

Disease Control and Prevention, 81.1 percent of mothers in the United States, or about 4 out of every 5 mothers in the United States, start breastfeeding their babies at the birth of their baby;

Whereas by the end of 6 months after the birth of a baby, breastfeeding rates for mothers in the United States fall to 51.8 percent, and only 22.3 percent of babies in the United States are exclusively breastfed at 6 months of age;

Whereas 2 of every 3 mothers report that they are unable to reach their personal breastfeeding goals;

Whereas there are substantial racial and ethnic disparities in breastfeeding initiation and duration;

Whereas, in 2014, 85.7 percent of non-Hispanic White infants were breastfed, as compared to—

(1) 68.0 percent of non-Hispanic Black infants; and

(2) 79.5 percent of non-Hispanic American Indian and Alaska Native infants;

Whereas the Healthy People 2020 objectives for breastfeeding are that—

(1) 82 percent of babies are breastfed at some time;

(2) 61 percent of babies continue to be breastfed at 6 months; and

(3) 34 percent of babies continue to be breastfed at 1 year;

Whereas breastfeeding is a proven primary prevention strategy that builds a foundation for life-long health and wellness;

Whereas the evidence of the value of breastfeeding to the health of women and children is scientific, solid, and continually reaffirmed by new research;

Whereas, during the first year of the life of a baby, a family that follows optimal breastfeeding practices can save between \$1,200 and \$1,500 in expenses on infant formula;

Whereas a 2016 study of maternal and pediatric health outcomes and associated costs based on 2012 breastfeeding rates indicates that if 90 percent of infants were breastfed according to medical recommendations, 3,340 deaths, \$3,000,000,000 in medical costs, and \$14,200,000,000 in costs relating to premature death would be prevented annually;

Whereas the great majority of pregnant women and new mothers want to breastfeed but face significant barriers in community, health care, and employment settings; and

Whereas a 2016 study found that universal breastfeeding—

(1) could prevent 800,000 child deaths per year across the world; and

(2) is an invaluable tool for mothers to provide essential nutrients to protect newborns against infectious diseases in developing countries: Now, therefore, be it

Resolved, That the Senate—

(1) designates the first week of August 2018 as “World Breastfeeding Week”;

(2) designates August 2018 as “National Breastfeeding Month”;

(3) supports the goals of National Breastfeeding Month; and

(4) supports policies and funding to ensure that all mothers who choose to breastfeed can access a full range of appropriate support from child care and health care institutions, health care insurers, employers, researchers, and government entities.

SENATE CONCURRENT RESOLUTION 42—SUPPORTING AMERICA'S CLEAN CAR STANDARDS AND DEFENDING STATE AUTHORITY UNDER THE CLEAN AIR ACT TO PROTECT THEIR CITIZENS FROM HARMFUL AIR POLLUTION

Ms. HARRIS (for herself, Mrs. FEINSTEIN, Mr. SCHUMER, Mr. MARKEY, Mr. WHITEHOUSE, Mr. SCHATZ, Mr. VAN HOLLEN, Mr. WYDEN, Mr. MERKLEY, Mr. BLUMENTHAL, Mr. BENNET, Mr. SANDERS, Mr. CARPER, Ms. HASSAN, Mr. COONS, Mrs. GILLIBRAND, Mrs. MURRAY, Ms. SMITH, Ms. HIRONO, Ms. CANTWELL, Mr. MENENDEZ, Mr. CARDIN, Mr. REED, Mr. UDALL, Ms. CORTEZ MASTO, Ms. BALDWIN, Mr. DURBIN, Ms. KLOBUCHAR, Mr. CASEY, Mrs. SHAHEEN, Mr. BOOKER, Mr. LEAHY, Ms. DUCKWORTH, and Mr. NELSON) submitted the following concurrent resolution; which was referred to the Committee on Environment and Public Works:

S. CON. RES. 42

Whereas Congress enacted the Clean Air Act, requiring the Environmental Protection Agency (EPA) to set standards controlling air pollutant emissions from motor vehicles and preventing the endangerment of public health and welfare;

Whereas Congress enacted section 209 of the Clean Air Act allowing the State of California to set vehicle emissions standards that meet or exceed Federal emission regulations;

Whereas Congress enacted section 177 of the Clean Air Act to allow States besides California to adopt California's stronger standards in lieu of Federal requirements;

Whereas the EPA has authority under the Clean Air Act to regulate greenhouse gas (GHG) emissions from vehicles;

Whereas the States of California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington have elected to set vehicle emissions standards that are more stringent than otherwise applicable Federal vehicle emission standards and can do so based on principles of cooperative federalism pursuant to the Clean Air Act;

Whereas Congress enacted the Energy Policy and Conservation Act and the Ten-in-Ten Fuel Economy Act (42 U.S.C. 6201 et seq.), requiring the Administrator of the National Highway Traffic Safety Administration to set maximum feasible corporate average fuel economy standards with the ultimate goal of promoting energy savings and reducing oil consumption;

Whereas Congress enacted legislation requiring the National Highway Traffic Safety Administration to set Corporate Average Fuel Economy Standards with the ultimate goal of promoting energy savings and reducing oil consumption;

Whereas the Federal Government, the State of California, and the auto industry agreed to a coordinated set of regulations, called the One National Program, that aligned these light-duty vehicle GHG emissions and fuel economy standards as closely as possible and set achievable standards of increasing stringency through model year 2025;

Whereas the EPA, together with the National Highway Traffic Safety Administration and the California Air Resources Board, collaborated on extensive analysis that clearly demonstrated that the existing standards are technically feasible and can be met at reasonable cost;

Whereas in January 2017, the EPA issued a final determination to maintain the existing GHG emissions standards for vehicles of model years 2022 through 2025, based on the extensive technical record showing the standards are appropriate and achievable;

Whereas the administration must adhere to cooperative federalism principles by meeting with key State stakeholders before impacting their State goals on emissions and public health;

Whereas America's light-duty vehicle GHG emissions and fuel economy standards support over 288,000 auto manufacturing jobs across 1,200 facilities in the United States;

Whereas America's light-duty vehicle GHG emissions and fuel economy standards are keeping United States auto companies competitive globally and protecting American consumers from dirtier and more costly technology, as other countries adopt strict clean car policies;

Whereas transportation has now surpassed the energy sector as the largest source of GHG emissions in the United States;

Whereas America's light-duty vehicle GHG emissions and fuel economy standards, if fully implemented through model year 2025, will—

(1) reduce American consumption of oil by 2,400,000 barrels per day;

(2) save American consumers \$130,000,000,000 at the pump by 2030; and

(3) reduce GHG emissions by 470,000,000 metric tons by 2030;

Whereas America's light-duty vehicle GHG emissions and fuel economy standards protect low-income communities and communities of color from disproportionate public health and economic burden; and

Whereas 87 percent of Americans support maintaining strong clean car standards and want automakers to continue to improve fuel economy for all types of vehicles: Now, therefore, be it

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

(1) supports the existing One National Program, agreed to with State stakeholders, with the goals of reducing GHG emissions and oil usage, protecting national security, and protecting human health and welfare; and

(2) supports policies to achieve that goal that will—

(A) achieve maximum feasible oil use reductions and reduce GHG emissions from mobile sources;

(B) recognize the rights and importance of States in cooperative federalism to set and follow stronger vehicle emissions standards under the Clean Air Act if they so choose; and

(C) ensure the administration, Department of Transportation, and Environmental Protection Agency solicit input from State parties impacted by any changes to the existing GHG emissions standards for light-duty vehicles and the associated standards for corporate average fuel economy.

AMENDMENTS SUBMITTED AND PROPOSED

SA 3687. Mr. HEINRICH submitted an amendment intended to be proposed by him to the bill H.R. 4, to reauthorize programs of the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table.

SA 3688. Mr. McCONNELL (for Mr. DONNELLY) proposed an amendment to the bill S. 2101, to award a Congressional Gold Medal, collectively, to the crew of the USS Indianapolis, in recognition of their perseverance, bravery, and service to the United States.

SA 3689. Mr. WYDEN submitted an amendment intended to be proposed by him to the