

STATEMENTS ON INTRODUCED
BILLS AND JOINT RESOLUTIONS

By Mr. THUNE (for himself and
Mr. BARRASSO):

S. 3709. A bill to require the Secretary of Agriculture to carry out vegetation management projects and timber production projects on certain National Forest System land in the States of Montana, South Dakota, and Wyoming, and for other purposes; to the Committee on Energy and Natural Resources.

Mr. THUNE. Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the text of the bill was ordered to be printed in the RECORD, as follows:

S. 3709

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Black Hills Forest Protection and Jobs Preservation Act of 2022”.

SEC. 2. VEGETATION MANAGEMENT PROJECTS ON BLACK HILLS NATIONAL FOREST USING EXPEDITED NEPA AUTHORITIES.

The Secretary of Agriculture, acting through the Chief of the Forest Service (referred to in this Act as the “Secretary”), shall issue 1 or more decisions using expedited authorities for compliance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), including sections 603 and 605 of the Healthy Forests Restoration Act of 2003 (16 U.S.C. 6591b, 6591d) and a determination of NEPA adequacy described in section 220.4(j) of title 36, Code of Federal Regulations (or successor regulations), to carry out vegetation management projects on land in the Black Hills National Forest.

SEC. 3. FUNDING FOR TIMBER PRODUCTION PROJECTS.

(a) IN GENERAL.—Of the amounts made available to the Secretary by section 40803(c)(11) of the Infrastructure Investment and Jobs Act (16 U.S.C. 6592(c)(11)), the Secretary shall use \$40,000,000 for the period of fiscal years 2022 through 2026 to carry out projects on the Bighorn National Forest, the Custer Gallatin National Forest, and the Black Hills National Forest that will result in timber production.

(b) USE OF CATEGORICAL EXCLUSION AND EMERGENCY ACTION AUTHORITIES.—In carrying out projects under subsection (a), the Secretary shall use, to the extent practicable—

(1) the categorical exclusion established by section 40806(b) of the Infrastructure Investment and Jobs Act (16 U.S.C. 6592b(b)); and

(2) the emergency action authority under section 40807 of that Act (16 U.S.C. 6592c).

(c) EXCESS AMOUNTS.—If any amounts made available under subsection (a) are not used by the Secretary by September 30, 2026, and the Secretary has exhausted all reasonable means to use those amounts for the purposes described in that subsection, those amounts shall remain available to the Secretary until expended to carry out projects described in section 40803(c)(11) of the Infrastructure Investment and Jobs Act (16 U.S.C. 6592(c)(11)).

SEC. 4. WOOD PRODUCTS INFRASTRUCTURE.

In the ranking system developed under section 40804(d)(1) of the Infrastructure Investment and Jobs Act (16 U.S.C. 6592a(d)(1)), the Secretary shall categorize the Black Hills National Forest and the Bighorn National

Forest as being very high priority for ecological restoration involving vegetation removal.

SEC. 5. ADMINISTRATION.

(a) JUDICIAL REVIEW.—A project carried out under section 2 or 3 shall not be subject to judicial review.

(b) EXCLUDED LAND.—A project carried out under section 2 or 3 may not be carried out on—

- (1) a component of the National Wilderness Preservation System; or
- (2) an inventoried roadless area.

By Mr. KAINE:

S. 3712. A bill to amend the Internal Revenue Code of 1986 and the Employee Retirement Income Security Act of 1974 to provide for periodic automatic reenrollment under qualified automatic contribution arrangements, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

Mr. KAINE. Mr. President, today I am introducing the Auto Reenroll Act of 2022, alongside Representative KATHY MANNING, who has introduced companion legislation in the House of Representatives. Enacting this bill would improve financial security for Americans by strengthening their private retirement savings.

Nearly 7 in 10 Americans working in the private sector have access to employer-sponsored retirement plans, but a quarter of those with access do not participate in those plans. This means less money saved for retirement. Often, it means leaving money on the table, in the form of employer-matching contributions. Encouraging more employees to participate in their workplace plans would increase their overall compensation and improve their financial security and retirement outlook.

The Auto Reenroll Act of 2022 would boost participation through a simple change to the automatic enrollment safe harbor. Automatic enrollment plans have been tremendously successful at encouraging workers to participate in employer-sponsored plans, but employees who opt out of participating at the beginning of their tenure will likely never reconsider that decision. This bill would build on the success of auto enrollment by having employers reenroll nonparticipants once every 3 years, providing them another opportunity to consider participation. This would encourage those employees to reassess their nonparticipation as their financial situation evolves.

I encourage my colleagues to support this commonsense legislation to bolster private retirement savings.

By Ms. COLLINS (for herself and
Ms. MURKOWSKI):

S. 3713. A bill to codify the essential holdings of Roe v. Wade (410 U.S. 113 (1973)) and Planned Parenthood of Southeastern Pennsylvania v. Casey (505 U.S. 833 (1992)); to the Committee on the Judiciary.

Ms. COLLINS. Mr. President, I rise today to introduce the Reproductive Choice Act with my colleague and friend Senator LISA MURKOWSKI, which

would codify the protections for reproductive rights established by the Supreme Court’s decisions in Roe v. Wade in 1973 and affirmed by Planned Parenthood v. Casey in 1992. We are introducing the Reproductive Choice Act as a substitute amendment to the Women’s Health Protection Act before us today and as a standalone bill for future consideration.

Unfortunately, the Women’s Health Protection Act goes far beyond codifying Roe and Casey. Among other issues, this legislation would severely weaken protections afforded to healthcare providers who refuse to perform abortions on religious grounds. Rather than just codifying Roe’s protections, the bill would undercut Federal and State laws that have been in place for decades and call into question basic conscience protections.

The Reproductive Choice Act that Senator MURKOWSKI and I are introducing today would simply codify the essential holdings of the U.S. Supreme Court’s 1973 decision in Roe v. Wade and 1992 decision in Planned Parenthood of Southeastern Pennsylvania v. Casey. Our bill carefully tracks the Supreme Court’s language and would provide reassurance to women that the reproductive rights they have relied on for nearly 50 years will continue to be the law of the land.

Specifically, the Reproductive Choice Act would make clear in Federal law that States may not impose an “undue burden” on the ability of a woman to choose whether or not to terminate a pregnancy prior to viability. It would still allow States to enact regulations to further the health or safety of a woman seeking to terminate a pregnancy, while stating that regulations that have the purpose or effect of presenting a “substantial obstacle” to a woman seeking to terminate a pregnancy would be considered an “undue burden.”

As is currently permitted under Roe and Casey, our legislation would allow individual States to impose restrictions on terminating a pregnancy after fetal viability, except when necessary to preserve the life or health of the woman. Notably, unlike the Women’s Health Protection Act, our bill would not restrict laws regarding conscience protections, including laws that protect healthcare providers who refuse to provide pregnancy termination services for moral or religious reasons.

Women should be assured privacy in making their reproductive choices, and I oppose efforts to overturn the U.S. Supreme Court’s decision in Roe v. Wade. It is my hope that the Reproductive Choice Act will be enacted to ensure that women in this country are able to make their own reproductive choices as established in the landmark Roe decision.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 528—DESIGNATING FEBRUARY 16 OF EACH YEAR AS “INTERNATIONAL BLACK AVIATION PROFESSIONALS DAY”

Mr. OSSOFF submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 528

Whereas, since the birth of aviation, Black Americans have made and continue to make significant contributions to flight, space exploration, and the aviation industry as a whole, despite significant adversity;

Whereas aviation trailblazers like Emory C. Malick, the first licensed Black pilot, James H. Banning, the first Black pilot to fly across the United States, and Bessie “Queen” Coleman, the first licensed Black woman pilot, barnstormed through barriers such as racism and sexism to have careers in aviation;

Whereas Black American visionaries like William J. Powell, Jr., established the Bessie Coleman Flying Club, sponsored the first all-Black American airshow, wrote the book entitled “Black Wings”, produced a documentary film entitled “Unemployment, the Negro and Aviation”, and worked tirelessly to mobilize Black American youth to pursue careers in aviation;

Whereas Cornelius Coffey, a skilled Black American auto mechanic who dreamed of flying, and Willa Brown, the first Black woman to earn both a pilot’s license and a commercial license and the first Black woman to become an officer in the Illinois Civil Air Patrol, organized a group of Black air enthusiasts, established training classes and a school of aeronautics, and helped promote the 1939 flight of Chauncey Spencer and Dale White from Chicago to Washington, D.C., to campaign for an end to racial segregation in aviation;

Whereas the Tuskegee Army Airfield, after which the Tuskegee Airmen were named, became a vital center for Black American servicemen and servicewomen to train as mechanics, control-tower operators, and pilots of military aircrafts, launching the careers of many notable Black aviators, including General Benjamin O. Davis, Jr., Amelia Jones, Linkwood Williams, Lieutenant Colonel Lee A. Archer, Major Charles Hall, Brigadier General Charles McGee, and many others;

Whereas the Red Tails of the 99th Fighter Squadron and later the 332d Fighter Group known as the Tuskegee Airmen made pioneering contributions to the United States war effort during World War II and the subsequent drive to end racial segregation in the Armed Forces;

Whereas, in 1958, Ruth Carol Taylor became the first Black regional flight attendant in the United States;

Whereas, in 1956, Patricia Banks-Edmiston filed, and, in 1960, ultimately won, a discrimination case against Capital Airlines, paving the way for her to become the first Black commercial flight attendant in the United States;

Whereas these historic firsts opened the skies for Black flight attendants, including Joan Dorsey, Diane Hunter, Patricia Grace Murphy, Undra Mays, Sheila Nutt, and Margaret Grant;

Whereas Oscar Wayman Holmes was the first Black air traffic controller and served as the first Black aircraft pilot and the first Black commissioned officer in the Navy, and Eleanor Williams became the first Black woman air traffic controller in 1971;

Whereas Black scientists have played an integral role in the United States, reaching the stars through the brilliance and fortitude of historically overlooked and unappreciated figures, including Katherine Johnson, Dorothy Vaughn, and Mary Jackson, whose contributions in astrophysics allowed the United States to send humans into space;

Whereas Black Americans finally soared amongst the stars when Guion “Guy” Bluford and Mae Jemison became the first Black American man and woman, respectively, to venture into space;

Whereas the research of Black Americans like physiologist Vance H. Marchbanks and psychophysiologist Patricia Cowings made it safer for astronauts to travel to space;

Whereas Black American inventors helped revolutionize air and space travel, including through the long-distance airplane designed by Charles W. Chappelle, contributions by Gladys West to the development of the Global Positioning System (GPS), technology created by George Robert Carruthers that allowed for photography in space, and the power source created by Lonnie Johnson for the National Aeronautics and Space Administration’s Galileo mission to Jupiter;

Whereas Maynard Holbrook Jackson, Jr., the first Black mayor of the City of Atlanta, Georgia, is renowned for his major initiative, a diversity and inclusion plan to ensure Black business owners had the opportunity to participate in the expansion of Hartsfield-Jackson Atlanta International Airport into a major transportation hub, ahead of schedule and under budget, all while paving the way for minority-owned businesses to support the aviation industry through construction, management, and concessions programs at airports across the United States;

Whereas, on February 12, 2009, on a flight from Atlanta to Nashville, Captain Rachelle Jones Kerr, First Officer Stephanie Grant, and flight attendants Robin Rogers and Diana Galloway made history as the first all-female, all-Black American flight crew;

Whereas Casey Grant, an author, aviator, and pioneer in her own right as one of the earliest Black flight attendants, has made it her mission to honor the legacy and contributions of Black pioneers in aviation through her books entitled “Stars in the Sky” and “Stars and Beyond” and her efforts to introduce a new generation of young Black individuals across the United States and in Ghana to the field of aviation;

Whereas organizations, including the Organization of Black Aerospace Professionals, the Black Aviation Airline Pioneers, the Sisters of the Skies, the Bessie Coleman Aviation All-Stars, and the Black Flight Attendants of America, Inc., continue to preserve the legacy of Black Americans in aviation;

Whereas Black Americans have long served in every aspect of aviation, from skycaps, who greet travelers arriving at the airport, and ticketing agents, who ensure itineraries are in order, to ground crew, mechanics, and many others, who make the aviation industry safe and reliable;

Whereas the Federal Aviation Administration provides opportunities to eligible students from historically underrepresented backgrounds in the fields of aviation, aeronautics, and science, technology, engineering, and math (STEM) through the STEM Aviation and Space Education Program by recruiting candidates from historically Black colleges and universities for programs such as the Minority Serving Institutions Intern Program; and

Whereas public and private sector efforts to recruit, retain, and promote talented Black Americans through increased emphasis on intentional diversity, equity, and inclusion initiatives, programs, and commit-

ments and investments in programs that expose underrepresented groups to careers in aviation will ultimately help diversify the workforce for decades to come: Now, therefore, be it

Resolved, That the Senate—

(1) designates February 16 of each year as “International Black Aviation Professionals Day”;

(2) encourages the observation of “International Black Aviation Professionals Day” through the recognition and celebration of the contributions of Black aviation professionals; and

(3) requests that the President issue a proclamation calling upon the people of the United States—

(A) to recognize the stories and contributions of Black American aviation professionals who broke barriers, innovated, and took aviation to greater heights;

(B) to provide enhanced curriculum in schools, libraries, and other places of learning to educate all people of the United States with respect to the contributions of Black aviation pioneers; and

(C) to support greater opportunities for Black Americans in all areas of aviation.

AMENDMENTS SUBMITTED AND PROPOSED

SA 4932. Ms. COLLINS (for herself and Ms. MURKOWSKI) submitted an amendment intended to be proposed by her to the bill H.R. 3755, to protect a person’s ability to determine whether to continue or end a pregnancy, and to protect a health care provider’s ability to provide abortion services; which was ordered to lie on the table.

SA 4933. Mr. SCOTT of Florida submitted an amendment intended to be proposed by him to the bill H.R. 3076, to provide stability to and enhance the services of the United States Postal Service, and for other purposes; which was ordered to lie on the table.

TEXT OF AMENDMENTS

SA 4932. Ms. COLLINS (for herself and Ms. MURKOWSKI) submitted an amendment intended to be proposed by her to the bill H.R. 3755, to protect a person’s ability to determine whether to continue or end a pregnancy, and to protect a health care provider’s ability to provide abortion services; which was ordered to lie on the table; as follows:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the “Reproductive Choice Act”.

SEC. 2. PURPOSE.

It is the purpose of this Act to codify the essential holdings of *Roe v. Wade* (410 U.S. 113 (1973)) and *Planned Parenthood of Southeastern Pennsylvania v. Casey* (505 U.S. 833 (1992)).

SEC. 3. CLARIFICATION OF ALLOWABLE STATE REQUIREMENTS.

(a) IN GENERAL.—A State—

(1) may not impose an undue burden on the ability of a woman to choose whether or not to terminate a pregnancy before fetal viability;

(2) may restrict the ability of a woman to choose whether or not to terminate a pregnancy after fetal viability, unless such a termination is necessary to preserve the life or health of the woman; and

(3) may enact regulations to further the health or safety of a woman seeking to terminate a pregnancy.