

remain focused on effective implementation of these and other benefits determination process reforms.

Mr. Speaker, we are dutybound to do everything we can to ensure our veterans have timely access to the benefits they have earned. I am committed to ensuring timely access to these benefits, and we must ensure the incoming VA Secretary is committed as well.

#### EPA SHOULD MAKE DATA PUBLIC

(Mr. SMITH of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SMITH of Texas. Mr. Speaker, the EPA's regulatory process is flawed. The data EPA uses to justify its costly air regulations are hidden from the public. The Agency uses this secret science to make exaggerated claims about the alleged benefits of burdensome new regulations. Every major air quality regulation proposed by this administration has been based on non-transparent data and unverifiable claims.

Americans impacted by EPA regulations have a right to determine for themselves if the EPA's actions are based on sound science or a partisan agenda. That is why, tomorrow, the Science Committee will consider the Secret Science Reform Act. It requires that the EPA make its regulatory data publicly available.

If the EPA has nothing to hide, why not make the information public? The American people who foot the bill for these regulations deserve to see the data, and good policy requires it.

#### MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Mr. Brian Pate, one of his secretaries.

#### CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO THE WESTERN BALKANS—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 113-123)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

*To the Congress of the United States:*

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to

the *Federal Register* for publication the enclosed notice stating that the national emergency with respect to the Western Balkans that was declared in Executive Order (E.O.) 13219 of June 26, 2001, is to continue in effect beyond June 26, 2014.

The threat constituted by the actions of persons engaged in, or assisting, sponsoring, or supporting, (i) extremist violence in the Republic of Macedonia and elsewhere in the Western Balkans region, or (ii) acts obstructing implementation of the Dayton Accords in Bosnia or United Nations Security Council Resolution 1244 of June 10, 1999, related to Kosovo, has not been resolved. In addition, E.O. 13219 was amended by E.O. 13304 of May 28, 2003, to take additional steps with respect to acts obstructing implementation of the Ohrid Framework Agreement of 2001 relating to Macedonia.

Because the acts of extremist violence and obstructionist activity outlined in these Executive Orders are hostile to U.S. interests and continue to pose an unusual and extraordinary threat to the national security and foreign policy of the United States, I have determined that it is necessary to continue the national emergency declared with respect to the Western Balkans.

BARACK OBAMA.

THE WHITE HOUSE, June 23, 2014.

#### RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 4 p.m. today.

Accordingly (at 2 o'clock and 9 minutes p.m.), the House stood in recess.

□ 1600

#### AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. DUNCAN of Tennessee) at 4 p.m.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

#### RELIABLE HOME HEATING ACT

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (S. 2086) to address current emergency shortages of propane and other home heating fuels and to provide greater flexibility and information for Governors to address such emergencies in the future.

The Clerk read the title of the bill. The text of the bill is as follows:

S. 2086

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Reliable Home Heating Act".

#### SEC. 2. AUTHORITY TO EXTEND EMERGENCY DECLARATIONS FOR PURPOSES OF TEMPORARILY EXEMPTING MOTOR CARRIERS PROVIDING EMERGENCY RELIEF FROM CERTAIN SAFETY REGULATIONS.

(a) DEFINED TERM.—In this Act, the term "residential heating fuel" includes—

- (1) heating oil;
- (2) natural gas; and
- (3) propane.

(b) AUTHORIZATION.—If the Governor of a State declares a state of emergency caused by a shortage of residential heating fuel and, at the conclusion of the initial 30-day emergency period (or a second 30-day emergency period authorized under this subsection), the Governor determines that the emergency shortage has not ended, any extension of such state of emergency by the Governor, up to 2 additional 30-day periods, shall be recognized by the Federal Motor Carrier Safety Administration as a period during which parts 390 through 399 of chapter III of title 49, Code of Federal Regulations, shall not apply to any motor carrier or driver operating a commercial motor vehicle to provide residential heating fuel in the geographic area so designated as under a state of emergency.

(c) RULEMAKING.—The Secretary of Transportation shall amend section 390.23(a)(1)(ii) of title 49, Code of Federal Regulations, to conform to the provision set forth in subsection (b).

(d) SAVINGS PROVISION.—Nothing in this section may be construed to modify the authority granted to the Federal Motor Carrier Safety Administration's Field Administrator under section 390.23(a) of title 49, Code of Federal Regulations, to offer temporary exemptions from parts 390 through 399 of such title.

#### SEC. 3. ENERGY INFORMATION ADMINISTRATION NOTIFICATION REQUIREMENT.

The Administrator of the Energy Information Administration, using data compiled from the Administration's Weekly Petroleum Status Reports, shall notify the Governor of each State in a Petroleum Administration for Defense District if the inventory of residential heating fuel within such district has been below the most recent 5-year average for more than 3 consecutive weeks.

#### SEC. 4. REVIEW.

Not later than 12 months after the date of enactment of this Act, the Secretary of Transportation shall conduct a study of, and transmit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives, a report on the impacts of safety from the extensions issued by Governors according to this Act. In conducting the study, the Secretary shall review, at a minimum—

- (1) the safety implications of extending exemptions; and
- (2) a review of the exemption process to ensure clarity and efficiency during emergencies.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentleman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin.

## GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and to include extraneous material on the bill before us.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of S. 2086, the Reliable Home Heating Act, which helps States better prepare and respond to regional supply disruptions or shortages of propane and other home heating fuels.

The winter of 2013 and 2014 included extreme weather events that led to increased demand for propane, which is used for heating in approximately 12 million U.S. homes, and for other home heating fuels. The extreme weather conditions threatened the lives and livelihood of those with homes, farms, and businesses that depend on heat from propane and other home heating fuels.

S. 2086 gives the Governor of a State the authority to extend regulatory exemptions during a state of emergency for two additional 30-day periods, for a total of 90 days, without action from the Federal Motor Carrier Safety Administration.

The bill requires the Energy Information Administration to provide early warnings to Governors if the inventory of residential heating fuel falls below the most recent 5-year average for more than 3 consecutive weeks. The bill also requires the Secretary of Transportation to conduct a study on the safety impacts of extending the regulatory exemptions.

On March 21, 2014, the President signed H.R. 4076, the HHEATT Act of 2014 introduced by Chairman BILL SHUSTER. It provided immediate relief to States impacted by the extreme weather from some Federal Motor Carrier Safety regulations until May 31 of this year.

S. 2086 provides States the tools needed to address shortages of propane and other home heating fuels during future extreme weather events. The bipartisan bill was introduced by Senator THUNE and Senator KLOBUCHAR and is supported by the National Propane Gas Association, the New England Fuel Institute, the Illinois Petroleum Marketers Association, the Nebraska Petroleum Marketers Association, and the Petroleum Marketers Association of America.

I urge all my colleagues to support S. 2086, and I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, as described by my good friend and colleague, the chairman of the Highways and Transit Subcommittee, S. 2086 automatically suspends Federal Motor Carrier Safety

rules for up to 90 days after a Governor of an affected State declares a state of emergency due to a shortage of residential heating fuel.

Mr. Speaker, it is true that last winter there were parts of the United States which experienced extraordinarily cold temperatures and extreme winter weather. I hate to predict this, but until we do something about climate change, we are going to see these vast contrasts of the kind we have never experienced before. At that time, of course, if people are experiencing unusually cold weather, there is going to be a demand for propane and other home heating fuels.

I also, of course, fully support maximum flexibility to ensure timely delivery of fuel to heat homes across the country, and certainly in a time of crisis. In fact, the House acted swiftly in March during that crisis to pass Chairman SHUSTER's HHEATT Act, H.R. 4076, but of course today most of the country is in the middle of a heat wave.

Most of the States have their eyes looking elsewhere. They are watching the Congress to see when we will shore up the highway trust fund. They are running out of money. Already they have slowed up their investments. And of course, in a matter of just a few weeks, we will be running on empty on the highway trust fund.

But I was not asked to come to the floor today to ensure that construction projects around the country employing hundreds of thousands of Americans will continue to be reimbursed so that workers can stay on the job and communities can upgrade their infrastructure. I was asked to come to the floor today to pass an exemption for home heating fuel, even though it is close to 90 degrees outside in much of the country.

Last winter, during the actual time of emergency, FMCSA acted promptly to issue exemptions to allow truck drivers delivering home heating fuels to drive for additional hours to get supplies to customers as quickly as possible. Then they acted promptly to extend the exemptions after the initial 30-day period.

Therefore, I must say I do not see any evidence of why this legislation is needed or warranted. Further, by automatically waiving motor carrier rules for up to 90 days, the legislation removes any safety consideration from the exemption decision.

Mr. Speaker, our surface transportation system has pressing needs, as I speak, that require congressional action in the immediate term—yesterday, perhaps. Instead, we keep coming to the floor to chip away at truck safety rules?

I will not oppose the legislation under consideration, but I do believe calling up this legislation today is unnecessary and unproductive while we are staring at a deadline—and I must say, I think it is more aptly called an emergency every day—for replenishing the highway trust fund.

With that, I reserve the balance of my time.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the gentleman from Wisconsin (Mr. DUFFY), my well-respected colleague and the voice of northern Wisconsin.

Mr. DUFFY. I appreciate the gentleman from Wisconsin (Mr. PETRI) yielding.

Mr. Speaker, I don't want to engage in a debate on global warming, especially after the winter we had in Wisconsin last winter. The bottom line is last winter it was incredibly cold in Wisconsin, and we saw home heating fuel prices for some of my constituents go up by four times, and that was if they were able to get home heating fuels.

I don't think this is the end of it because there has been a war on energy, and that war on energy makes it more difficult for my constituents to access energy. I think we have to leave those debates aside right now and look at, in the current structure, can we have some reform that actually helps people across the country when these crises amount.

What this does is doesn't make us look to the Department of Transportation—which, by the way, last winter they were quick to act. We don't have to look for Congress to have some quick legislation to minimize the trucking hours of service so we can get fuel into places like northern Wisconsin.

What we are going to do is we are going to empower Governors. Let Governors notice when there is a crisis and let them move quickly so we can have one piece of the burden alleviated—the hours of service requirement—so our trucks can go to the places where we have home heating fuel and bring it to northern Wisconsin, we can bring in more supply.

This was such a crisis, we have people in Wisconsin who have a hard time paying their energy bills when we have normal prices. But when prices go up by four times, or when it is 40 below and they can't get home heating fuel, this is a crisis. Any day we have to wait for the Department of Transportation or for Congress to act is a day that we have prices continuing to go up or we don't have access to our consumers, to our constituents, to our people.

So I think this is a commonsense approach that leaves the global warming debate aside, the war on energy aside, and looks to our Governors, gives them authority to make decisions in this one small piece, to allow the hours of service waived in these emergencies so we can get fuel to places where they have a shortage.

I think this makes sense. There will be plenty of time to debate the greater energy issues that we have in the country, and I think that is a debate that we have to have, but that is not the place here. The debate on global warming, we can have that, too, especially

after the winter we had in Wisconsin last winter.

This makes sense. Let's empower Governors. Let's make sure we protect those Americans who live in the northern region of the country that rely on home heating fuel to heat their homes. Let's make sure we are going to allow them access, by way of their Governor, and the Governor's quick action.

So I appreciate the House bringing up this action from Senator THUNE, and I would urge its adoption.

Ms. NORTON. Mr. Speaker, I don't know about global warming, but virtually every scientist with any expertise agrees that climate change is occurring, not just in the colder parts of the country, but all over the world. The only debate now is whether it is too late and whether we can manage it, not whether it is occurring.

If the gentleman thinks it was cold in Wisconsin last winter, let us keep delaying doing anything on climate change and let's see if he will be in a position to do anything for his constituents.

I remind the Speaker that every time there has been a need, the Department of Transportation has not only acted, it has acted promptly. That is what an administrative agency is for. That is why we have administrative agencies. You can't keep running to the floor where you need two Houses in order to deal with a crisis.

Nevertheless, we do not oppose this legislation, but we do think it is our duty to remind the House that there is an emergency pending and that, if we go home certainly for August recess without attending to it, the bottom will fall out of the highway trust fund.

I yield back the balance of my time.

Mr. PETRI. Mr. Speaker, I urge all Members to support this bill.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, S. 2086.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### STREAMLINING ENERGY EFFICIENCY FOR SCHOOLS ACT OF 2014

Mr. KINZINGER of Illinois. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4092) to amend the Energy Policy and Conservation Act to establish the Office of Energy Efficiency and Renewable Energy as the lead Federal agency for coordinating Federal, State, and local assistance provided to promote the energy retrofitting of schools, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4092

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

*This Act may be cited as the "Streamlining Energy Efficiency for Schools Act of 2014".*

#### SEC. 2. COORDINATION OF ENERGY RETROFITTING ASSISTANCE FOR SCHOOLS.

*Section 392 of the Energy Policy and Conservation Act (42 U.S.C. 6371a) is amended by adding at the end the following:*

*"(e) COORDINATION OF ENERGY RETROFITTING ASSISTANCE FOR SCHOOLS.—*

*"(1) DEFINITION OF SCHOOL.—Notwithstanding section 391(6), for the purposes of this subsection, the term 'school' means—*

*"(A) an elementary school or secondary school (as defined in section 9101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801));*

*"(B) an institution of higher education (as defined in section 102(a) of the Higher Education Act of 1965 (20 U.S.C. 1002(a));*

*"(C) a school of the defense dependents' education system under the Defense Dependents' Education Act of 1978 (20 U.S.C. 921 et seq.) or established under section 2164 of title 10, United States Code;*

*"(D) a school operated by the Bureau of Indian Affairs;*

*"(E) a tribally controlled school (as defined in section 5212 of the Tribally Controlled Schools Act of 1988 (25 U.S.C. 2511)); and*

*"(F) a Tribal College or University (as defined in section 3126(b) of the Higher Education Act of 1965 (20 U.S.C. 1059c(b))).*

*"(2) ESTABLISHMENT OF CLEARINGHOUSE.—The Secretary, acting through the Office of Energy Efficiency and Renewable Energy, shall establish a clearinghouse to disseminate information regarding available Federal programs and financing mechanisms that may be used to help initiate, develop, and finance energy efficiency, distributed generation, and energy retrofitting projects for schools.*

*"(3) REQUIREMENTS.—In carrying out paragraph (2), the Secretary shall—*

*"(A) consult with appropriate Federal agencies to develop a list of Federal programs and financing mechanisms that are, or may be, used for the purposes described in paragraph (2); and*

*"(B) coordinate with appropriate Federal agencies to develop a collaborative education and outreach effort to streamline communications and promote available Federal programs and financing mechanisms described in subparagraph (A), which may include the development and maintenance of a single online resource that includes contact information for relevant technical assistance in the Office of Energy Efficiency and Renewable Energy that States, local education agencies, and schools may use to effectively access and use such Federal programs and financing mechanisms."*

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Illinois (Mr. KINZINGER) and the gentleman from Maryland (Mr. SARBANES) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois.

#### GENERAL LEAVE

Mr. KINZINGER of Illinois. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and insert extraneous material into the RECORD on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Illinois?

There was no objection.

□ 1615

Mr. KINZINGER of Illinois. Mr. Speaker, I yield myself such time as I may consume.

H.R. 4092 directs the Secretary of Energy to develop a clearinghouse to publish information on Federal programs and financing tools that may be used to initiate, development, and finance energy efficiency, distributed generation, and energy retrofitting projects for schools.

In doing so, H.R. 4092 directs the Secretary to coordinate with appropriate Federal agencies on a collaborative effort to streamline communications and promote available programs and financing mechanisms.

Schools spend approximately \$6 billion each year on energy costs, making it the next largest expenditure after personnel costs. Well-designed energy efficiency and renewable energy improvements can stabilize or reduce these operating costs.

In fact, the most efficient schools use three times less energy than the least efficient schools. H.R. 4092 makes it easier for schools to access information on Federal programs and financing tools for pursuing such energy improvements.

Mr. Speaker, I reserve the balance of my time.

Mr. SARBANES. Mr. Speaker, I yield myself such time as I may consume.

I encourage my colleagues to support Congressman CARTWRIGHT's bill establishing a clearinghouse which will assist schools in identifying existing Federal programs available to help schools initiate, develop, and finance energy efficiency, distributed generation, and energy retrofitting projects.

I congratulate Congressman CARTWRIGHT. This is a very thoughtful bill. It has broad stakeholder support. It makes a lot of common sense because there are these programs out there that are available to assist our schools, but sometimes connecting the dots is the challenge. This clearinghouse will help solve that.

This bill received unanimous bipartisan support in the Energy and Commerce Committee.

It is my pleasure now, Mr. Speaker, to yield 5 minutes to the gentleman from Pennsylvania (Mr. CARTWRIGHT), the sponsor of the bill.

Mr. CARTWRIGHT. Mr. Speaker, I thank the gentleman from Maryland for yielding.

I would like to thank Congressman WELCH from Vermont for his leadership on this bill as well. It is no secret that Congressman WELCH is one of the great champions in the House on the issue of energy efficiency, and it has been my pleasure to work with him on this.

I would also like to thank Chairman UPTON and Ranking Member WAXMAN for their support in guiding this bill through committee. This legislation is a great example of what we can do when we work together in a bipartisan fashion.

I would like to thank the majority and minority staffers. It is to their credit that they worked to craft an amended version of this bill that everybody could agree on. It was great to see