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Senate

The Senate met at 9:30 a.m. and was called to order by the President pro tempore (Mr. HATCH).

PRAYER

The Chaplain, Dr. Barry C. Black, offered the following prayer:

Let us pray.

Eternal Lord God, sustainer of nations, continue to heal our land. We claim Your promise that if people of faith will humble themselves and fervently seek You in prayer as they turn from evil, that You will hear their intercession, forgive their sins, and heal their land.

Use our lawmakers as instruments of unity. As they model the bridge building necessary to bring harmony and healing to nations, may their positive example transform lives. Lord, lead our Senators in righteous paths that will keep our Nation strong. Equip them to conduct the work of freedom with justice and humility.

Teach us all to disagree without being disagreeable, to seek to understand before being understood, to plant seeds of love to counteract hate, and to sow seeds of hope to eliminate despair.

We pray in Your sacred Name. Amen.

PLEDGE OF ALLEGIANCE

The President pro tempore led the Pledge of Allegiance, as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

RECOGNITION OF THE MAJORITY LEADER

The PRESIDING OFFICER (Mr. PAUL). The majority leader is recognized.

TRADE

Mr. McCONNELL. Mr. President, yesterday's TPA vote was a long-overdue

victory for the American worker and the American middle class. It was not easy. Many thought it would never happen. We even saw corks pop in the facts-optional lobby a few weeks ago. But that proved to be premature because here is what we have always known about the legislation we will vote to send to the President today. It is underpinned by a simple but powerful idea: For American workers to have a fair shot in the 21st-century economy, it makes sense to remove the unfair barriers that discriminate against them and the products they make.

Some may disagree. They certainly were not quiet in voicing their opinions. It is OK if they do not share our passion for ending this unfair discrimination against American workers. It is OK if they would rather rail against them tomorrow. But a bipartisan coalition in the House and the Senate thought it was time for forward progress instead.

We were very pleased to see President Obama pursue an idea we have long believed in. We thank him for his efforts to help us advance this measure. We thank all of our friends across the aisle for their efforts, too, Senator WYDEN most of all. Over in the House, I commend Speaker BOEHNER and Chairman RYAN for everything they have done. It hasn't been easy, and without them it would not have been possible. Of course, let me thank Chairman ORRIN HATCH for demonstrating such patience, persistence, and determination throughout this process. He never lost sight of the goal. He never gave up. The people of Utah are lucky to have him.

The Senate's work on trade does not end today. I said the Senate would finish pursuing the rest of the full trade package, and it will. We will take another cloture vote today to that end. That process continues. But the key victory for American workers and products stamped "Made in the U.S.A." comes today. The bill we are about to

pass will assert Congress's authority throughout the trade negotiation process. It will ensure that we have the tools we need to properly scrutinize whatever trade agreements are ultimately negotiated. It will make clear that the final say rests with us.

We had plenty of bumps along the road—frankly, a few big potholes, too—but we worked across the aisle to get through all of them. That is an example of how a new Congress is back to work for the American people. I thank everyone who helped us get where we are. Now let's vote again to support the American worker and the American middle class by approving the bipartisan TPA bill.

CYBER SECURITY

Mr. McCONNELL. Mr. President, on another matter, here is a headline from an Associated Press article that ran yesterday: "Federal Agencies Are Wide Open to Hackers, Cyberspies." That headline is scary enough, but read just a little further, and it gets even worse.

Passwords written down on desks. Outdated anti-virus software. "Perceived ineptitude" in information-technology departments.

The federal government, which holds secrets and sensitive information ranging from nuclear blueprints to the tax returns of hundreds of millions of Americans, has for years failed to take basic steps to protect its data from hackers and thieves, records show. In the latest example, the Office of Personnel Management is under fire for allowing its databases to be plundered by suspected Chinese cyberspies in what is being called one of the worst breaches in U.S. history. OPM repeatedly neglected to implement basic cybersecurity protections, its internal watchdog told Congress.

Let me repeat that—"one of the worst breaches in U.S. history." If you are looking for something scary to tell the kids around the campfire tonight, I would suggest reading the rest of the article. It gets a lot worse. To call this alarming would be quite an understatement.

● This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.



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So when the head of the agency that allowed that big breach to happen testified before a Senate subcommittee yesterday, you would think she would have come with a detailed action plan. You would think she would have announced that heads were rolling. You would think she said this could never ever be allowed to happen again under her watch. That is what the American people expect when a breach happens in the private sector and information is stolen. Why should they not expect as much from the public sector? But what did we hear instead? World-class buck-passing. World-class buck-passing. A complete lack of accountability and urgency. That tired and predictable excuse that the absence of leadership can be solved by throwing a few more dollars at the problem.

Well, Congress can certainly look at the funding angle. I know we will. But as we learned yesterday, it was not just the old stuff that was breached, it was the new stuff, too. More money is not going to solve a management problem, either. Let's be honest. This appears primarily to be a management problem. This appears primarily to be a management problem.

Here is what the American people were really looking for the OPM Director to address: Accountability. Accountability. A plan for the future. Confidence in the ability of the bureaucracy they hired and rarely, if ever, can fire to break out of the stereotype and show they can put the people's concerns first.

I thank Chairman BOOZMAN for holding that hearing. We learned a lot, but it is not the end of the story. The OPM Director will testify tomorrow before Chairman RON JOHNSON's homeland security committee, too. I hope she will take that opportunity to articulate a credible plan of action. I hope she will better address the legitimate concerns of the American people. That means a resolve to get to the bottom of what happened. That means giving the American people renewed confidence in a creaking bureaucracy. And that means pledging to work with policymakers to enact real reforms rather than simply accepting failure.

Whatever happens tomorrow, one thing does not change: the need for the Intelligence Committee's cyber security bill we tried to pass earlier this month. I am going to continue working with my colleagues toward that end. In the meantime, I look forward to seeing what happens in tomorrow's committee meeting.

RECOGNITION OF THE MINORITY LEADER

The PRESIDING OFFICER. The Democratic leader is recognized.

CYBER SECURITY

Mr. REID. Mr. President, the senior Senator from Kentucky is certainly right that we need to move on cyber se-

curity. I have known that for many years, and we have tried. Why have we not done something on it? Because of filibusters by the Republicans. We had a bill that had been worked on for years that we brought before the Senate. But instructions were given from the Chamber of Commerce, and the Republicans dutifully walked down here and voted no, stopping us from moving forward on the bill. The Chamber said—and obviously Republicans agreed—this is not something for the government. It should be done in-house.

Well, my friend the Republican leader rails against the government, but he should also understand that this is a situation which involves the private sector also. We could name 25 companies, 50 companies, 100 companies that have been hacked and hacked very badly, not the least of which are Sony and Target.

It is hard for me to comprehend that my friend, my counterpart, is here talking about the need to do something about cyber security when he is the leader of the Republicans who have stopped us from doing this.

There is a bill—it is not a perfect bill; it is far from it—a bipartisan bill. It has the support of the chairman and ranking member of the Intelligence Committee. We could get to work on that right now. We should do that. I repeat, it is not perfect legislation, but it is certainly a step forward.

My friend said he wants heads to roll. If that were the case, then there are a lot of heads to roll in the public sector and the private sector because they do not have the tools to do much about this hacking. We need to help them with appropriate legislation. I hope we can do that and do it very soon. I remain committed to turning to cyber security as quickly as we can. We need to get that done. I hope we can get that done. On that issue, we could go to that legislation right now. Do you know why we are not going to go to it right now? Because the Republicans have holds on the bill. So the Republican leader will file a motion to invoke cloture on moving forward on this legislation. We are ready to move on it now. Again, the problem is on the Republican side, not our side.

TRANSPORTATION FUNDING

Mr. REID. Mr. President, our great country faces yet another manufactured crisis. In just a few weeks from now, the end of July—and that is coming quickly—on July 31, the authority for the recent extension of the highway trust fund will expire. The U.S. Department of Transportation will not be able to make payments to our States for highways, bridges, railways. All transportation agencies will likely postpone or cancel roadwork during the busy summer construction season. Why? Because they have no money. They know the highway Surface Transportation Program has been stymied as a result

of 33 short-term extensions forced upon us by the Republicans in the Senate—33. How can these agencies plan ahead? They can't.

Before this crisis becomes full-blown, Democrats want to work with Republicans on a long-term reauthorization of the highway program. I know there are Members of the majority who want to do something about this.

The Presiding Officer has a plan to take care of highways. Is it a perfect plan? Of course it is not perfect, but it sure is a good step forward to do something about this program, something that is long term.

This crisis is about jobs, hundreds of thousands, if not millions, of high-paying construction jobs throughout the country. That is why we challenged the Republican leader to move forward with a robust, long-term surface transportation bill ahead of that deadline.

I am pleased Republicans have joined with Democrats to schedule a markup—in fact, it is going on right now in the Environment and Public Works Committee—on a 6-year surface transportation bill. This, of course, is an authorization only, but what terrific work done by Senators BOXER and INHOFE. They are an unmatched pair usually in all issues that come before this body, but on this legislation they are a matched pair. I admire and appreciate what they are going to mark up in just a few minutes. It is an authorization but a big step forward.

But next comes the need for funding what they authorize and maybe a little more. Their legislation will modernize our Nation's crumbling infrastructure. The bill the EPW Committee will consider is \$275 billion. That includes modest increases of funding over the next 6 years. But modest increases, while important, will not allow us to make the investments our transportation system really needs. Every day we learn of new examples about the state of disrepair of our roads, bridges, our highways, and of course our transit systems.

The highway trust fund is no longer sufficient to fund the investments we so desperately need to rebuild them. Why? Because people's habits have changed. Vehicles have changed. People don't drive—every car they have is not a gas guzzler. We have a lot of electric cars. We have cars that run sometimes on gasoline, sometimes on electricity. We have cars that run on gasoline all the time, but they don't burn much gasoline.

So the trust fund, which was set to take care of all the road needs we have, surface transportation needs—we simply don't have the resources anymore, so we have to look for other resources because, I repeat, the highway trust fund is no longer sufficient to fund these investments we so desperately need to rebuild them. We know this because over the past few years Congress has transferred billions of dollars to make up the shortfall in the trust fund revenues.

Today, it is important to thank again Senators INHOFE and BOXER for