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

A resolution (S. Res. 101) designating March 9, 2023, as ''National Slam the Scam Day'' to raise awareness about pervasive government imposter scams, and to promote education to prevent government imposter scams.

There being no objection, the Senate proceeded to consider the resolution.

Mr. SCHUMER. I ask unanimous consent that the resolution be agreed to, the preamble be agreed to, and that the motions to reconsider be considered made and laid upon the table with no intervening action or debate.

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

The resolution (S. Res. 101) was agreed to.

The preamble was agreed to.

(The resolution, with its preamble, is printed in today's RECORD under ''Submitted Resolutions.'')

OBSERVING THE 100TH ANNIVERSARY OF THE BIRTH OF JOHN LESLIE ''WES'' MONTGOMERY AND COMMEMORATING HIS CONTRIBUTIONS TO JAZZ MUSIC

Mr. SCHUMER. Madam President, I ask unanimous consent that the Senate proceed to the consideration of S. Res. 102, submitted earlier today.

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

A resolution (S. Res. 102) observing the 100th anniversary of the birth of John Leslie ''Wes'' Montgomery and commemorating his contributions to jazz music.

There being no objection, the Senate proceeded to consider the resolution.

Mr. SCHUMER. I ask unanimous consent that the resolution be agreed to, the preamble be agreed to, and that the motions to reconsider be considered made and laid upon the table with no intervening action or debate.

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

The resolution (S. Res. 102) was agreed to.

The preamble was agreed to.

(The resolution, with its preamble, is printed in today's RECORD under ''Submitted Resolutions.'')

ORDERS FOR FRIDAY, MARCH 10, 2023, THROUGH TUESDAY, MARCH 14, 2023

Mr. SCHUMER. Madam President, I ask unanimous consent that when the Senate completes its business today, it stand adjourned to convene for a pro forma session with no business be conducted at 9:30 a.m. on Friday, March 10; that when the Senate adjourns on Friday, it stand adjourned until 3 p.m. on Tuesday, March 14; that on Tuesday, following the prayer and pledge, the morning hour be deemed expired, the Journal of proceedings be approved to date, the time for the two leaders be reserved for their use later in the day, and morning business be closed; that following the conclusion of morning business, the Senate proceed to executive session and resume consideration of the Neiman nomination; further, that the cloture motions filed during today's session ripen on 5:30 p.m. on Tuesday, March 14.

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

ORDER FOR ADJOURNMENT

Mr. SCHUMER. Madam President, if there is no further business to come before the Senate, I ask unanimous consent that it stand adjourned under the previous order, following the remarks of Senator CARDIN.

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

The PRESIDING OFFICER. The Senator from Maryland.

INFRASTRUCTURE

Mr. CARDIN. Madam President, so many cities and towns across America have the story of a segment of highway or a railroad track that cuts ruthlessly through neighborhoods. These neighborhoods may not have been affluent, but they supported vibrant, tight-knit, supportive communities with cherished homes, schools, and small businesses.

Backed with Federal funding, these highways and other massive infrastructure projects tore these neighborhoods apart and left them an enduring legacy of exclusion and diminished opportunity. To be sure, these infrastructure projects were intended to serve a purpose, and they did serve a purpose—transportation, of a particular sort. For families who could afford a car and a house in the suburbs, highways were built to whisk people in and out of our urban downtowns, without regard for the people and the communities remaining in those downtowns.

In the most benign cases, these projects were designed without care or sensitivity to the people they left behind and excluded. In the worst cases, the outcome of suppression and exclusion of people of color was, in fact, deliberate.

It is time to confront our legacy of racism and exclusion in infrastructure development and promote the next generation of infrastructure that heals, unifies, and reconnects—an infrastructure of inclusion, not division.

Thankfully, under President Biden's leadership and the direction of Congress, we are doing just that. President Biden has affirmed and reaffirmed his commitment to advancing equity and combating systemic racism through two Executive orders.

The first Executive order, which was signed on the first day in his office, said:

The Federal Government should pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. Affirmatively advancing equity, civil rights, racial justice, and equal opportunity is the responsibility of the whole of our Government.

The Executive order he signed just last month acknowledges that we have so much work to do. It says:

[M]embers of underserved communities—many of whom have endured generations of discrimination and disinvestment—still confront significant barriers to realizing the full promise of our great Nation, and the Federal Government has a responsibility to remove these barriers.

How to remove these barriers.

These barriers exist in a metaphoric sense, but sometimes they are concrete—literally. Baltimore City has dealt with the enduring legacy of its own ''highway to nowhere.'' This project is on the Franklin-Mulberry corridor in West Baltimore. It started as a way to get drivers out of the city quickly. Although the city never completed the project, a 1.4-mile stretch of highway contained within a concrete canyon was built and did irreparable harm to the surrounding communities: 971 homes and 61 businesses were destroyed. The project displaced approximately 1,500 people, most of them Black. And for decades, the city has lived with this eyesore and barrier to growth, opportunity, and connection.

Let me be clear. Removing barriers like highways is not simply about demolishing or removing infrastructure; it is about building the kind of infrastructure our cities and communities need—the infrastructure of connectivity and inclusion.

This means that instead of a highway for fast moving cars—or worse, an unused highway—in the case of Baltimore's ''highway to nowhere,'' we need to restore neighborhood street grids, parks, sidewalks, and bike trails—the infrastructure we need to reconnect people with opportunities, with businesses, with education, and with healthcare.

I am proud that under President Biden's leadership on equity and the surface transportation title of the bipartisan infrastructure law that the Committee on Environment and Public Works negotiated, we now have a Federal program specifically aimed at addressing the legacy of division and exclusion from past infrastructure projects and supporting a new and better future for hurt and marginalized communities. The Surface Transportation Reauthorization Act, which the Environment and Public Works Committee reported unanimously in May of 2021, includes the Reconnecting Communities Program, later included in the final Infrastructure Investment and Jobs Act.

I might say I am proud of the role that our Presiding Officer played in the development of that law, the infrastructure law, as well as Reconnecting Communities. I was proud to serve on the committee with our Presiding Officer, and we are pleased to be an integral part in making sure that legislation got to the President's desk.