

Broadband or high-speed internet has absolutely revolutionized the way we communicate, the way we conduct commerce, and actually the way we participate in government.

Broadband is one of the greatest innovations in history. It allows near-instantaneous exchange of information and brings efficiencies to the daily life of millions of Americans as they move more of their transactional life online.

Thanks to broadband, entrepreneurs have been able to bring thousands of new applications to consumers. These edge services are now an essential part of our lives. We find ourselves every day saying: I can't imagine what we did before we had this or before we had that. These apps give consumers access to entertainment, news, information, helping us drive around town, and access to emergency services.

As consumers use these applications, they generate massive amounts of data about themselves, and that is the problem. Many companies collect this data and use it for a range of purposes without the user's knowledge.

They are collecting all of this—every bill you pay, every website you visit, these platforms are following you.

After all this information is shared, the question is, Who owns the virtual you? Who owns you and your presence online? Our laws have not kept pace with technological innovation.

Now we see some States and we even have some cities that are adding more complexity to the problem by enacting their own privacy rules and standards, despite the fact that digital commerce is not restricted to one area. Digital commerce is interstate and global in nature.

It is time we have a consistent national law regarding online privacy. We need one set of rules and one regulator for the entire internet ecosystem. It just makes sense.

That is why I have introduced the legislation I previously proposed as a Member of the House of Representatives. As I said, it is called the BROWSER Act. Americans want to be certain their privacy is protected in the physical and the virtual space. Broadband users—who are each and every one of us—should have the right to say who can or cannot access their private data.

Think about it. At this point, how and when you pay your bills, the credit cards you use, the sites you visit, the merchandise you shop for, friends you connect with, there is somebody tracking that activity with every move of the mouse. They are on it.

Consumers should have the right to clear and conspicuous notice of a service providers' privacy policies and the ability to either opt in or opt out, depending on the sensitive nature of that data. The BROWSER Act requires digital services to provide users with clear and conspicuous notice of their privacy rights. It also requires digital services to provide users the ability to opt in to the collection of sensitive information while also giving users the ability to

opt out of the collection of nonsensitive information.

By allowing for a clear and conspicuous notification process, consumers will be able to make a more educated choice about the nature of the relationship they want to have with online vendors and with tech companies.

Furthermore, the BROWSER Act will prohibit digital services from denying their service to users who refuse to waive their personal privacy rights. The BROWSER Act also empowers the FTC, the Federal Trade Commission, to enforce these rules using its unfair or deceptive acts or practices authorities.

Now the Federal Trade Commission has been our privacy regulator in both the physical and the online space. Just this week, Senator KLOBUCHAR and I sent a letter to the FTC urging stronger action for bad actors in the tech space. Companies like Facebook and Google have transformed society in revolutionary ways and need to recognize that with that great power comes great responsibility. This is the 21st century; it is not the Wild West. These tech companies need to be respectful of your privacy rights.

My hope is that through this bipartisan effort, we will shed light on the need to protect competition and online privacy to keep up with the fast-paced changes in technology. The FTC has a responsibility to hold tech companies accountable for securing their platforms. We need them to step up and be the cop on the beat in the virtual space.

Before I yield the floor, I want to make one last point. The BROWSER Act treats everyone in broadband and edge companies exactly the same—one regulator, one set of rules. This is common sense.

Unfortunately, yesterday, Democrats in the House passed a bill to regulate broadband service providers, but they didn't do anything to Big Tech. They didn't do anything about privacy with Google, with Facebook, with Yahoo—these people who collect your data and sell it to the highest bidder; then that person markets back to you.

When I chaired the Communications and Technology Subcommittee in the House, I repeatedly offered to work with the other side of the aisle to preserve a free and open internet. I am always happy to work together to find a legislative solution and put this so-called net neutrality issue to rest once and for all. Rather than work together on this, the House pushed through a hyperpartisan bill to reinstate a controversial, heavyhanded regulation of communication companies, but—heaven forbid—they do not want to touch Big Tech, their big buddies.

I am so grateful Leader McCONNELL has said that this bill coming from the House is dead on arrival in the Senate. I look forward to continuing to work on this issue. But here is what my friends across the aisle and my friends over in the House need to realize: The

internet is not broken. The internet is not broken. Many of you probably have an electronic device close at hand. It is working just fine. The internet does not need the intervention of NANCY PELOSI and House Democrats. It is fine. It is going to be just fine by itself. In fact, as an alternative, we could just strike out the text of the House-passed bill and insert the BROWSER Act in its place—one set of rules for the entire internet ecosystem, one set of rules enforced by one Federal regulator. That is the BROWSER Act. It is about fairness. It is about encouraging innovation. It is about making certain we keep a free and open internet.

I yield the floor.

The PRESIDING OFFICER (Mrs. FISCHER). The majority leader.

#### ORDER OF BUSINESS

Mr. McCONNELL. Madam President, I ask unanimous consent that the postcloture time on the Bernhardt nomination expire at 1:45 p.m. today. I further ask that the motion to reconsider be considered made and laid upon the table and the President be immediately notified of the Senate's action.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. McCONNELL. Madam President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. PETERS. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### VEHICLE INNOVATION ACT

Mr. PETERS. Madam President, transportation is responsible for roughly two-thirds of our national consumption of petroleum and one of the largest contributors to greenhouse gas emissions. But imagine a future where we could produce low-cost, secure clean energy technologies to move people and goods easily across our Nation. Imagine if we could then sell our advanced American technology and products to the rest of the world.

Well, that is a future, by working together, we can indeed achieve. There is no question that the cars and trucks of the future can be equipped with technology to make them safer and more fuel efficient while also saving consumers money.

Rapidly emerging technology has the potential not only to reduce air emissions, but their development could also create jobs in Michigan and across the Nation, and these are jobs that cannot be outsourced. We must ensure that the United States leads the way in developing these innovations. That is why I reintroduced the bipartisan Vehicle Innovation Act with my colleagues Senator ALEXANDER and Senator STABENOW.

The Vehicle Innovation Act promotes research and development investments in clean vehicle and advanced safety technologies. The bill also modernizes

the Vehicle Technologies Office within the Department of Energy, which exists to help create and sustain American leadership in the transition to a global clean energy economy.

This office's leadership has already led to improvements in engine efficiency through vehicle weight reductions and reduced fuel production costs, and the Vehicle Innovation Act will help ensure that these continued innovations move forward.

I am proud to again partner on this bill with Senator ALEXANDER and fellow Michigander, Senator DEBBIE STABENOW. In the last Congress, we were able to pass the Vehicle Innovation Act through the Senate. Now, with fellow Michigan delegation Members, Congresswomen DEBBIE DINGELL and HALEY STEVENS, leading this bill in the House, there is no reason this legislation should not be enacted into law.

The bill is supported by labor, by industry, and by conservation groups, including the United Auto Workers, the Motor & Equipment Manufacturers Association, the Auto Alliance, the BlueGreen Alliance, and the Natural Resources Defense Council.

America should lead the world in clean energy advancements, and I urge my colleagues to support the Vehicle Innovation Act.

I yield the floor.

The PRESIDING OFFICER. The Senator from Texas.

#### BORDER SECURITY

Mr. CORNYN. Madam President, while many folks in Washington, DC, remain ambivalent about what is happening along the southern border, I am here to report that we are reaching a breaking point.

Every month, Customs and Border Protection releases the total number of people who attempt to cross the southern border. The total includes those who cross illegally between the ports of entry, as well as those deemed inadmissible at a port of entry. Just to give you an idea of the size and scope of the numbers we have been dealing with in the past, since June 2014—the month that President Obama referred to this as a “humanitarian crisis”—more than 66,000 individuals were encountered along the border. At that time, we thought 66,000 was a huge number, but it pales in comparison to what we are seeing now. Last month, more than 103,000 people attempted to illegally cross the border. That is 103,000 up from 76,000 the previous month.

A few weeks ago, I know we got into a debate about what did and did not constitute an emergency or a crisis at the border. I don't care whether you call it a crisis or an emergency, but the entire system is breaking, and it is unsustainable. This is the highest number of people who has attempted to enter the country that we have seen since 2007.

The mind-boggling figure represents the strain that is being felt by the personnel—those being U.S. Government employees—whether they be Border

Patrol or Customs or whoever is trying to manage the influx of the migrants. The men and women of the CBP lack both the manpower and the facilities to appropriately respond. The already understaffed Agency is reassigning personnel to try to make do, but 40 percent of the Border Patrol's manpower is spent processing migrants and providing care and transportation, and many of the agents are taken off their patrol lines to do this work, which leaves areas of the border vulnerable to exploitation by drug cartels and others.

The detention centers at which these migrants are housed and processed are relatively small facilities that are not designed for these kinds of huge numbers. They were originally built to house single adults for a short period of time, but the skyrocketing number of unaccompanied children and family units is now putting a serious strain on those resources. Last month alone, there were more than 53,000 families and nearly 9,000 unaccompanied children who were apprehended at the border—53,000 families and 9,000 unaccompanied children. Customs and Border Protection simply lacks the facilities to hold these children, and it lacks the personnel to provide appropriate care.

Do we really want the Border Patrol handing out juice boxes and diapers as opposed to interdicting dangerous drugs and other contraband that come into the United States? I don't think so. We know they are desperately asking for additional detention space and staff to be able to manage the migrants who are in custody.

Why is it so important they be detained? It is because, if we engage in the practice that has come to be known as catch and release, then it is doubtful we will ever see these migrants again, even though they will be notified of their time to appear in front of immigration judges months—maybe even years—into the future. They will simply melt into the landscape. If they were to have bona fide reasons to claim asylum but were to fail to appear for their hearings in front of immigration judges, they will have waived those rights and be deported if they are ultimately located in the United States.

We know customs inspectors have been reassigned from their duties at ports of entry to do things like process migrants and provide transportation. With fewer customs agents on the job, you are now seeing lengthy delays at the ports and checkpoints along the entire border. In what is just right across from El Paso, TX, truckers have been reported as sleeping in their vehicles for hours and sometimes days so they will not lose their spots in line.

I have heard from some of the car manufacturers that require there be a flow of their supply chains into Mexico and vice versa, so they are literally hiring aircraft to fly from Juarez to El Paso because that 11-minute flight is faster than a trucker waiting 24 hours in line. Also, when many of our car

manufacturers that depend on just-in-time inventory can't get their inventory just in time but have to wait 24 hours, it disrupts their manufacturing lines and endangers their businesses. Of course, it is easy to see how this could have a ripple effect on the entire border and the American economy.

This slowdown isn't just affecting businesses along the border; it has businesses across the country worried. Mexican products feed the supply chain for many manufacturers in the United States, and these slowdowns affect production. While folks who live far away from the border may have just chosen to look the other way until now, they don't have a choice anymore. The system is breaking.

The ripples will soon be felt across the country unless Members of Congress, on both sides of the aisle, work together and are serious about enacting a solution. We know what we need to do, but politics is preventing us from getting it done. It is time to provide our frontline officers and agents with the personnel, the resources, and the legal authorities they need in order to do the jobs we have asked them to do. Yet, without support from Congress, we are sending them into a losing battle, and we are setting our economy up for a disaster.

#### GEAR UP FOR SUCCESS ACT

Madam President, on another matter, when the Senate is in recess next week, I, like most of our colleagues here, will be running to my State to talk to my constituents and to hopefully listen to what they have to say.

As I travel from El Paso to Laredo, some of the things I will be talking about will include the GEAR UP for Success Act with students, teachers, and school administrators. GEAR UP seeks to increase college and career readiness for underrepresented and low-income students. It currently serves about 600,000 students nationwide, and Texans have benefited from the \$885 million in GEAR UP grants over the last 20 years.

I am glad I have had a chance to visit with some of my constituents in San Antonio and Harlingen about this bill and the incredible impact that GEAR UP grants have had on their students. I guess I didn't fully appreciate the fact that students really have to begin deciding in the seventh grade what their courses of study will be because, if they don't take the required courses, or the prerequisite courses, or the other courses they are going to need in order to graduate or to get into college, they may miss the boat entirely. Many of these students come from families whose parents have never attended college or who may be unaware of the requirement to plan in order for their children to make the right course selections early on as opposed to their waiting until their junior or senior year to begin to think about where to apply to college.

This legislation would allow school districts to better cater to their students' specific needs rather than to use