

When you have a major flood like that, most businesses don't return. In Ellicott City, they returned. Why? Because of the Federal partnership in which ELIJAH CUMMINGS played a critical role, as well as other members of our congressional delegation.

Affordable housing—Congressman CUMMINGS has brought affordable housing to Baltimore.

Public safety—after Freddie Gray, I will never forget the scene I was watching on the television screen. We saw the riots and the disruption that started in Baltimore. There was ELIJAH CUMMINGS on the streets, calming things down and saving lives. That is what he was doing to represent his community. That is the type of legislator he is.

He has provided support for public safety in Baltimore, for public education in Baltimore, and for STEM education in Baltimore City public schools.

So, President Trump, when you say this guy hasn't done his work to represent the people in the Seventh Congressional District, you are absolutely wrong. Come to Baltimore. Let us show you exactly what we have been able to accomplish and how you can help us, but don't defame our city. You are the President of the United States. Act as President. Bring us together. Recognize that you are responsible for this entire country, and help us with the reputation of Baltimore.

Again, I don't have to defend my city. My city is well known. It is one of the great cities in America, but I am going to do it anyway because I want my colleagues to understand how proud we are of our city, those of us who represent the State of Maryland and represent Baltimore City.

There is the Nation's first Washington Monument, the National Aquarium, Oriole Park, M&T Bank, Fort McHenry. Talk about Enoch Pratt library, one of the great libraries in America that gave free libraries to the people of our city. There is Eubie Blake National Jazz Institute and Cultural Center.

I could go through all the museums we have in Baltimore: the American Visionary Art Museum; the Baltimore Museum of Art; the Baltimore Museum of Industry; Walters Art Gallery; the Jewish Museum of Maryland; Babe Ruth's birthplace—born in Baltimore; the Reginald F. Lewis Museum; and the B&O Railroad Museum. How many of us have been there? The great history of the railroads in Baltimore started there. There is the Maryland Science Center.

There are great sports icons that have come out of Baltimore—from Johnny Unitas to Frank Robinson, to Brooks Robinson, Cal Ripken, and Ray Lewis.

We have great healthcare institutions—Johns Hopkins. I just got an email as I was sitting on the floor. I know the rules of the Senate prohibit me from looking at my electronic de-

vice, but U.S. News & World Report today ranked the Johns Hopkins department of neurology No. 1 in the Nation. It is located in Baltimore City, MD.

We can go over the other great institutions we have, such as the University of Maryland Medical Center, the Kennedy Krieger Institute, and the Lieber Institute for Brain Development.

We have great colleges, from Morgan State University to the University of Maryland School of Law, to Loyola University, Johns Hopkins University, Baltimore Coppin State, Notre Dame of Maryland University.

The list goes on and on: farmers markets and public markets; trend-setting writers from John Waters to David Simon, Tom Clancy, and Barry Levinson; the unique neighborhoods from "Lil' Itlee" to Pigtown.

Baltimore is well known. The Taste of Baltimore—how many of you know that the only place you can get a really legitimate crab cake is in Baltimore City? We all know that. And there are Old Bay Seasoning, Berger Cookies, and Goetze's Candies.

There is the Port of Baltimore, the economic heart of our State; Domino Sugar; and Under Armour, which is investing hundreds of millions of dollars into Baltimore City because they know the future.

There are the NGOs that are centered in Baltimore—the Annie E. Casey Foundation, Abell Foundation, Center for Urban Families, Catholic Relief Services, and Lutheran Immigration and Refugee Services.

I do this in hopes that the President might be listening so that he can learn a little bit about why we are so proud of Baltimore City. What we do ask is very simple. To the President: Come and learn about our urban centers and how you can help us in meeting the problems that we have in Baltimore and many urban cities around the Nation. We need a Federal partner who will help us with our economic growth and help us meet the challenges of the future.

It is exciting to live in Baltimore, and it is exciting to see our city grow. I am proud to be a Baltimorean, and I am proud to represent Baltimore in the U.S. Senate.

I yield the floor.

The PRESIDING OFFICER. The Senator from Maryland.

Mr. VAN HOLLEN. Mr. President, I thank my colleague, Senator CARDIN, for talking about some of the highlights of Baltimore City and the storied history of Baltimore City. It is a history of much good but also a lot of challenges that I recounted earlier. It doesn't do Baltimore City or any city in this country any good when the person in the highest office in this country launches these nasty, personal, racial diatribes.

I know the President had a history of these kinds of comments before he came to the Oval Office. But now that he is in the Oval Office, all of us have

an obligation and responsibility to speak out when he fouls the office in that way.

If the President really wants to help cities like Baltimore, he can do some of the things Senator CARDIN talked about. On a bipartisan basis in the Appropriations Committee, we are working to make investments that will help that city and many other cities with things like the CDBG—community development block grants—things like economic development administration proposals, things like financing through CDFIs, and things like minority business enterprises. Those are four investments. They don't solve the problems, but they certainly help.

Here is the thing. In President Trump's budget, zero—he zeroed out every single one of those programs.

I propose a major additional investment in our schools throughout this country, including title I schools, which are schools in lower income areas. That would be a huge boost to education throughout the country and to the city of Baltimore.

As Senator CARDIN said, we need to make investments in our national infrastructure. We have a great, thriving port in Baltimore with good-paying jobs, so we need to expand it.

There are so many things we can and should be doing, but the President, apparently, according to many, has this political strategy where he doesn't want to talk about those things. It is a political strategy that seeks to divide this country, not to unite this country. If you think about that, that is a pretty sick political strategy. It is sick for the country, sick for Maryland, and sick for Baltimore.

So I hope all of us will work to focus on the things we can do to make Baltimore and Maryland and this country stronger and end this kind of divisive rhetoric. Part of ending it means speaking out against it when we see it. We need everybody in this body to join us in doing it.

Again, I think when it comes to the city of Baltimore, it is going to rise way above the President's comments. It understands it has challenges, but it also understands it has a great future. Let us—all together—be part of a great future for Baltimore and this country, and that means coming together to serve the interests of all of our constituents.

I thank the Senate for the time Senator CARDIN and I have had here.

I yield the floor.

The PRESIDING OFFICER. The Senator from Wyoming.

#### BUDGET PROPOSAL

Mr. ENZI. Mr. President, I rise to talk about the need to fix our broken budget and spending process.

Picking up efforts we began in the 114th Congress, the Senate Budget Committee has spent the last several months holding hearings and meetings with Members of Congress, State officials, the administration, and stakeholder groups to listen to their budget

reform priorities. Along the way, we have collected a lot of good ideas.

Today, I come to the floor to outline the fiscal reform plan that incorporates a lot of the feedback we received. It reflects suggestions from Members on both sides of the aisle and from groups that span the political spectrum. These reforms are not driven by politics but, instead, are rooted in fixing our broken budget and spending process in favor of a system that works for everyone.

In developing this plan, my focus was on creating a durable system to substantially manage our country's finances, to improve transparency, to improve oversight, to improve accountability in the budget process, and to end the brinksmanship in our fiscal debates.

I have broken the plan down into four separate discussion drafts, which I am sharing this week with Senate Budget Committee members. Each of the drafts tackles a different aspect of the broken budget and spending process.

The first proposal is the most ambitious. It would reorient the budget process around long-term planning and shift the Federal Government to a biennial budgeting and spending system. There are 20 States, including my home State of Wyoming, that have some form of biennial budgeting and appropriations. I have long believed that one of the most important reforms we could do at the Federal level would be to move to a biennial process to have the problem only every other year.

The plan proposes to maintain the budget resolution as a concurrent resolution but with a few important changes.

First, it would change how we write the budget. Topline discretionary figures would be clearly stated in the resolution, while mandatory spending would continue to be displayed on a portfolio basis. This new approach will allow each individual Member to have more of a say in the budget through the amendment process.

Second, it would require the budget resolution to include debt-to-GDP targets to focus Congress on creating a path to stabilize our debt levels and sustainably manage our finances. It could even provide an estimate of anticipated revenues.

Third, the plan would allow for, upon adoption of a concurrent resolution on the budget, the automatic enrollment of a bill that would set discretionary spending caps—something that has taken until right now to get done this year—enforced by both Congress and OMB and increase the debt limit in line with the levels assumed in the resolution. It saves a lot of time.

The proposal seeks to encourage Congress and the President to reach agreement on a fiscal framework early in the budget process while maintaining the budget resolution as a congressional document. The budget resolution would be enforced whether or not

the President signs the joint resolution.

To encourage Congress to adhere to its budget blueprint, the proposal would create a special reconciliation process that would be triggered if the Congressional Budget Office finds that Congress is not on a path toward meeting the budget resolution's fiscal target that everybody voted on. This process would allow Congress to make surgical changes to achieve the debt target and could only be used for deficit reduction. The Byrd rule, which prohibits changes to Social Security in reconciliation, would apply.

The plan also seeks to get legislative committees more involved in the budget process. It would require them, at the beginning of the process, to share their plans to address spending on unauthorized programs in their jurisdiction, as well as programs that Agency-based inspectors general and the Government Accountability Office have identified as "in need of improvement." For that budget cycle, the committee would have to suggest a dollar amount for those programs listed as "such sums."

It would change our committee's name to the Fiscal Control Committee to better reflect the committee's focus on setting spending and revenue guardrails. It would also require the chairs and ranking members of the Appropriations and Finance Committees, if not already members of the Fiscal Control Committee, to serve as nonvoting members of the committee. This change is intended to increase the input in the primary spending and taxing committees in developing fiscal plans.

The second discussion draft I am releasing deals with congressional budget enforcement. Justice Louis Brandeis once wrote that "sunlight is said to be the best disinfectant." In keeping with this principle, the proposal would require reports tracking Congress's adherence to its budget plan to be regularly printed in the CONGRESSIONAL RECORD and posted on a publicly accessible website. This would help ensure that Members of Congress and the leadership of each committee are accountable for their fiscal decisions.

The other two components of this draft deal with Senate budget points of order, which are the means through which the body enforces congressional budgets and rules. These points of order are supposed to create a meaningful obstacle to breaching the budget, but in recent years they have been routinely ignored or waived.

The discussion draft proposes to make it harder to rewrite "inconvenient" budget rules. There have been a number of attempts in recent years to rewrite budget rules outside of the normal budget process to allow for more spending. There is already a point of order against this practice under the Congressional Budget Act, but that point of order lies against the whole measure, making it a very blunt in-

strument. The discussion draft would make the current point of order surgical so it would target only the offending provision without threatening to shut down the whole bill.

In a similar vein, the discussion draft would disallow global waivers for surgical points of order. Right now, any Senator can make a single motion to waive all budget points of order that lie against a measure. These global waivers allow numerous budget rules to be broken with one vote, regardless of whether the points of order that lie are surgical or apply to the whole measure. These waivers have even been used to preemptively prevent surgical points of order that could alter the bill text from being raised. The discussion draft aims to end that practice and ensure the ability of Senators to raise points of order that could remedy a budget violation without killing the bill.

The third discussion draft I am releasing deals with Congressional Budget Office operations and transparency. The CBO serves a vital role in the budget and legislative processes. While the Agency's longstanding mission has been to produce timely, objective, and accurate information for Congress, there have been growing calls for increased transparency in the estimating process. The discussion draft aims to build on bipartisan transparency reforms already underway at the CBO in a number of ways.

No. 1, it would require CBO to report on its transparency initiatives, review past estimates to see where the Agency got it right or got it wrong, and produce underlying data for its estimates of major legislation.

No. 2, it would require interest costs to be included as supplemental information in cost estimates, ensuring that lawmakers and the public have better information about the true costs of legislation.

No. 3, it would require public cost estimates of appropriations legislation. Unlike legislation reported from authorizing committees, there is not currently a requirement for CBO to provide public estimates of legislation reported by the Appropriations Committee.

No. 4, it would require CBO and the Government Accountability Office to conduct ongoing portfolio reviews of Federal programs to help lawmakers identify spending on duplicative, overlapping, and fragmented programs, as well as long-term funding trends and liabilities.

That was my third discussion draft.

My fourth discussion draft relates to how budget resolutions are considered on the Senate floor. The Congressional Budget Act provides special expedited procedures for consideration of a budget resolution on the Senate floor. These procedures were meant to ensure that the budget is considered and adopted in a deliberate but efficient manner. However, arcane floor procedures and a quirk of the act have undermined this intent by allowing a

marathon of votes known as a vote-arama. Once debate on the budget has ended, we have a vote-arama. Without time for debate or analysis of what is being proposed, this process is not conducive to substantive consideration of fiscal policy and serves as a major deterrent to considering a budget on the floor. The discussion draft aims to establish a more orderly process for Senate consideration of the budget resolution that ensures the ability of Senators from both sides of the aisle to offer and have votes on amendments.

It would change the current 50-hour rule on debate of a budget resolution to a limit on consideration and force the Senate to consider amendments after all allotted general debate time expires. Amendments would alternate between those offered by the minority and those offered by the majority, and the maximum debate time on the first-degree amendments would be reduced from 2 hours to 1 hour, to allow for the consideration of more amendments.

Under this proposal, even if the maximum debate time was burned on each amendment, 24 amendments could be considered. Coincidentally, 24 is both the average and the median number of rollcall votes on budget resolutions since 1976. Of course, it isn't 1 minute of debate. It would be an hour of debate.

This proposal would apply only to the Senate consideration of budget resolutions. It would not preclude adoption of a managers' package, apply to reconciliation bills, or change House procedures.

We can all agree that the current budget and spending system has broken down. Reforming this dysfunctional system has been a goal of mine since entering the Senate and is one of my top priorities before I leave this body at the end of this Congress.

I encourage my colleagues to consider the reform ideas I have laid out today and invite their feedback. I am hopeful that through this process, we will be able to reach bipartisan agreement to end the current dysfunction and put our country back toward a sustainable fiscal future—and on time so we will not have government shutdowns.

I yield the floor.

The PRESIDING OFFICER. The Senator from West Virginia.

AMERICA'S TRANSPORTATION INFRASTRUCTURE  
ACT

Mrs. CAPITO. Mr. President, yesterday I joined the fellow leaders of the Environment and Public Works Committee to introduce America's Transportation Infrastructure Act, a 5-year reauthorization bill that would deliver resources to repair and maintain critical surface transportation infrastructure.

Today the committee approved our comprehensive legislation with a strong bipartisan vote of 21 to 0 this morning.

As the chair of the EPW's Transportation and Infrastructure Sub-

committee, I am incredibly proud of this legislation, which is the result of months of serious negotiations with the full committee chairman, Senator BARRASSO, and Ranking Member CARPER, my subcommittee, and my ranking member, Senator CARDIN of Maryland.

It was not always easy, but I think we have produced a bill that achieves our priorities and secures needed investments in our Nation's infrastructure. First and foremost, the bill provides additional funding for highway investment. How many times do we hear: We don't have enough money to complete this. We can't get it done.

This also maintains the States' shares through formula dollars. That means a rising tide lifts all boats, whether a State is urban or rural, like my home State of West Virginia.

The majority of these funds—90 percent—are distributed by the formula to the States, providing maximum flexibility to our State programs, and with a full 5-year reauthorization, State DOTs will have the certainty they need to plan their investments without fear of lapses in their contracting authority. After all, it is the States, not the bureaucrats in Washington, that know their communities' needs the best.

Our legislation would get rid of some of the obstacles the States face as they work to start and finalize infrastructure plans. They take forever, and they cost so much. The bill incorporates the Trump administration's focus on One Federal Decision. Under that policy, the U.S. Department of Transportation is in charge of leading the regulatory review process—One Federal Decision—and it would consolidate the review of other Federal agencies like the EPA, the Corps of Engineers, and others who weigh in on these projects. That means the States will not end up in a regulatory purgatory, going back and forth from agency to agency seeking endless approvals.

DOT would also maintain a Federal dashboard system so the States can see where they stand in the process.

America's Transportation Infrastructure Act directs the Department of Transportation to work to complete its review process within 2 years and to push other agencies to expedite their regulatory reviews. Everything drags on so much, and it makes it so long and expensive. This would push our agencies to expedite their regulatory reviews under its own categorical exclusions. That is a fancy term for when the Department doesn't think a full, costly, and time-consuming permitting process is necessary for a straightforward infrastructure project such as replacing a bridge from right where it is and putting a new bridge right where it is. It takes forever. So we would eliminate that.

We also worked in a bipartisan way to promote natural infrastructure that will help reduce costs and timelines, diminish environmental impacts, and improve the resiliency of our infra-

structure to natural disasters such as floods that are so common in my part of the country.

West Virginia has the unfortunate title of being in the top five States of structurally deficient bridges. That is why I am very proud that America's Transportation and Infrastructure Act includes language I cosponsored with Senator BROWN implementing the new Bridge Investment Program.

This program will infuse \$6 billion over 5 years in additional funding to fix bridges in poor condition—dedicated funding that is essential to addressing this problem.

When faced with the decision on using scarce taxpayer dollars on a new highway expansion or improving bridge safety, too often—it is too tempting—States opt for the appeal of a ribbon-cutting on a new stretch of highway. Now, hopefully, they won't have to make that choice and we can reduce both congestion and the odds of a bridge failure—something that not only threatens our lives but also cuts off a community while they wait for a costly replacement.

The climate and resilience portion of America's Transportation Infrastructure Act will reduce emissions from the transportation sector and ensure that the taxpayers are not repeatedly replacing infrastructure affected by natural disasters.

This portion of the bill also includes important bipartisan legislation that I cosponsored. The first is called the USE IT Act. This would facilitate the deployment of carbon capture, utilization, and storage technologies by reducing regulatory obligations that the project stakeholders would face. It also includes the Diesel Emissions Reduction Act, which will provide funding to States and communities to replace older, smog-producing vehicles—like obsolete schoolbuses—with modern vehicles that use diesel, propane, natural gas, and electricity.

Most importantly for West Virginia and for broader Appalachia, this legislation includes several provisions, which I wrote, to accelerate the completion of the Appalachian Development Highway System and reauthorize the economic development activities of the Appalachian Regional Commission. The commission was first authorized in 1965. The Appalachian Development Highway System was designed to better integrate our region with the Midwest, Northeast, Mid-Atlantic, and South. For an economically-distressed area with communities that are relatively isolated, this infrastructure network is vital. It is vital for attracting investment, creating new economic opportunities, and improving quality of life.

The Appalachian Regional Commission has found that the highway system has already created and supported more than 168,000 jobs and generated \$7.8 billion in wage income that otherwise would not have existed. Those wages, in turn, drive local and Federal