highway performance program under section 119 of title 23, United States Code, the surface transportation program under section 133 of that title, and the highway safety improvement program under section 148 of that title, for each of fiscal years 2022 through 2026, an aggregate amount not to exceed 10 percent of the balance of the Highway Trust Fund (other than such Mass Transit Account) as estimated (taking into account estimated revenues) at the beginning of each such fiscal year.

(B) EMERGENCY RELIEF.—For emergency relief under section 125 of title 23, United States Code, \$100,000,000 for each of fiscal years 2022 through 2026.

(C) FEDERAL LANDS PROGRAMS.—

(i) FEDERAL LANDS TRANSPORTATION PROGRAM.—For the Federal lands transportation program under section 203 of title 23, United States Code, \$300,000,000 for each of fiscal years 2022 through 2026, of which \$240,000,000 of the amount made available for each fiscal year shall be the amount for the National Park Service and \$30,000,000 of the amount made available for each fiscal year shall be the amount for the United States Fish and Wildlife Service.

(ii) FEDERAL LANDS ACCESS PROGRAM.—For the Federal lands access program under section 204 of title 23, United States Code, \$250,000,000 for each of fiscal years 2022 through 2026.

(D) ADMINISTRATIVE EXPENSES.—Section 104(a) of title 23, United States Code, is amended by striking paragraph (1) and inserting the following:

“(1) AUTHORIZATION OF APPROPRIATIONS.—

“(A) IN GENERAL.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) for each of fiscal years 2022 through 2026, to be made available to the Secretary for administrative expenses of the Federal Highway Administration, an amount equal to 1 percent of the balance of the Highway Trust Fund (other than such Mass Transit Account) as estimated (taking into account estimated revenues) at the beginning of each such fiscal year.

“(B)(i) Notwithstanding any other provision of law, it shall not be in order in the Senate or the House of Representatives to consider any measure that would make available for expenditure from the Highway