

In its own analysis, the Department of Interior projects that the total cost over 20 years for the Bureau of Land Management's headquarters relocation and relocations to other Western States will have a net savings—get this—of over \$123 million. Not only will we have better decision making and not only will the leadership of an agency that is the largest holder of public lands and manager of public lands in the country be located finally in the lands they oversee, with better decisions coming as a result, but we are going to save \$123 million. It is a commonsense move designed to save taxpayer money, and management decisions will be better by the fact that these lands are now in their front yard, instead of thousands of miles away, bringing these decisions closer to the American people.

The only reason to oppose this move is if you don't care about the people of the Western United States or you don't think somehow that the people in the Western United States are smart enough to figure out how to run public lands or manage public lands or maybe you don't think that Colorado is up to the task of being the headquarters of the BLM because apparently you don't trust the people in the West. There is no other reason to oppose this. This is common sense.

Colorado is already home to significant portions of the USGS. Colorado is already home to NORTHCOM and NORAD. In fact, just today the new space command, the United States Space Command, stood up in Colorado Springs at Peterson Air Force Base. Yet, somehow, there are people—Washington Democrats—who don't think Colorado can handle the management of our public lands. It is offensive—it really is—to think that there are people in Washington who think that only Washington can do this job. It is wrong.

We should stand up against that kind of, I guess, idea that only Washington can do something and fight back against that mentality. Colorado is home to significant EPA offices, the National Institute of Standards and Technology, significant resources of the National Oceanic and Atmospheric Administration, and the Rocky Mountain Regional Office of the U.S. Patent and Trademark office. All are in Colorado. With so many acres of public lands, yes, we can manage public lands, and, yes, Colorado should be the gateway to our public lands in this great country and to all of the wonderful access opportunities that means to our economy, to recreation, to conservation.

Ask any one of the thousands of Federal Government employees currently living in Colorado if they believe we can do this, and the answer is a resounding yes. Only in Washington do they think it is only Washington that can do the job.

Washington bureaucrats and Washington Democrats can oppose Colorado

all they want, but I believe in Colorado. I believe in our ability to manage these public lands better than they have ever been managed before. I believe this is the best place in the Nation to manage our public lands and to house and headquarter the Bureau of Land Management. As a result, we will have a cleaner and better environment, more conservation opportunities, and a greater public lands economy as a result.

I am excited about this future. The people of Grand Junction are excited about this future. It is far time that we now have a little bit less Washington and a lot more Colorado common sense. I yield the floor.

The PRESIDING OFFICER (Mr. SULLIVAN). The Senator from Ohio.

Mr. PORTMAN. Mr. President, I ask unanimous consent to speak as in morning business.

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

RECOGNIZING DAYTON, OHIO, POLICE OFFICERS

Mr. PORTMAN. Mr. President, today six police officers from the Dayton Police Department were awarded our Nation's highest honor for law enforcement. These were the six individuals who stood tall at 1 a.m. on August 4, in Dayton, OH, standing up to a shooter, engaging him within 30 seconds of the tragedy beginning. Nine people had already died. Another 27 were injured. By standing up to him and doing it so quickly and responding so effectively, they saved so many lives.

They put their lives in danger because they were standing between the shooter and innocent civilians who were out that evening, having a celebration, enjoying themselves, not imagining this horror could be committed. These six individuals were well trained. As Chief Rick Biehl of the Dayton Police Department has told me—and he is a friend of mine—the training worked, and he is right. It was more than just training. It was instinct. It was heart. It was their willingness to step up as soon as they saw the danger and run into the danger, literally.

President Trump today awarded the highest honor to these individuals. When he did so, he said: "The light from these intrepid souls defies the darkness and confronted the most sinister danger."

Well said.

Sergeant William Knight and Officers Vincent Carter, David Denlinger, Ryan Nabel, Brian Rolfes, and Jeremy Campbell deserve the gratitude of all of us for stepping into the breach.

Tonight I will have the opportunity to be with them on this floor. They are going to come see the world's greatest deliberative body. I know that everyone in the Senate joins me in expressing our gratitude to them for the work they do every single day to protect all of us and for their extraordinary brav-

ery that horrible night. We thank them, and we say God bless them for what they do.

The PRESIDING OFFICER. The Senator from Ohio.

REVIVING AMERICA'S SCENIC BYWAYS ACT

Mr. PORTMAN. Mr. President, I ask unanimous consent that the Senate now proceed to the immediate consideration of Calendar No. 116, S. 349.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (S. 349) to require the Secretary of Transportation to request nominations for, and make determinations regarding, roads to be designated under the national scenic byways program, and for other purposes.

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Environment and Public Works, with an amendment to strike all after the enacting clause and insert in lieu thereof the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the "Reviving America's Scenic Byways Act of 2019".

SEC. 2. NATIONAL SCENIC BYWAYS PROGRAM.

(a) REQUEST FOR NOMINATIONS.—Not later than 90 days after the date of enactment of this Act, the Secretary of Transportation shall issue a request for nominations with respect to roads to be designated under the national scenic byways program, as described in section 162(a) of title 23, United States Code. The Secretary shall make the request for nominations available on the appropriate website of the Department of Transportation.

(b) DESIGNATION DETERMINATIONS.—Not later than 1 year after the date on which the request for nominations required under subsection (a) is issued, the Secretary shall make publicly available on the appropriate website of the Department of Transportation a list specifying the roads, nominated pursuant to such request, to be designated under the national scenic byways program.

Mr. PORTMAN. I ask unanimous consent that the committee-reported substitute amendment be agreed to and that the bill, as amended, be considered read the third time.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

The committee-reported amendment in the nature of a substitute was agreed to.

The bill was ordered to be engrossed for a third reading and was read the third time.

Mr. PORTMAN. I know of no further debate on the bill, as amended.

The PRESIDING OFFICER. Is there further debate?

If not, the bill having been read the third time, the question is, Shall the bill pass?

The bill (S. 349), as amended, was passed.

Mr. PORTMAN. I ask unanimous consent that the motion to reconsider be considered made and laid upon the table.

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