

received Pell Grants, and private scholarships.

As an African American growing up in the south, I certainly encountered bitter racism. But I also benefited from enormous generosity—from people who provided me with support, and encouragement, and who believed in my potential.

You see, in spite of the differences I presented, and the challenges I encountered, I always felt that my country, that America, had my back. I had good people of good will cheering me on and pushing me forward.

Indeed, my story is an American story. It's a story of what is possible, of what can happen, when "we the people," live up to our highest ideals. And when we do fulfill these ideals, the fact of our differences does not hold us back, in the very same way that the fact of our differences is not really what divides us.

Class of 2019: The differences among us and the divisions between us: These are separate things. One does not inevitably lead to the other.

We are different, yes. But our differences are our strength.

Our division, on the other hand, is a liability—a liability that has been exacerbated and exploited, I believe, because of the corrosive, inequality that today is widening in American society.

More than what we look like, or where we come from, or how we worship, inequality is what is tearing our communities and country asunder.

Economic inequality asphyxiates the very American idea of economic and social mobility. It creates unprecedented wealth gaps, sorting us into circles where we only engage with people of similar means and perspectives.

Persistent racial and gender inequality cause the sins of our history to infect the present and imperil the future.

Inequality helps explain the gaps between the experience of rural Americans and urban Americans—and entrenches the polarization in our political institutions.

And inequality doesn't just cause our challenges. It also prevents us from joining together to solve our common problems.

It undermines our hope for the future and erodes our faith in one another. Because of it, we are less willing to trust one another. Less willing to extend the benefit of the doubt. Too often, we rush to judgement, assuming the worst intentions of others.

Now, I'm not naive. There are people for whom hate, and harm is the intention. From Charlottesville to Pittsburgh, we have witnessed the painful, pernicious impact of hate. And while there certainly are racists, anti-Semites, homophobes and prejudice in America today, this is not the character of who we are as a nation. Most Americans believe in ideals of equality and justice for all—and in order for these ideas to be realized we must stand up to emboldened bigotry.

And so, graduates: I ask you, I implore you, not to build walls, but to build bridges and to build relationships, because when I reflect on my own story, I know I did not get here alone.

None of us have.

It was not the simple fact of my presence, or superficial measures of diversity or inclusion, that led me to the great honor of serving as president of the Ford Foundation, or to the great honor of addressing you today. It was often people who were very different from me extending their humanity, and generosity, and their privilege to help me—leaving their comfort zones behind; spanning a divide.

It was people I didn't know—or came to know only later—who had faith in me, who

invested in me, who sustained me on my American journey.

My story is proof of what can happen when people choose to transcend their differences, and build bridges, and build relationships. You, too, are proof. And, on its best days, so is this country I love.

America always has been the product of people choosing to bind themselves together. Actively choosing. We are "We the people." We are *e pluribus unum*—out of many, one.

Because of our differences, we can ascend from cooperation, to collaboration, to innovation. Out of our differences, there is hope. Out of difference, there can be unity. Out of difference, equality and justice.

And it's bigger than the United States. This issue transcends boundary and geography. Out of many countries, we are one planet—with one future.

Which brings me back to where I started: The celebration of difference—and all of the possibility that difference unleashes.

Out of many paths—out of many graduates—you are one class. And while you have many careers and choices in front of you, I hope you keep one objective in mind: To make this a more just—a fairer world.

So, I ask you: What bridges will you build? What new relationships will you initiate? What justice will you serve? What will you make possible for someone else?

Many of the bridges you cross will not be physical structures of concrete or steel. They will be relationships you forge, through hard work and attention, respect and care, listening and love. And the best relationships are those in which you can be yourself and better yourself.

If my experience is any indication, this is especially true of relationships with graduates of this great university. My partner in life of 26 years, David Beitzel was a proud member of UVM's class of 1980. He passed away suddenly in January.

David taught me so much about life, and our common humanity. We were very different. We hailed from very different places and backgrounds. But we found each other despite those differences—and enriched each other's lives because of them.

Relationships with other people—friendships and family, professional, romantic, incidental and intentional—all are essential, no matter how different we may seem to be. They strengthen our empathy, our compassion, our humanity, and widen our perspectives.

If we build bridges and bonds of connection, then when injustice affects one of us, we know—deeply, personally—that it affects all of us. When we bind ourselves to others—when we recognize that our fates are bound together—we can put the small things aside. We can make a world where stories like mine are more probable, more likely, more common. We can shrink the gaps of inequality and grow justice in its place.

It will not be easy, class of 2019. Justice takes time. It takes work. It takes love. And it takes risk.

But I hope you find ways to build these bridges. I hope you find ways to listen and be curious—to be present and proximate. I hope you embrace difference—and reject division.

Class of 2019: I know you will answer the call—and I know the future will be much better for it. It's yours for the taking and the making, as of right now.

Congratulations. Good luck. And Godspeed.

#### AMERICA'S TRANSPORTATION INFRASTRUCTURE ACT

Mr. CRAMER. Mr. President, I rise in support of America's Transportation Infrastructure Act, a bill we on the En-

vironment and Public Works Committee passed today with broad bipartisan support.

Our bill contains the largest funding commitment in highway authorization history. It grows our economy, enhances roads and bridges, improves transportation safety, provides funds for necessary projects, eliminates burdensome regulation, promotes innovation, and invests in our Tribal lands.

Our EPW chairman said the bill would "enhance quality of life for the American people." Our ranking member believes it "can endure the test of time and keep up with the evolving demands of a 21st century global economy." I agree with their assessments, and as a member of EPW, I want to thank them for listening to our priorities and collaborating with each of us.

Since joining the Senate, I have expressed my belief that divided government presents an opportunity for us to achieve mutually beneficial goals and shared priorities. President Trump, myself, and my colleagues in Congress agree on the importance of investing in our Nation's infrastructure. This bill is proof that we can work together in a bipartisan manner on behalf of the American people.

More important to me than anything else, our bill also reflects the needs of my great State of North Dakota. As a large, rural State built on agriculture and natural resources, we are heavily dependent on our extensive infrastructure to get our goods to market.

With that in mind, I reached out our stakeholders at the very beginning of this process to glean their perspective. We received input and comments from city, county, and State leaders all across North Dakota, expressing their desire for a highway bill reauthorization that works best for our State.

Their feedback and priorities are very important to me. While not all of their requests were met, I want them to know their voices were heard. I therefore ask unanimous consent for the letters they sent us to be printed in the RECORD following my remarks. Full versions of each of these letters can be found on my official website.

I would also like to take a moment to highlight some of the bright spots in this legislation.

First, at \$287 billion, this is the largest highway bill in history. North Dakotans made it clear: They want a real, long-term reauthorization that does more than the status quo and actually invests in our Nation's roads and bridges.

Second, 90 percent of these funds will be distributed to the States via formula. That is incredibly important to large, rural States like North Dakota. The main point for the formula is that it is not discretionary, so it is stable, predictable funding. We have vast stretches of highway system that contribute greatly to our Nation's economy and interstate commerce. Despite our low population, rural States contribute much more to the highway

trust fund per capita than the rest of the country. In fact, North Dakota contributes the second-highest amount in the country, roughly three times more than the national average. Maintaining the current formula ensures that our State's contribution is acknowledged and paid back to us in a consistent, unbiased manner, giving North Dakota steady funding and flexibility to prioritize our State's transportation needs. Under this bill, transportation funding has increased by 27 percent, and North Dakota will receive nearly \$1.6B over the next 5 years, which is welcome news to communities back home.

Third, America's Transportation Infrastructure Act cuts duplicative bureaucracy and delays. For example, it establishes a 2-year goal for completing environmental reviews, a 90-day timeline for related project authorizations, and an accountability system for these projects. The days of half-finished, never-ending projects must come to an end. This bill acknowledges that. In addition, it creates incentives to lessen carbon emissions and reduce methane and energy waste.

Lastly, this bill includes multiple provisions I have cosponsored. The bipartisan USE-IT Act, which incentivizes carbon capture and sequestration technology, is included in this package; as is the Addressing Underdeveloped and Tribally Operated Streets Act, also known as the AUTOS Act. The AUTOS Act, sponsored by my fellow North Dakota Senator JOHN HOEVEN, would enhance the safety of roads on Indian lands by streamlining existing federal procedures and increasing funding to repair roads and bridges in Indian country.

These just a few of the many aspects of our bill that I support. As I have demonstrated, this is an economically and environmentally responsible bill. It is a win for both sides of the aisle and a win for our country. I am grateful our committee was able to take this first step today. I encourage my colleagues in the House to be proactive and to avoid procrastinating until the last minute. Let's work together in a timely fashion to deliver a significant investment for the constituents we serve.

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

NORTH DAKOTA

DEPARTMENT OF TRANSPORTATION,  
Bismarck, ND, February 19, 2019.

North Dakota Priorities for the Next Highway Reauthorization Bill.

Hon. KEVIN CRAMER,  
U.S. Senator,  
Washington, DC.

We appreciate the opportunity to offer input on State Priorities for the Next Highway Reauthorization Bill. Below are some key points that are vital to transportation funding in North Dakota:

Good infrastructure, including highways, is important for North Dakota and the National Economy.

This allows us to efficiently move agricultural, manufactured goods, and energy resources to the World Markets.

Increases personal mobility.  
Promotes safety.

Legislation must provide North Dakota a share of Federal highway and transit formula programs at least as high as it receives today.

Current level of fuel tax is not keeping up with current needs.

Allows states the flexibility to efficiently plan for projects.

Disruptive technologies (such as autonomous, hybrid, and electric vehicles) are having an impact on the amount of revenue generated for transportation.

Congress should continue the distribution of highway and transit program funds by formula.

Historically, North Dakota has not been very successful with the competitive grant programs such as TIGER and INFR.

Maintain the current Federal share of project cost—80/20

Public Private Partnerships do not work well in rural states.

The volume of traffic in rural states is not sufficient to attract private investments in roadway infrastructure (Example: tolling).

THOMAS K. SOREL,  
Director.  
DOUG BURGUM,  
Governor.

ASSOCIATED GENERAL CONTRACTORS  
OF NORTH DAKOTA,  
Bismarck, ND, February 22, 2019.

Hon. KEVIN CRAMER,  
U.S. Senator,  
Washington, DC.

DEAR SENATOR CRAMER: Thank you for the opportunity to offer input from our industry's perspective for the next Highway Reauthorization Bill. We applaud the EPW committee for beginning these discussions in advance of the 2020 expiration of the current act.

A strong federal program is extremely important for a geographically large, yet sparsely populated state like North Dakota. We simply do not have the critical mass to fund the transportation needs on the state/local level. The current administration seems to favor more local participation but we'd caution the utilization of that to areas where it is feasible and not a detriment. Maintaining the 80/20 federal/state split is imperative in a state like North Dakota. Private Public Partnerships work well in higher populated areas but they are not feasible in North Dakota. Being rural and sparsely populated make the interest of private entities nearly impossible.

Funding solutions for the Highway Trust Fund is long overdue and the user fee of the federal motor fuel tax has not generated enough revenue to fund the program for many years. It needs to be addressed and soon. The 18.4 cent per gallon user fee has not been adjusted since October 1, 1993. The decline in buying power is obvious and better fuel economy of vehicles adds to the issue. Adjusting it upward makes sense to us. Looking at any other funding options should also be considered. In our previous Congressional visits, AGC of ND representatives have provided an outline of various funding options. We'd be happy to provide them again if interested.

With an extremely short construction season in our state, it is imperative the ND DOT have certainty for federal funding payments. Too many times, there have been delays in sending the appropriations which lead to delayed bid lettings. This is a significant issue in North Dakota. Even a one month delay can cause huge issues in completing projects.

Those are but a few of our suggestions for the next federal highway act. Again, we appreciate the opportunity to submit them and

are available for any subsequent deliberations.

Sincerely,

RUSS HANSON,  
Executive Vice President.

FARGO-MOORHEAD METROPOLITAN  
COUNCIL OF GOVERNMENTS,

Fargo, ND, March 6, 2019.

Subject: Reauthorization of the Surface Transportation Bill (Highway Bill).

Senator KEVIN CRAMER,  
Washington, DC.

DEAR SENATOR CRAMER: The Fargo-Moorhead Metropolitan Council of Governments (FM Metro COG) is very grateful for the opportunity to share our input about the surface transportation reauthorization bill. Metro COG serves as the Metropolitan Planning Organization (MPO) for all jurisdictions within the Fargo-Moorhead metropolitan area, including the North Dakota jurisdictions of Cass County, Fargo, Horace, and West Fargo, which are all in our designated urbanized area, and Casselton, Mapleton, and Harwood in our metropolitan planning area. In Minnesota, our urbanized area includes Clay County, Dilworth and Moorhead, and our metropolitan planning area includes Glyndon, Hawley, Sabin, and Barnesville.

On behalf of the local jurisdictions, Metro COG administers the federal transportation and transit planning funds received by our metropolitan area and carries out the required planning and programming activities to ensure a continuing, cooperative and comprehensive transportation planning process. Our Policy Board, made up of local elected officials and planning commissioners, represents citizens throughout the metropolitan area.

Our input on reauthorization of the surface transportation bill is as follows:

Retain the Transportation Management Area population threshold of 200,000. The Highway Bill establishes the population threshold of 200,000 as the point when an MPO may choose to become a Transportation Management Area (TMA). Our metropolitan area has exceeded this threshold, and will officially exceed it as part of the 2020 Census. Local leaders have been looking forward to becoming a TMA and carrying out planning efforts that will ensure we are in good standing to meet TMA requirements when the time comes. We ask that the threshold remain at a population of 200,000.

Retain local flexibility in the use of Highway Funds. The FAST Act allowed our local leaders a certain amount of flexibility in the use of Highway Funds to help update our transit vehicle fleet, thus keeping the fleet in manageable condition from a maintenance standpoint. This flexibility has been seriously considered and put to good use in our metropolitan area, and we request that this type of flexibility be retained, and even increased in the reauthorization bill.

THE CITY OF FARGO,  
Fargo, ND, March 1, 2019.  
Re Surface Transportation Reauthorization Bill (Highway Bill).

Senator KEVIN CRAMER,  
Washington, DC.

DEAR SENATOR CRAMER: I sincerely appreciate the opportunity to weigh in on the next surface reauthorization bill. The City of Fargo has benefitted tremendously from the current Highway Bill and I strongly support future appropriations. Previous allocations have allowed the City of Fargo, and the North Dakota Department of Transportation, to construct and maintain high quality, long lasting infrastructure projects by allocating upwards of \$10–\$12 million annually. Without these necessary funds, our citizens and businesses would be burdened with

higher taxes that would undoubtedly stifle our growth.

As Fargo continues to grow and moves closer to becoming a TMA (Transportation Management Association) long term, sustainable funding sources will become even more important to ensure that Fargo remains an economic engine in the Upper Midwest. For this reason, among many others, I strongly support the reauthorization of the next surface transportation bill.

Sincerely,

BRENDA E. DERRIG, PE,  
City Engineer.

—  
CITY OF VALLEY CITY,  
Valley City, ND, March 4, 2019.

Hon. KEVIN CRAMER,  
Washington, DC.

DEAR SENATOR CRAMER: Please accept this letter as an expression of support on behalf of the City of Valley City, North Dakota for the reauthorization of the FAST Act. In my role as Mayor, I can attest to the fact that infrastructure funding in this critical piece of legislation is a key priority for our community.

At the local level, the City of Valley City funds transportation infrastructure projects through special assessments and the local renew and replacement fund (R&R) which uses sales tax and utility fees. To fund critical infrastructure projects, voters passed a half percent sales tax in 2007 and an additional half percent sales tax in 2010 for a total of 1 percent dedicated for infrastructure.

At the state level, legislators are currently debating a bill commonly referred to as “Operation Prairie Dog” which is designed to provide and increase in infrastructure funding to townships, cities, and counties throughout North Dakota.

Despite significant efforts on the local and state level to fund infrastructure needs, federal funding can often be the determining factor as to whether or not many projects come to fruition. Uncertainty of federal funding after the FAST Act’s expiration in 2020 would jeopardize many needed infrastructure projects in our community and state. Many communities, like the City of Valley City, rely on the certainty provided by an entirely funded and planned federal highway bill. A reauthorization would mean more projects in North Dakota and the City of Valley City can proceed, much like those successfully funded by the current FAST Act and other authorizations preceding it.

Our community has seen success through critical programs such as the Transportation Alternatives (TA) program and the Urban Grant Program (UGP), and we urge you to consider those programs favorably throughout the legislative process.

Should you have any questions, please do not hesitate to contact me via telephone at (701) 845-8126 or email at [dcarlsrud@valleycity.us](mailto:dcarlsrud@valleycity.us).

Sincerely,

DAVE CARLSRUD,  
Mayor, City of Valley City.

—  
CITY OF GRAND FORKS,  
Grand Forks, ND, February 27, 2019.

Re Grand Forks comments on Federal Transportation Authorization.

Senator KEVIN CRAMER,  
Washington, DC.

DEAR SENATOR CRAMER: Thank you for this opportunity to provide comment on the reauthorization of Federal Surface Transportation bill and, particularly, your personal interest and involvement through the Senate Environment and Public Works Committee. We support the committee’s current strategy and timeline of reauthorization and we thank you for your work and support.

Infrastructure needs are a national issue and we support ongoing efforts that ensure transportation programs are right-sized to meet the needs of all cities, particularly those of the size and needs of North Dakota cities.

I would also like to take this opportunity to express how very fortunate we are to have such solid partners in the NDDOT and we continue to strive to maintain this productive partnership that best coordinates resources from federal, state and local partners.

Our comments will follow three key themes: 1) Continue to deregulate and encourage further confluence of programs to provide for effective and efficient use; 2) Continue and expand funding and funding flexibility that best leverages federal, state and local—as well as private investment. 3) Continue focus on local transit solutions that promote a state of good repair and levels of service necessary to North Dakota communities.

1) Continue to deregulate and encourage further confluence of programs to provide for efficient use.

We applaud the streamlining policy changes of the current bill, Fixing America’s Surface Transportation (FAST) Act. These include environmental review deregulation efforts that reduce project costs and the consolidation of “siloed” programs that enables more effective flexibility.

Deregulation can go further, for example, by providing for categorical exclusions for projects under \$5M, which would cover a significant number of projects in cities across North Dakota.

MICHAEL R. BROWN,  
Mayor.

—  
CITY OF WEST FARGO,  
West Fargo, ND, February 27, 2019.

Re Surface Transportation Reauthorization.  
Hon. KEVIN CRAMER,  
U.S. Senate,  
Washington, DC.

DEAR SENATOR CRAMER: It is with great pleasure that I write to you to share the City of West Fargo’s thoughts related to the reauthorization of the next Highway Bill. Of course funding to continue to support our residents and the great amount of commerce coming out of our City is important, but we’d like to inform you of items within the current bill that we’d like to improve upon.

**Increased Emphasis on Land Use:** Planning funds are under tremendous scrutiny by the Federal Highway Administration. The City feels strongly that land use decisions are closely tied to transportation and the use of Consolidated Planning Grants (CPG) in transportation studies should reflect this. We believe that by decreasing the focus and weight on levels of service of roadways and increasing the focus on adjacent land use and increased connections will result in a more reliable transportation network.

**Increased Funding Opportunities for Infrastructure Preservation, Replacement and Maintenance:** The City believes that although growth requires extending infrastructure, it is the ongoing maintenance and upkeep of existing infrastructure that will burden our citizens. Increasing funding opportunities will help strengthen our City and allow us to thrive into the future.

**Continue Accelerated Project Delivery:** The FAST Act helped streamline the environmental review process. The City recommends that this continue and that any opportunity to improve upon this may be explored under the reauthorization.

We thank you for your time and consideration and offer our assistance in any way we can as your work on this Committee.

Sincerely,

BERNIE L. DARDIS,  
President of the Board of City  
Commissioners.

—  
MEMORANDUM

CASS COUNTY GOVERNMENT,  
West Fargo, ND, February 25, 2019.

Re FHWA Reauthorization Bill for the FAST Act.

Senator KEVIN CRAMER,  
Washington, DC.

SENATOR CRAMER: As the Cass County Engineer, I am writing to request your support for the reauthorization of the FAST Act. Across the country our counties face infrastructure challenges every day. In North Dakota, our counties have varying issues from traffic around key hub cities, oil impacts, and agricultural impacts. On top of these issues, we face aging infrastructure with deficient bridges and roads designed to the safety standards of the 1960s. To improve our aging roads and bridges, I support our National Association of Counties and Association of County Engineers in these three core areas:

Ensure that the federal highway program dedicates funds for rural secondary infrastructure, particularly bridges.

Make the federal permitting process simpler and more streamlined.

Ensure the long-term certainty and solvency of the Federal Highway Trust Fund.

I have also been working with our neighboring counties across the Red River for a critical bridge replacement project. We have three bridges along the Red River in eastern North Dakota/northern Minnesota have fallen into severe disrepair, and our county will need help to procure funds for the building new structures. Our group of counties applied for a federal grant through the Competitive Highway Bridge Program. I ask for your support in innovative project delivery through project bundling and other FHWA Every Day Counts Initiatives.

If you have questions, please call Jason Benson.

Sincerely,

JASON BENSON, P.E.,  
Cass County Engineer.

—  
AMERICAN COUNCIL OF ENGINEERING

COMPANIES OF NORTH DAKOTA,

Bismarck, ND, February 28, 2019.

Re Highway Bill Input Request.

Hon. Senator KEVIN CRAMER,  
Washington, DC.

DEAR SENATOR CRAMER: We appreciate the opportunity to outline our industry priorities for the reauthorization of federal surface transportation programs. We are very pleased that your seat on the Senate Environment & Public Works Committee gives you a strong position to advocate for our state’s needs.

As you know, in December 2015, Congress passed and the President signed into law the Fixing America’s Surface Transportation (FAST) Act, providing five years of increased funding to support highway and transit projects, while including new reforms to enhance program efficiency. The American Council of Engineering Companies (ACEC) at both the state and national levels strongly supported this landmark legislation, and now urges Congress to remain focused on adopting long-term, sustainable funding mechanisms to support the nation’s transportation needs.

ACEC North Dakota represents the consulting engineering firms in the state by assisting members to provide better consulting

engineering services for their clients while protecting the public welfare and safeguarding the ethical standards of consulting engineers in private practice. We strive to cooperate with public bodies and other organizations in matters of common interest. In addition, ACEC North Dakota acts as a resource among our members to provide cooperative services and support the advancement of the science and practice of engineering.

We believe that infrastructure is the backbone of the United States economy. A modern and efficient transportation system is critical for protecting public health and safety, promoting commerce, and providing mobility. It enables manufacturers to get their products to market, farmers to get their goods to stores, and workers to get to jobs.

Unfortunately, our nation's infrastructure remains severely deficient and underfunded. According to the U.S. DOT, improving the condition and performance of highways and bridges requires \$142 billion annually from all levels of government; we currently invest approximately \$105 billion. North Dakota faces a \$2.5 billion shortfall from 2018 to 2023.

BISMARCK MANDAN  
CHAMBER | EDC

Hon. Senator KEVIN CRAMER,  
Washington, DC.

DEAR SENATOR CRAMER: Please accept this letter as an expression of my personal support for the reauthorization of the FAST Act.

In my role as President of the Bismarck Mandan Chamber EDC, I actively advocate for probusiness policies on behalf of the organization's more than 1,200 members. Recently, those efforts have focused on infrastructure funding.

At the local level, voters in the City of Bismarck recently passed a half-cent sales tax increase dedicated to arterial roadway construction. And at the state level, legislators are currently debating a bill dubbed "Operation Prairie Dog" designed to provide even more infrastructure funding to townships, cities and counties around North Dakota.

However, there is concern among all of the aforementioned political subdivisions regarding the uncertainty of federal funding after the FAST Act's expiration in 2020. That's because while we can attempt to fund projects to the best of our ability at the local and state level, the federal match for some projects can mean the difference between them happening or not.

The certainty provided by an entirely funded and planned federal highway bill means more projects in Bismarck-Mandan can proceed. As a result, we provide badly needed infrastructure improvements for our residents and continued opportunity for our businesses.

Should you have any questions, please do not hesitate to contact me via telephone at (701) 223-5660 or email at [britter@bmcedc.com](mailto:britter@bmcedc.com).

Sincerely,

BRIAN RITTER.

VOTE EXPLANATION

Mr. WARNER. Mr. President, I was unavoidably absent on Tuesday, July 30, 2019, for rollcall votes 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, and 251 due to a commitment in Williamsburg, VA, related to the events surrounding the 400th commemorative session of the Virginia General Assembly.

Had I been present I would have voted nay on confirmation for Sean D. Jordan, of Texas, to be U.S. District

Judge for the Eastern District of Texas—rollcall vote 241, PN205; nay on motion to invoke cloture: Mark T. Pittman to be U.S. District Judge for the Northern District of Texas—rollcall vote 242, PN207; nay on motion to invoke cloture: Jeffery Vincent Brown, of Texas, to be U.S. District Judge for the Southern District of Texas—rollcall vote 243, PN510; nay on motion to invoke cloture: Brantley Starr, of Texas, to be United States District Judge for the Northern District of Texas—rollcall vote 244, PN512; yea on motion to invoke cloture: Stephanie L. Haines, of Pennsylvania, to be United States District Judge for the Western District of Pennsylvania—rollcall vote 245, PN453; yea on motion to invoke cloture: Ada E. Brown to be U.S. District Judge for the Northern District of Texas—rollcall vote 246, PN524; yea on motion to invoke cloture: Steven D. Grimberg, of Georgia, to be United States District Judge for the Northern District of Georgia—rollcall vote 247, PN566; nay on motion to invoke cloture on Jason K. Pulliam, of Texas, to be United States District Judge for the Western District of Texas—rollcall vote 248, PN454; "yea" on motion to invoke cloture on Martha Maria Pacold, of Illinois, to be United States District Judge for the Northern District of Illinois—rollcall vote 249, PN780; "yea" on motion to invoke cloture on Steven C. Seeger, of Illinois, to be United States District Judge for the Northern District of Illinois—rollcall vote 250, PN782; and "nay" on motion to invoke cloture on William Shaw Stickman IV, of Pennsylvania, to be United States District Judge for the Western District of Pennsylvania—rollcall vote 251, PN727.

ern District of Texas—rollcall vote 246, PN524; "yea" on motion to invoke cloture Steven D. Grimberg, of Georgia, to be United States District Judge for the Northern District of Georgia—rollcall vote 247, PN566; "nay" on motion to invoke cloture on Jason K. Pulliam, of Texas, to be United States District Judge for the Western District of Texas—rollcall vote 248, PN454; "yea" on motion to invoke cloture on Martha Maria Pacold, of Illinois, to be United States District Judge for the Northern District of Illinois—rollcall vote 249, PN780; "yea" on motion to invoke cloture on Steven C. Seeger, of Illinois, to be United States District Judge for the Northern District of Illinois—rollcall vote 250, PN782; and "nay" on motion to invoke cloture on William Shaw Stickman IV, of Pennsylvania, to be United States District Judge for the Western District of Pennsylvania—rollcall vote 251, PN727.

BUDGET SCOREKEEPING REPORT

Mr. ENZI. Mr. President, I wish to submit to the Senate the budget scorekeeping report for July 2019. The report compares current-law levels of spending and revenues with the amounts the Senate agreed to in the Bipartisan Budget Act of 2018, BBA18. This information is necessary for the Senate Budget Committee to determine whether budgetary points of order lie against pending legislation. The Republican staff of the Budget Committee and the Congressional Budget Office, CBO, prepared this report pursuant to section 308(b) of the Congressional Budget Act, CBA.

This is my sixth scorekeeping report this year. My last filing can be found in the CONGRESSIONAL RECORD for June 26, 2019. The information included in this report is current through July 26, 2019.

Since my last filing, Congress has cleared four pieces of legislation with significant budgetary effects. The first, the Emergency Supplemental Appropriations for Humanitarian Assistance and Security at the Southern Border Act, 2019, P.L. 116-26, provided nearly \$4.6 billion in emergency funding to address needs at the Nation's southern border. The second measure with significant budgetary effects, P.L. 116-29, provided for a 2-week extension of the Medicaid community health services demonstration program. The third, the Protecting Affordable Mortgages for Veterans Act of 2019, P.L. 116-33, revises loan seasoning requirements related to a refinanced Veterans Affairs housing loan. The fourth, the Never Forget the Heroes: James Zadroga, Ray Pfeifer, and Luis Alvarez Permanent Authorization of the September 11th Victim Compensation Fund Act, P.L. 116-34, appropriates such sums as necessary for the Victims Compensation Fund to pay claims to eligible victims through fiscal year 2029 and fully compensate claimants who have received reduced awards in the past because of declining balances in the fund.

VOTE EXPLANATION

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