

This is what the Department of Health and Human Services found, according to Professor Ebright, who has read the report. He said:

EcoHealth Alliance provably defrauded the US Government, provably breached contractual terms of US-Government grants, and, through the reckless gain-of-function research it conducted in Wuhan, probably caused the COVID-19 pandemic, killing 20 million people and costing \$25 trillion.

Wow. That is what the professor said.

The Department of Health and Human Services, in its official debarment letter of Dr. Daszak and EcoHealth Alliance, said that EcoHealth and Dr. Daszak routinely ignored government oversight requests, failed to report dangerous gain-of-function experiments conducted at the Wuhan Institute of Virology, and produced a required research report 2 years late.

It took a while, and some will call this only partial justice, but we now have justice at least for 5 years and I hope forever. Dr. Peter Daszak and any company with which he is affiliated will no longer receive taxpayer dollars from the National Institutes of Health because he was doing it, according to many people smarter than me and many news reports—he was funding gain research in Wuhan. He also was given money by Dr. Fauci and by Dr. Collins to study viruses in Bangladesh, Myanmar, Laos, Vietnam, and other Southeast Asian nations. Pretty scary stuff. We know how it all turned out.

The arc of the moral universe is long, but it bends towards justice. Dr. Daszak and EcoHealth Alliance received at least partial justice this month thanks to President Trump's Department of Health and Human Services. As one taxpayer, I am grateful.

I yield the floor.

The PRESIDING OFFICER. The Senator from Maryland.

FRANCIS SCOTT KEY BRIDGE

Ms. ALSOBROOKS. Mr. President, at 1:28 a.m. on March 26, 2024—a year ago tonight—a tragedy struck Maryland. A container ship crashed into the Francis Scott Key Bridge. While many were asleep, the Key Bridge collapsed into the icy waters.

Although struck with fear and shock, Team Maryland didn't hesitate. We jumped into action right away and got to work.

We have this phrase—"Team Maryland"—that we have been saying for years, but it is true. We work as a team, one of the strongest teams in the country—a coordinated effort between our Federal delegation, our Governor, and our county executives and mayors on the local level. It is true in good times, it is true when we face adversity, and it was never truer than we saw 1 year ago today.

Governor Moore and Mayor Scott raced to the bridge. Our Federal delegation immediately started asking questions, pushing for funding to rebuild. County executives across the

State, like me at the time, sent our resources and our first responders to help with rescue efforts. We are so grateful we had a President and administration willing to help.

Team Maryland is just that—a team. We have always been, and we always will be. That is how you get through moments of crisis—together. And we have stayed as a team every day since the collapse of the bridge, working together in coordination to ensure we can rebuild.

Our teamwork in the face of a crisis is proof of how your government should work for you: jumping into action when tragedy strikes, asking questions, demanding answers, and rebuilding—doing what needs to be done on behalf of the people.

Team Maryland responded quickly and capably, but we lost a lot that morning, none more priceless than the six lives that perished: Maynor Yassir Suazo Sandoval, Miguel Angel Luna Gonzalez, Jose Mynor Lopez, Alejandro Hernandez Fuentes, Dorlian Ronial Castillo Cabrera, and Carlos Daniel Hernandez. They are irreplaceable. Their names are forever remembered—six hard-working men devoted to their community, beloved by their families, and forever Marylanders in our hearts.

Maynor was a father of a 5-year-old daughter and an 18-year-old son. He moved from Honduras to America in search of a better life for his family, a life that included working through the nights to repair our infrastructure—all in the name of building a better life for his wife and two children.

Maynor had dreams of one day owning a small business. He would say: You had to triple your efforts to get ahead.

He said: It didn't matter what time or where the job was; you had to be where the work was.

Maynor's outlook reminds me of my own father, who worked as a newspaper deliveryman and a car salesman. I once went to work with my dad on a very early morning, delivering newspapers.

He said to me: You know, I hop up and down on this dirty truck every morning so you don't have to.

Just like my own father, Maynor worked day in and day out, hard and long hours, to build a better life for his family.

Miguel was a Marylander for more than 19 years. He made such an impact on his State and community. A husband to Maria and a father of three, Miguel was known for his kind and hard-working spirit.

Miguel and Maria had a food truck in Glen Burnie. Just days before Miguel's tragic death, he brought Maria, his wife, to a storefront they soon planned to rent to continue to build their business. His coworkers remember him fondly as always wanting to share his food with them.

Jose moved to the United States from Guatemala over two decades ago. His life surrounded his family—his wife Isabel and his children.

Alejandro was a man of faith, just like me and so many others in this Chamber. He was active in his church and devoted to his loving family. A father of four, Alejandro was a big personality. Some even described him as a "fireball."

Dorlian moved from Guatemala to the United States to pursue his dreams and to help his mother. He was only 26 years old.

Carlos came from Mexico, seeking a better life, and was willing to work hard for it. He was only 24 years old—taken from us far too soon.

Six individual lives, connected to their coworkers through service, connected to their families through love, connected to our community through their work to make our infrastructure stronger—1 year later, we remember their loss. They are greatly missed. One year later, their families and communities are still grieving. May we continue to pray for their strength and peace.

We also remember the two men, including Julio Adrian Cervantes Suarez, who miraculously survived the devastating collapse.

As Julio was falling into the Patapsco River, he prayed to God, giving thanks, asking for protection over his wife and family and asking for forgiveness. Determined to survive, he was able to hang onto a piece of the bridge to stay afloat. He immediately started calling for his coworkers, including his brother-in-law and his 18-year-old nephew, who, unfortunately, lost their lives.

Thanks to a light on his work helmet, which he was still wearing in the water, search boats were able to rescue him. Today, he continues to keep the memories of his coworkers and friends alive.

These men were essential workers, working the dangerous jobs that build and strengthen our State's infrastructure. It is in their loving memory that we dedicate our own efforts to rebuilding the Key Bridge.

When the bridge collapsed on that early morning, people across the globe immediately predicted our economy would crash. One of the world's biggest ports was instantly shut off to traffic, and we would be challenged to recover. But Team Maryland proved them wrong. We were quickly and efficiently able to perform a controlled demolition in May. By June, we reopened the Fort McHenry Federal Channel and the Port of Baltimore, and last month, we revealed the design for the new Key Bridge—the State's first cable-style bridge—which will stand 40 feet taller than the original bridge and is set to open as soon as fall 2028.

Some may doubt our ability to rebuild. Team Maryland will prove them wrong again.

Now, we still have a lot of work to do to get to fall 2028, but we are in this together on every level. Here in the Senate, I will use my position as ranking member of the Environment and Public

Works' Transportation and Infrastructure Subcommittee to ensure that the funding is implemented as intended.

Thanks to the leadership of Senator Cardin, Senator VAN HOLLEN, and our entire Maryland delegation, the Baltimore BRIDGE Relief Act was included in last year's continuing resolution and ensured Congress is now committed to covering the full cost of replacing the bridge. The Baltimore BRIDGE Relief Act promises that Federal taxpayers will be reimbursed through proceeds from insurance payments and litigation taken on by the Department of Justice, the Maryland attorney general, and others. It also includes critical funding for the Federal Highway Administration Emergency Relief Fund to provide this project and others around the country with the resources they need. This is the Federal Government working effectively for our State in a time of disaster, as it should.

Team Maryland won't stop fighting for our State. I am proud of what we have accomplished and am proud of what we will continue to do. We will rebuild, and we won't rest until it is done. We won't rest because we are doing it all for Maryland—for the six Marylanders who lost their lives that day, the brave Marylanders who dove into the frigid water during the rescue operation, the strong Marylanders whose businesses and livelihoods were impacted by the collapse, the Marylanders who depend on our port for resources, the Marylanders who count on our infrastructure to stand tall.

When it is completed, we will serve as an example to the Nation and the world of what teamwork and togetherness can achieve.

I yield the floor.

The PRESIDING OFFICER. The Senator from Maryland.

Mr. VAN HOLLEN. Mr. President, I rise to join my Senate colleague Senator ALSOBROOKS to talk about the 1-year anniversary of the collapse of the Key Bridge in Baltimore. We speak today on the floor on the eve of that solemn anniversary, and we remember those who died that day.

We probably all remember—at least all of us in Maryland—where we were when we learned that the Key Bridge had collapsed. It was a local, national, and, in fact, international tragedy. It echoed around the world, and its impact was felt far from Maryland's shores.

First and foremost, it was a human tragedy for the six Baltimore construction workers who were working the overnight shift that day. As my Senate colleague Senator ALSOBROOKS has said, each of them had loved ones who depended on them, and four of them were fathers. I, too, would like to read their names into the RECORD on this solemn anniversary eve of their passing away: Alejandro Hernandez Fuentes was 35 years old. Dorian Ronial Castillo Cabrera was 26 years old. Maynor Yassir Suazo Sandoval was 38 years old. Carlos Daniel Hernandez

Estrella was 24 years old. Miguel Angel Luna Gonzalez was 49 years old, and Jose Mynor Lopez was 37 years old.

These six men came to Maryland in search of better lives, and they made our State and, indeed, our country a better place. Their tragic deaths came as they quietly worked on the overnight shift to maintain the bridge that millions of people depended on. We know that 1 year does not take away any of the pain or the grief of their families or their loved ones. We know that this anniversary can be an especially difficult time, bringing up the most painful memories, and, today, we grieve with them.

The Key Bridge collapse also disrupted the lives and the livelihoods of countless Marylanders. For 47 years, the Key Bridge was an indelible part of the Baltimore City skyline and a vital part of our lives. More than 34,000 travelers crossed that bridge each day. It was the gateway to the Port of Baltimore, which welcomes 1,800 ships every year and supports 20,000 direct jobs, including 2,400 union longshoremen, as well as 24,000 jobs spurred by local purchases, and then an additional 7,200 indirect jobs. So you can see its huge economic impact. In fact, it generates \$70 billion annually of economic revenue for the city.

The Port of Baltimore is the busiest in the Nation for farm and construction machinery and imported forest products and is the second busiest for automobiles and light trucks. When the bridge collapsed that morning, the debris blocked the channel to the Port of Baltimore, putting 8,000 individuals temporarily out of work and halting the flow of trade for millions of Americans. But, as the bridge came apart, we came together, and out of this tragedy came unity of purpose and unity of action.

We will remember the first responders, including the three Maryland Transportation Authority officers who were on site and quickly acted to stop additional traffic from going onto the bridge, preventing further tragic loss of life: Sergeant Paul Pastorek, Corporal Jeremy Herbert, and Officer Garry Kirts. Those officers and all of the first responders on scene that morning deserve our thanks and enduring gratitude for preventing more loss of life and rescuing the two workers who did survive the crash that day.

After the bridge fell, I woke up, sometime in the middle of the night to early morning hours, to a call from my team. Immediately, everybody sprang into action. First of all, President Biden and Secretary Buttigieg quickly reached out to the Maryland congressional delegation at that time, Senator Cardin and Congressman MFUME; and at the State level, to Governor Moore and Mayor Scott and our State and local partners, all of whom quickly rallied to the site of the bridge collapse to both get briefed on what happened and to plot the early stages of the way forward.

Federal, State, and local agencies established what was called the unified command, led by the U.S. Coast Guard, to manage the scene and begin the recovery effort. The Maryland State Police worked to recover the bodies of the six workers from the depths below the river. We were grateful for their quick and their careful work.

Today is Maryland Day, and I want to commend our first responders for embodying the very best of our State.

Following the recovery efforts, the U.S. Army Corps of Engineers led the charge at the unified command to clear the debris from that channel. They deployed precision explosives to remove a large section of the bridge from the top of the Dali—the Dali was the ship that crashed into the bridge—and they coordinated the response across agencies. On May 20 of last year, the ship was finally floated away from the site, and on June 12—just 78 days after the bridge collapsed—the Port of Baltimore was fully reopened, which is a testament to the unified efforts of Federal, State, and local partners.

I would like to thank COL Estee Pinchasin, who was the Army Corps of Engineers person in command of the effort to clear the debris from under the bridge, for her leadership as commander of the Baltimore District at the time.

As the colonel noted when we all spoke about reopening the Port of Baltimore, “it is not a hope—it is a plan.”

As the Army Corps and others cleared the channel, Federal Team Maryland worked to secure the resources that Baltimore City and our State would need to rebuild the bridge. Senator Cardin, Congressman MFUME, and I worked to coordinate the Federal response, and we quickly secured the Biden administration's approval of Baltimore's eligibility to receive emergency highway funding to aid in the recovery effort. That was a critical first step.

We then introduced the bipartisan Baltimore BRIDGE Relief Act, legislation to ensure 100 percent Federal funding for the bridge replacement, with bipartisan support and the entire Maryland delegation. We also ensured that, with any government litigation regarding the bridge, the proceeds from that, as well as insurance proceeds stemming from the collapse, would go directly to the costs of replacing the bridge.

This bridge merited the 100 percent Federal match because of the scale of the disaster and the precedent that we have applied to similar disasters of that scale. It was not simply a Baltimore City tragedy. It did have economic consequences across our region and, indeed, rippled across the Nation.

But securing those funds required a monthslong effort and an all-hands-on-deck mission. We worked with colleagues on both sides of the aisle, and that bill finally passed in December of last year. Included in that legislation was an increase in funding for the national emergency relief fund.

I want to thank a number of our colleagues who worked with us hand in hand to secure those funds at this moment of tragedy for Baltimore and the country. I want to thank Senator CAPRTO and former Senator Carper of the Environment and Public Works Committee. I want to thank Senators COLLINS and MURRAY of the Appropriations Committee, as well as their staffs and our other colleagues.

I appreciate all of those who came to visit the site of the bridge collapse and to learn of our needs and what would be required to rebuild.

At the end of the day, passing this bill was not just about the funding. It was about keeping the promise that our government made to Baltimore and upholding a deeper national tradition that lies at the foundation of our Union: that when one huge disaster strikes any one State, the rest of us assist and come to their help. No one has to go it alone.

I also want to thank my former partner in the U.S. Senate, Ben Cardin, for all his work in this endeavor and our Governor, who worked so hard here on Capitol Hill to help make the case. I also want to thank my new partner in the Senate, Senator ALSOBROOKS, as she takes up the baton and makes sure that we move full speed ahead.

Because of the Federal funds, we have gotten the necessary permits to proceed. We must continue to work to rebuild not just the bridge itself but to rebuild all that was lost that day. And the way we do it is by being united.

That is the message that I just want to close on, which is that out of this terrible tragedy that happened in Baltimore City, first of all, people came together to comfort the families who lost loved ones. People came to support our first responders. People worked together to clear the channel of debris so the Port of Baltimore could reopen. And colleagues here in the U.S. Senate and those in the House of Representatives rallied to help Maryland in its time of need.

So I thank my colleagues for their efforts, and I thank everybody across America who helped Baltimore City and the State of Maryland at that moment of tragedy. As I say, out of that horrible moment came a ray of hope and unity that has helped us get to this point.

I yield the floor.

The PRESIDING OFFICER (Ms. LUMMIS). The Senator from Michigan.

NOMINATION OF JAMES BISHOP

Mr. PETERS. Madam President, I rise today in opposition to Congressman Bishop's nomination to be the Deputy Director of the Office of Management and Budget.

The Office of Management and Budget, or OMB, is responsible for a range of critical functions, from developing and executing the Federal budget to improving Agency performance and reviewing regulations.

Given his record and views, I have serious concerns about how Congressman

Bishop will help lead this important office.

First of all, I am concerned by his willingness to break the law, especially when it comes to Congress's power of the purse. He supports the administration's efforts to illegally withhold funding that Congress has passed into law.

Like all of my colleagues in Congress, I swore an oath to uphold and follow the laws set forth in our Constitution, which affirms that Congress—and Congress alone—is responsible for deciding how Federal funds are spent, not the President or members of his administration.

The administration's actions so far to freeze congressionally approved funds have already rocked communities all across my home State of Michigan, as well as across the entire Nation. These communities count on the funds appropriated by Congress to upgrade their roads and bridges and pay their police and first responders.

If confirmed, Congressman Bishop will only be a rubberstamp for Donald Trump and Director Vought's flagrant disregard for the spending laws passed by Congress.

Congressman Bishop has also been a staunch supporter of mass layoffs within the Federal workforce that undermine our government's ability to provide vital services to the American people.

Our nonpartisan civil servants play vital roles in protecting our national security, caring for our veterans, and ensuring the safety of our transportation system. If we allow the Trump administration to indiscriminately fire these nonpartisan experts and replace them with their political cronies, they will only put our Nation and our people at risk.

Finally, I am alarmed by his complete disregard for the law when it comes to whistleblower protections. As a Member of Congress, he revealed the name of a whistleblower—in direct violation of the law—and jeopardized the safety of that individual and their family. We simply cannot trust anyone who is willing to break the law to retaliate against a whistleblower exposing wrongdoing to help such a critical Agency within the Federal Government.

And if Congressman Bishop is confirmed, I am concerned that he will defy our duly passed laws and our Constitution to continue President Trump, Elon Musk, and Director Vought's assault on the Federal Government and the critical services that it provides all Americans.

Because of this, I oppose Congressman Bishop's nomination, and I would urge my colleagues to do the same.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

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

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

WAIVING QUORUM CALL

Mr. KENNEDY. Madam President, I ask unanimous consent to waive the mandatory quorum call with respect to the Bishop nomination.

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

VOTE ON MAKARY NOMINATION

Mr. KENNEDY. Madam President, I know of no further debate on the nomination.

The PRESIDING OFFICER. If there is no further debate, the question is, Will the Senate advise and consent to the Makary nomination?

Mr. KENNEDY. 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 bill clerk called the roll.

The result was announced—yeas 56, nays 44, as follows:

[Rollcall Vote No. 143 Ex.]

YEAS—56

Banks	Graham	Moreno
Barrasso	Grassley	Mullin
Blackburn	Hagerty	Murkowski
Boozman	Hassan	Paul
Britt	Hawley	Ricketts
Budd	Hoeven	Risch
Capito	Husted	Rounds
Cassidy	Hyde-Smith	Schmitt
Collins	Johnson	Scott (FL)
Cornyn	Justice	Scott (SC)
Cotton	Kennedy	Shaheen
Cramer	Lankford	Sheehy
Crapo	Lee	Sullivan
Cruz	Lummis	Thune
Curtis	Marshall	Tillis
Daines	McConnell	Tuberville
Durbin	McCormick	Wicker
Ernst	Moody	Young
Fischer	Moran	

NAYS—44

Alsobrooks	Hirono	Rosen
Baldwin	Kaine	Sanders
Bennet	Kelly	Schatz
Blumenthal	Kim	Schiff
Blunt Rochester	King	Schumer
Booker	Klobuchar	Slotkin
Cantwell	Lujan	Smith
Coons	Markey	Van Hollen
Cortez Masto	Merkley	Warner
Duckworth	Murphy	Warnock
Fetterman	Murray	Warren
Gallago	Ossoff	Welch
Gillibrand	Padilla	Whitehouse
Heinrich	Peters	Wyden
Hickenlooper	Reed	

The nomination was confirmed.

The PRESIDING OFFICER. Under the previous order, the motion to reconsider is considered made and laid upon the table, and the President will be immediately notified of the Senate's actions.

CLOTURE MOTION

The PRESIDING OFFICER. Pursuant to rule XXII, the Chair lays before the Senate the pending cloture motion, which the clerk will state.

The bill clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby