

to protect Jewish synagogues, schools, and organizations of all kinds from violence and hate. It is why I fought to increase funding for the Nonprofit Security Grant Fund Program, which provides money for synagogues and shuls and schools and other nonprofit religious organizations, whether they be Christian, Muslim, Hindu, Sikh, or anything else, to protect themselves against vandalism and violence and all forms of hate.

As I said in my speech on the floor last November, the best way we can work together against anti-Semitism is to preserve the history of the Jewish experience, to tell the truth about the horrors that took place 80 years ago. Only then can we truly honor the memories of the innocent dead. Only then we can be sure that “the torturer never tortures again.”

BORDER SECURITY

Now, Mr. President, on the border, precisely 3 months ago, something truly stunning happened here on the Senate floor: Senate Republicans filibustered the strongest, most comprehensive border security bill Congress has seen in a generation. They did it for one reason only: Donald Trump—hell-bent on using the border for political gain—told them to do so.

The situation at the border is unacceptable. Everyone knows that. Senate Democrats know it, the President knows it, and the American people know it too. So, a few months ago, as Senators worked on the supplemental, Democrats tried to find a long-sought solution to America’s broken immigration system. Again, Democrats have made clear the situation at the border is unacceptable. That is why, for months, we sat down with Republicans to craft the strongest border security bill in a generation, endorsed by the Border Patrol union—very conservative.

I salute Senators MURPHY and SINEMA and LANKFORD for working so hard on that bill. But Donald Trump told Republicans to kill the bill because—and he was explicit—he wants to exploit the chaos at the border for political gain.

He even said:

Please blame it on me.

He explicitly took credit for this tough border bill to go down, a bill that the Wall Street Journal’s editorial page called “a border bill worth passing”—they are hardly leftwing liberals—that the Chamber of Commerce said was a “commonsense measure”; and which the President of the National Border Patrol Council called “far better than the status quo.”

You would think, given the chance to pass the strongest border bill in decades, that Republicans would have pounced at the opportunity. After all, how many times have we heard our Republican colleagues give speeches here on the floor about the emergency at the border? How many times have we heard Republicans say, year after year,

that Congress must act? How many times have we seen Republicans take field trips down to the border, taking pictures with the fence towering behind them, while bemoaning that the problem is only getting worse?

Apparently, that was all for show—all for show—because precisely 3 months ago, right here on the floor, Senate Republicans, in obeisance to Donald Trump—and I believe many of them knew he was wrong—but Senate Republicans on the Senate floor killed the best chance—the best chance—we have seen in decades to provide a solution to the border.

It is pretty simple: Republicans can’t say that the border is an emergency but then refuse to take action. Republicans cannot claim to care about fixing asylum but then block the biggest changes to asylum law in decades. Republicans cannot claim to care about our Border Patrol agents but then deprive them of the very tools and funding the Border Patrol has been asking for.

Our Republican colleagues may have given up on taking real action on the border, but Democrats have not. Democrats will make it clear which party is working to fix our broken border and which party is conspiring to make the border worse.

We will challenge our Republican colleagues to join us once again on the border reforms Americans demand to stop the flow of fentanyl, to improve asylum and vetting, and to ensure our border agents have the tools that they need.

FAA REAUTHORIZATION ACT OF 2024

Mr. President, on the FAA, this week, the Senate will continue working on the FAA reauthorization. The deadline is 3 days away. It is going to take a lot of cooperation to get this complicated bill done. Thankfully, we have made some good progress over the last few days on germane amendments, and we hope to finish our work in time for the House to act on our bill.

I urge my colleagues on both sides of the aisle to prioritize reaching an outcome so we prevent slipping past the deadline.

SOCIAL SECURITY AND MEDICARE

Finally, Mr. President, on Social Security, yesterday, a new report showed the strengths of Social Security and Medicare have improved because of the economic upswing we are seeing under President Biden.

The New York Times headline said:

Strong Labor Market Steadied Social Security and Medicare Funds.

But yesterday’s report came with a warning: Social Security and Medicare still face long-term challenges to solvency. The lives of tens of millions could be thrown into chaos if these programs are not protected.

So let’s not forget that, year after year, Republicans have made clear where they stand. Instead of working with Democrats to strengthen Social Security and Medicare, they want to

put them on the chopping block. A little over a month ago, Donald Trump said on the campaign trail that there is “a lot you can do in terms of entitlements in terms of cutting.”

Around the same time, the Republican Study Committee, which represents 80 percent of all House Republicans, called for \$1.5 trillion—\$1.5 trillion—in cuts to Social Security and raising the retirement age to 67. Donald Trump didn’t hesitate to give tax cuts to the ultrarich and large corporations, but he thinks there is “a lot you can do” to cut programs that millions of American families rely on every single day. That is beyond callous. It is just wrong-headed. It hurts people a lot.

The difference between Democrats and hard-right Republicans couldn’t be more stark. This year, we will make sure the American people know it.

I yield the floor.

I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

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

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

FRANCIS SCOTT KEY BRIDGE

Mr. CARDIN. Mr. President, I take this time, along with Senator VAN HOLLEN, to update our colleagues on the tragic events that took place in Baltimore on March 26 of this year when the Dali, an almost 1,000-foot container vessel, ran into the support pier of the Francis Scott Key Bridge and, within seconds, the bridge collapsed. It was a sight that was seen around the world in horror. It was a horrific event, and it had a major impact not only on my community in Baltimore but also around the Nation.

The Francis Scott Key Bridge is part of I-695 and part of the I-95 corridor on the east coast of the United States. It also is a bridge that is over the only channel into the Port of Baltimore. The Port of Baltimore is the third busiest port in the United States. It is No. 1 in roll-on, roll-off cargo, and it is critically important to our national economy, our supply chains, et cetera. This bridge is a major thoroughfare for the Northeast corridor. Over 34,000 vehicles a day were transporting through the Francis Scott Key Bridge prior to it being destroyed.

Now, the immediate impact: I think we have all seen the images of how the bridge collapsed and that part of the bridge was actually on the Dali vessel. The heart of the channel was completely blocked by the debris of concrete and steel.

The immediate tragedy was the loss of life. When the Dali struck the Francis Scott Key Bridge, there were eight people on the bridge. They were doing dangerous work, repair work, in order to keep our roads safer. Of the

eight people who were on the bridge, two were able to be rescued; six perished as a result of the tragedy; and one of those, still, the body has yet to be recovered. That is part of the priorities that we are facing in dealing with this tragedy.

I want to just pause for one moment to once again thank the first responders. As I indicated, what happened to the Dali, it lost power. Within a matter of seconds after losing power, it struck the pier that protected the support beams and hit the support beam, and the bridge collapsed. Literally, within seconds after it lost power, the tragedy occurred.

The extremely fast response by first responders was able to stop traffic from going onto the bridge, saving many, many lives. And we thank our first responders for their quick thinking and their responding to protect public safety because this could have been a lot worse in regards to the loss of life.

I also want to give a shout-out to our Federal Agencies for their immediate response. I think the public should understand that the Coast Guard, the U.S. Department of Transportation, and the Army Corps of Engineers were all on the scene on the day of the tragedy and started the unified command—a unified command where the Coast Guard took the lead but all Agencies worked together.

They worked very closely with the State of Maryland, Governor Moore providing that leadership in our State, and our State agencies working with the unified command. They worked with our local government officials. There are three jurisdictions that are directly impacted by the bridge collapse: Baltimore City, and Mayor Brandon Scott was part of that unified command providing the leadership we needed from the city; Johnny Olszewski, the County Executive from Baltimore County, was also part of that team; and Steuart Pittman, the County Executive from Anne Arundel County, all became part of that unified command.

Within literally hours, Secretary Buttigieg was on the scene of the catastrophic event. President Biden has visited the site and provided direct leadership in directing the Federal Government to use all means to help Baltimore deal with this tragedy. Many other Federal officials were there.

I will give a shout-out to Administrator Guzman of the Small Business Administration setting up outreach offices for small businesses that were impacted so that they could get the type of help from the Federal Government, the Small Business Administration, that could be offered. And there were many, many others that were there.

I can't underscore too strongly the impact that this bridge collapse had on the economies of our region. It was interesting: The Small Business Administration accepted applications from every surrounding State because small businesses in surrounding States were

also impacted by the channel being closed into the Port of Baltimore. There are about 15,000 jobs directly related to the Port of Baltimore. As I said, it is the third largest port in the United States, as 1.1 million containers are handled annually through the Port of Baltimore and \$80 billion in import-export goes through the Port of Baltimore every year. And on March 26, the channel was closed. Ships that were in the port could not leave, and no new vessels could come in.

When you looked at the wreckage, we all thought it would take an incredible amount of time before the channels could be cleared; but thanks to the unified leadership, thanks to the resources of the Federal Government and the partnership of State and local governments, there was very quick action to deal with the Port of Baltimore. Almost immediately, two alternative channels were opened—one for 11 feet and one for 15 feet.

Remember, the main channel was 50 feet. So you are not going to get any major vessels, but we at least could get some tugs and barges through to do a little bit of activity to keep the port still operating.

And just recently, under the leadership of our Federal partners, we were able to open up the northern part of the channel to a 35-foot depth. That was very important because, within a month, we were able to get about 75 percent of the vessels going in and out of the port, which was critically important for the businesses.

We hope that, by the end of this week, we are going to have a 45-foot channel opened for the port. And by the end of this month, we hope that we will have a 700-foot-wide, 50-foot-deep channel reopened for full operations of the Port of Baltimore. That is a Herculean task and could not have been done but for the unified command and the cooperation of all partners. And we thank them for that because, I must tell you, I met with so many business owners who didn't even know if they could survive as a result of the bridge collapse. And with the government providing help, the Federal Government providing help—but it is critically important to get the port opened as quickly as possible.

We also are moving forward immediately on the replacement of this bridge. It is absolutely essential that the Francis Scott Key Bridge be replaced as quickly as possible. We know that is going to take some time. We know you are not going to be able to replace a bridge of this magnitude in a matter of months. It is going to take longer than that. We recognize that.

But as I said before, there are 34,000 vehicles that are now finding other ways to transport through this area. Now, if they have hazardous material, they cannot go through the tunnels that go through the port area of Baltimore that were alternatives to the Francis Scott Key Bridge. Hazardous materials are not permitted in the tun-

nels. That means they either have to go through side roads or they have to go around the beltway, which adds at least a half an hour or so to the trip. And when you are dealing with thousands of containers and moving many by truck, you can imagine the extra time and extra cost involved as a result of the bridge being out. So it is critically important that we replace the bridge as quickly as possible. The traffic jam problems are real. We have to get this done as quickly as possible.

Now, we know that it is going to take some time. We have an estimate of cost that the State of Maryland has provided to the Federal Government, a range between \$1.7 billion to \$1.9 billion. I want to thank the Biden administration again—and Secretary Buttigieg—for the release of funds under the Emergency Relief Program, which has already been made available to our State. These are 100 percent Federal funds during this period of time, and we thank them for that.

This project will qualify for emergency relief funding under the Department of Transportation. Those funds are, by law, 90-10. But we have legislation in to carry out what President Biden requested—and I will get to that in one moment—that the Federal Government pay 100 percent of the cost of the replacement of the bridge. We had the Baltimore BRIDGE Relief Act that Senator VAN HOLLEN and I have filed. We have also filed it as an amendment to the FAA bill. We are looking for the first opportunity to get this bill to the finish line, and I would urge our colleagues to find a way that we can get that bill passed as quickly as possible.

Let me just quote from OMB Director Young, who said that “this authorization”—this is legislation that the Biden administration has urged Congress to pass:

This authorization would be consistent with past catastrophic bridge collapses, including in 2007, when Congress acted in a bipartisan manner within days of the I-35W bridge collapse in Minnesota.

She went on to say that waiving Federal cost share is routine in disasters of national significance. This is a disaster of national significance. It may be the largest disaster of a bridge collapse ever from the point of view of insurance claims and third-party liability. So we are talking about a very disastrous situation, and it is very appropriate that the Federal cost share be waived.

I want to assure our colleagues—and we put this in the legislation—that any third-party recoveries in regards to the bridge replacement, whether it is insurance coverage or whether it is third-party liabilities coverage, will go back to the Emergency Relief Fund and the Federal taxpayers. Federal taxpayers are on the hook right now for the cost of the replacement of the bridge. They will get all the recoveries in regards to it if this legislation were to pass.

I want to thank my colleagues, both Democrats and Republicans, for their

support of our needs here. I have gotten calls from our Democratic and Republican colleagues offering their support, and we thank them very much for that. I hope that we can find a way to move this promptly.

I know that there are not too many bills that make it to the finish line. And we are running out of time in this Congress, so I would urge the cooperation of our colleagues to find the appropriate spot. And we hope it can be on the FAA bill, but we need to get this done as quickly as possible.

So let me just assure our colleagues that the story of the Francis Scott Key Bridge doesn't end with this tragedy. We are a very resilient community. The bridge will be rebuilt. The Port of Baltimore will be back to full strength and continue to grow. It has been growing at a very fast rate and will continue to show that type of growth.

As Governor Moore says, we are Maryland tough and Baltimore strong. We intend to make sure the Port of Baltimore has everything it needs to continue its growth and that the bridge is replaced.

With that, Mr. President, I yield the floor.

I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

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

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

Mr. VAN HOLLEN. Mr. President, I also come to the floor today to talk about the collapse of the Francis Scott Key Bridge. And thanks to modern technology, as I was driving in, I got to listen to the remarks of my friend and colleague, the senior Senator from Maryland BEN CARDIN.

I want to start by thanking him for his leadership in the Federal delegation. And I am going to cover some of the same points he made in his remarks, and I think it bears repeating, both because of the magnitude of this crisis, the national scale of this crisis, but also because it showed Baltimore and Maryland and America at its best in coming together in the aftermath of a tragedy to help those we lost and to begin the rebuilding process.

For 47 years, the Francis Scott Key Bridge has been the backdrop of millions of Marylanders' lives. They get up in the morning. They go to work. It is an indelible part of the Baltimore City skyline, and it is part of the daily commute for over 34,000 people.

Six weeks ago, when the Key Bridge collapsed in the early morning hours of March 26, everyone immediately recognized the magnitude of this disaster. In Baltimore, in Maryland, across the country, across the world, people witnessed those images of the ship hitting one of the piers on the bridge and the bridge coming down.

Six hard-working Marylanders lost their lives in that bridge collapse. There were eight of them on the bridge at the time, construction workers working late hours—hard jobs. We have been able to find six of those whom we lost. We are still looking for the bodies of one—excuse me. Eight people were on the bridge. Fortunately, two survived. We lost six, and we are still looking for one.

Our priority from the very beginning has been, first of all, to find all the victims and to comfort their families. Right after the bridge came down, Coast Guard divers were out in the water every day, and they remain there now until we find the last of those we lost. We are incredibly grateful for the first responders who immediately jumped into action, including a Maryland Transportation Authority officer on site who worked to quickly stop the traffic from going onto the bridge, further preventing further tragedy loss of life. In fact, there have been interviews conducted of the last person across the bridge, and we are grateful that he was able to escape and that no others lost their lives that day. That was because of the heads-up efforts of a Maryland Transportation Authority officer.

So to the MTA officers and to all the other first responders on the scene this morning, we express our gratitude for preventing more loss of life and for helping rescue the two individuals who survived the crash and all the other work they did that day and since.

While first responders and salvage workers press ahead with recovery efforts, the impact of the bridge collapse continues to reverberate across Baltimore, across Maryland, in fact, across the country. The Key Bridge is a gateway to trade in Maryland and the great Port of Baltimore. When the bridge collapsed into the Patapsco River, its hulking debris blocked the access needed for daily container ships, barges, and recreational vessels to access port facilities and Baltimore's Inner Harbor.

There are about 1,800 annual ship visits to the Port of Baltimore, so you get a sense of just how busy it is. In fact, it is the busiest in the Nation in handling automobiles, light trucks, farm and construction machinery, imported forest products, and aluminum and sugar. These goods come in through Baltimore and from that great hub are transported elsewhere across this great land. At full capacity, the Port of Baltimore generates 20,000 direct jobs, including 2,400 union longshoremen who load and unload that cargo every day. The port also supports another 24,000 in induced jobs supported by local purchases and 7,200 indirect jobs. So the impact in terms of jobs and employment of the Port of Baltimore is vast, not just in the city and not just in Maryland but well beyond.

Fortunately, for Maryland, when the bridge collapsed, we had strong partners coming to our assistance, including the strong partners in the White House. On the day of the disaster,

President Biden immediately went straight to work. He reached out directly to Senator CARDIN, to myself, to Governor Moore, to Mayor Scott, and our State and local partners, not only to express sympathy in the aftermath of this tragedy but to let us know that he had already ordered the full mobilization of the disaster response arm of the Federal Government, resulting in the unified command led by the Coast Guard. And they came together immediately to help manage the disaster response and begin the recovery effort.

As Senator CARDIN indicated, it was a team. While the Coast Guard was the quarterback, we also had the partners from the State and Governor Moore. Our great Governor quickly mobilized Maryland assets. Mayor Brandon Scott, the mayor of Baltimore, mobilized the city assets, as did the county executives from surrounding counties like County Executive Pittman in Anne Arundel County and Johnny Olszewski, the county executive in Baltimore County.

And so within hours of the bridge collapse, you had all levels of government stepping up and working together, working to help the families who lost loved ones, making sure that they have the help they need in the aftermath of their terrible loss and personal tragedy and coming together to help the workers who lost their jobs because the Port of Baltimore's business ground to almost a halt in those first hours and, of course, to the small businesses that were sidelined because of the hit to the Port of Baltimore.

In fact, less than 2 weeks after the collapse of the bridge, the Governor and the Maryland General Assembly stepped up and passed the PORT Act, which provided direct economic support through small business grants and the Port of Baltimore Worker Retention Program and the Worker Support Program to help those workers who lost their jobs and were not immediately eligible for unemployment benefits. That bill also created scholarship programs for the families of those who died on the job.

And then President Biden and the entire administration have been part of this relief effort and response effort from day one. As Senator CARDIN indicated, the Small Business Administration provided Economic Injury Disaster Loan relief and opened three business recovery centers to help business owners in completing their applications. And through the Department of Labor, the Federal Government delivered over \$3.5 million in emergency dislocated worker grant funding to workers who had such financial loss. These efforts were essential to soften the blow to workers and to businesses harmed by the bridge collapse.

But as Senator CARDIN indicated, from the very start, everyone understood that the best way to help those workers who were out of a job because of the collapse and to help those small businesses and to help the surrounding

State and economy was to open the channel to the Port of Baltimore. And almost immediately, the Biden administration—Secretary Buttigieg—initiated the process to provide \$60 million from the Emergency Relief Program to help those efforts. And the State of Maryland and the city used some of those efforts to start clearing debris from the bridge that fell to clear the channel.

They used other parts of those funds to deal with traffic mitigation and relief because the trucks that carried hazardous material that used to go over the bridge could not go through the Baltimore tunnel. They had to go around the Baltimore Beltway. So those funds were very helpful in that effort. But, again, the main focus was on clearing that channel so we could reopen it for shipping purposes.

The good news is, because of the work of the Army Corps of Engineers, in particular, they dug a series of channels of increasing depths, and not that long ago we were able to clear a 35-foot channel which helped restore about 75 percent of the shipping into and out of the Port of Baltimore. There are now 549 transits, ship transits, coming into and out of the Port of Baltimore on a regular basis. So these are ships that are being loaded now by about 200 international longshoremen, which gives you a sense of how people are getting back to work. And the goal is, by the end of this month, to clear the full 50-foot channel—which is the main channel in and out of the Port of Baltimore—for the container ships. At that point in time, we hope to have the Port of Baltimore fully up and running.

This, as Senator CARDIN said, as the President of the United States said, as we all know, is a national tragedy. Yes, the bridge is in Baltimore, but it is a key connector on the east coast for commerce, both trucking and getting equipment and material in and out of the Port of Baltimore as well as others. That is why the President of the United States called upon the Federal Government to support funding the full costs of replacing the Key Bridge.

In addition to the initial \$60 million that came out of the Emergency Relief Program—thank you to Secretary Buttigieg who almost immediately enrolled the State of Maryland and found us eligible to be included in that program for the purpose of rebuilding the Key Bridge. Just like all the other projects that are part of that program from around the country, the Federal Government supports 90 percent of those costs.

Therefore, in order to make sure we make good on the pledge for 100 percent support because of this national tragedy, the entire Maryland delegation has been united in introducing the legislation that would make good on the President's commitment for 100 percent funding.

I want to thank Senator CARDIN. I see he has now returned to the floor. Again, I appreciate all your efforts

leading a Federal "Team Maryland" here, and I am proud to join you and our partners in the House, including Congressman MFUMBE, who represents this congressional district, in introducing that legislation on a bipartisan basis, the Baltimore BRIDGE Relief Act, to ensure that we cover 100 percent of the costs federally.

As Senator CARDIN, very importantly, pointed out, that legislation does make clear that any funds that are recovered through third parties, whether insurance or through lawsuits, will be returned to that Federal fund. I want to assure our colleagues of that.

Let me just end, really, where Senator CARDIN concluded his remarks, in two parts: first of all, by thanking our colleagues—Democratic colleagues, Republican colleagues—who reached out in the aftermath of this terrible catastrophe to say they stood with us and would help us as we restore the port and rebuild the Key Bridge and then again a thank-you to the people of Baltimore and the people of Maryland who demonstrated their amazing resilience during this terrible chapter and continue to do so every day, people who came together and volunteered to bring sandwiches to the folks at the Coast Guard, people who volunteered their services in an array of other ways just to help the cause, to help at that moment of tragedy, and to begin the process of healing and rebuilding.

It has been a team effort. I want to thank our Governor. I want to thank the mayor of Baltimore. We have come together as a State, and America has come together, not just in sympathy but to demonstrate support.

I just ask, along with Senator CARDIN and our colleagues, to make sure that we move on this legislation just as quickly as possible. This is why Senator CARDIN and I have offered it as an amendment to the FAA legislation that is in front of this body right now. That is an expression of the urgency with which we take this challenge, and we just ask our colleagues to join us in recognizing that urgency so that we can do it together.

When we saw the terrible collapse of the bridge in Minneapolis many, many years ago, the Congress rallied together very quickly to say that the U.S. Government would stand with the people of Minnesota in that hour of need and tragedy, and we ask our colleagues the same. I know that spirit is there in this body. We just hope that spirit now will be accompanied by the legislation to get the job done. The President has asked us to do it.

This is a moment for us to come together on a bipartisan—indeed, a non-partisan basis and get this done and show that even in the toughest of times, our country does rally together to help those who have been injured, those who have been hurt.

Out of this disaster will come a triumph as we rebuild the bridge and we resume full business at the Port of Baltimore and, finally, we continue to

help those families who lost loved ones in this tragedy.

I yield the floor.

The PRESIDING OFFICER. The senior Senator from Maryland.

Mr. CARDIN. Mr. President, I just wanted to compliment my colleague Senator VAN HOLLEN for his comments. I think he has said it the way that everyone in Maryland feels. We have worked together as a team on this. This is a national tragedy. We thank our Federal partners for their help. We are proud of the unified efforts that have evolved.

I appreciate Senator VAN HOLLEN's comments about just ordinary citizens who have really rallied behind the situation, helping their neighbors, providing food, providing opportunities that were lost as a result of the bridge collapse. It has really been gratifying to see the unity and support of our community.

We need this legislation passed. I urge our colleagues to find a way that we can get this done as quickly as possible.

I thank my colleague Senator VAN HOLLEN for his incredible leadership during this time.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. MARKEY). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

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

VOTE ON WELTON NOMINATION

The PRESIDING OFFICER. The question is, Will the Senate advise and consent to the Welton nomination?

Mr. CARDIN. I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The clerk will call the roll.

The assistant bill clerk called the roll.

Mr. DURBIN. I announce that the Senator from Arizona (Ms. SINEMA) is necessarily absent.

Mr. THUNE. The following Senators are necessarily absent: the Senator from Wyoming (Mr. BARRASSO), the Senator from Indiana (Mr. BRAUN), the Senator from Arkansas (Mr. COTTON), the Senator from Oklahoma (Mr. LANKFORD), the Senator from Kentucky (Mr. PAUL), the Senator from Florida (Mr. RUBIO), and the Senator from Alabama (Mr. TUBERVILLE).

Further, if present and voting: the Senator from Kentucky (Mr. PAUL) would have voted "nay."

The result was announced—yeas 52, nays 40, as follows:

[Rollcall Vote No. 159 Ex.]

YEAS—52

Baldwin	Blumenthal	Brown
Bennet	Booker	Butler