

amount of carbon pollution that can be put into the air.

This is despite having landmark legislation already in the books called the Clean Air Act. The Clean Air Act requires the Federal Government to regulate airborne pollutants. It doesn't require or allow the Federal Government to select from among a menu of airborne pollutants and decide which ones will be most cost-effective or most important to regulate. It says the EPA is charged with taking airborne pollutants and regulating them, to place limits on them. It is a mistake that over the last 20 years, even though we have recognized that carbon is an airborne pollutant, that it is not regulated under the Clean Air Act.

The Clean Power Plan fixes this problem. It is an innovative and flexible solution that gives States the right to develop their individual plans. This is also an important point. The first iteration of the Clean Power Plan was a little more of a blunt instrument. It was geographically constrained. It was powerplant constrained. Therefore, a lot of States, a lot of utility companies came back and said: Look, there are going to be individual instances where it is going to be very difficult to reduce carbon pollution at a particular site because it is rural, because it has already been capitalized, because we can't get the financing to reduce the carbon pollution at a particular site, but if you allow us to work what they call outside of the fence and you allow us State by State to reduce in the aggregate the amount of carbon pollution put into the air, then we can make this work. We can still have what they call good power quality, which is to say you don't want undulations in power quality to the point where you have blackouts and brownouts. That was industry. That was regulators. That was a public utilities commission. That was energy companies coming back and saying this is not workable.

The EPA came up with a scenario where we are still regulating carbon pollution under the Clean Air Act, but we are doing it in a way that is totally workable for every State and every energy portfolio in every region in every State. It gives States the rights to develop their own individual plans to cut carbon pollution from the energy sector. The Clean Power Plan has sent a signal to the rest of the world that the United States is serious about preventing catastrophic changes to our climate.

The American public knows that climate change is a problem and large majorities want us to act. A Stanford poll found 83 percent of Americans, including 61 percent of Republicans, say that if nothing is done to reduce emissions, global warming will be a serious problem in the future. Now, 77 percent of Americans say the Federal Government should be doing a substantial amount to combat climate change, and 67 percent of Americans support EPA action to curb carbon pollution.

In other words, 67 percent of Americans support the EPA action that is being undertaken right now. They support the Clean Power Plan. They may not know the details, but they understand the basic premise which is that the Clean Air Act is the law of the land. It was passed a long time ago with large bipartisan majorities. The basic idea that the Federal Government has some simple responsibilities, and one of them is to keep us safe from air and water pollution, is a bipartisan consensus not in this Chamber, unfortunately, and not in the other Chamber, unfortunately, but across the country, everybody understands that carbon is a pollutant, and we should try to reduce it over time as much as we possibly can.

I think it is time we acknowledge that the electricity industry is already changing. We are rapidly moving away from fossil fuels as the dominant source of electricity generation. Soon even low-priced natural gas may not be able to compete with wind and solar energy. We should be celebrating these advances and devoting ourselves to finding ways to accelerate this transition, not throwing up roadblocks.

The truth is the Clean Power Plan is merely accelerating market trends that are already underway. Listen to this. Through the first 9 months of this year, over 60 percent of new U.S. capacity additions were renewable energy. More than 60 percent of the new power generation in the United States over the last 9 months has been clean energy. That is the change that is happening. That is the clean energy revolution.

In 1998, when I was in the State legislature and I was helping to work on net energy metering laws, solar tax credits, and a renewable portfolio standard, this was aspirational. This was something we hoped we would eventually achieve, but 60 percent of new generation this year in the United States is clean energy. It is already happening.

As wind and solar prices fall, they are increasingly competitive with new fossil generation in more and more places around the country. To my colleagues who warn of massive price shocks from the transition to clean energy, I point out that we are already underway with our transition, and the massive price shocks have not happened. The Clean Power Plan is the most important power tool that we have in our arsenal to fight climate change.

To my colleagues who are trying to stand in the way of making real progress toward reducing greenhouse gas emissions, I say this: When you are ready to be constructive and work on a comprehensive energy policy, to work on a comprehensive climate policy, we are open.

I have continued to come to the floor of the Senate over the last several months, over the year of 2015, and have said this is an issue that has unfortunately become incredibly partisan.

This is an issue where we have Democrats coming to the floor offering constructive solutions and an empty side of the Chamber on the other side, but this is the challenge of our generation. This is our obligation as the indispensable Nation. The United States has to lead. The Senate has to have a real debate on climate and energy policy, and we need Republicans to step up. This issue is crying for Republican leadership, and I am looking forward to the day—hopefully very soon—where we will have it, where we will have a serious negotiation.

I understand that not all of my ideas will win out, not all of the progressive perspectives will win out, but that is the legislative process. We need a dance partner. We look forward to that moment.

Mr. President, I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

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

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

MORNING BUSINESS

Mr. McCONNELL. Mr. President, I ask unanimous consent that the Senate be in a period of morning business, with Senators permitted to speak therein for up to 10 minutes each.

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

(At the request of Mr. RISCH, the following statement was ordered to be printed in the RECORD.)

VOTE EXPLANATION

Mr. RUBIO. Mr. President, today the Senate voted on a motion to proceed to H.R. 2685, the Department of Defense Appropriations Act. I would have voted yes.

Funding our military and keeping Americans safe used to be a point of bipartisan consensus in Washington. Unfortunately, for the third time this year, Senate Democrats have blocked a bill that provides funding for American men and women in uniform, their housing, health care, and benefits. Although we will ultimately need additional funding to confront the vast array of national security threats we face in this century, this bill includes important funding we need now for procurement, modernization, construction to maintain our military bases, and vital funds for the intelligence community who work in secret as our first line of defense. It also includes funds for ongoing operations against ISIS, Al Qaeda, and terrorist organizations globally who seek to do us harm.

As they have shown on issue after issue, President Obama, his administration, and Washington Democrats are not serious about confronting the challenges we face as a nation. We need

new leadership in Washington that will restore American strength and keep the American people safe.

RECOGNIZING THE USS "PITTSBURGH"

Mr. TOOMEY. Mr. President, I wish to honor the skilled, brave, and determined sailors who served aboard the USS *Pittsburgh*.

The third of four naval vessels named after the Steel City, the USS *Pittsburgh* was a Baltimore-class heavy cruiser that served 6 months in the Pacific theatre during World War II. In that short time, the cruiser earned two battle stars. However, her greatest accomplishment was assisting in the rescue of the crew of a disabled ship in enemy waters.

In March 1945, Japanese bombers began an air raid on a task force assigned to the U.S. 5th Fleet. This attack severely damaged the aircraft carrier USS *Franklin* and set it ablaze. The USS *Franklin* lost 725 crew members, with another 264 injured in the bombing, and it was left stranded in the water just 50 miles from the Japanese coast. The USS *Pittsburgh* quickly came to the rescue, saving 34 men from the water. Along with another ship, a light cruiser, the USS *Santa Fe*, the USS *Pittsburgh* was able to tow the carrier to safety while fighting off enemy attacks.

The crew of the USS *Franklin* was highly decorated for their bravery during the fight, but the crew of the USS *Pittsburgh* has never received any honors for their bravery. Today I rise to recognize and honor the crew of the USS *Pittsburgh* for their heroism and bravery displayed rendering aid and assistance to the USS *Franklin* on March 19, 1945.

Along with this heroic action, the USS *Pittsburgh* faced another big fight against a different kind of enemy: Mother Nature. On June 5, 1945, the ship encountered a typhoon and suffered extensive damage, including loss of its bow, but was kept afloat because of her skilled crewmembers' damage control efforts. The USS *Pittsburgh*'s captain maneuvered the boat entirely by cleverly manipulating the ship's engines until the storm subsided, returning to Guam a few days later.

I would especially like to recognize three veterans of the USS *Pittsburgh* who are still living in southwestern Pennsylvania. Their names are: Robert McKnight, seaman 1st class, of Connellsville, Fayette County; George Jock, seamen 1st class, of Somerset, Somerset County; and Paul Gaudi, seaman 1st class, of Jeanette, Westmoreland County.

I thank them and their fellow USS *Pittsburgh* crew members for their valiant heroism and service to our country. I ask unanimous consent that the additional information that was obtained with the help of the Congressional Research Service and National Archives be printed in the RECORD.

Lastly, I appreciate having the opportunity to provide my remarks about the USS *Pittsburgh* and its crew's unique and extraordinary contributions to our Nation's history in World War II. It is an honor to serve in the U.S. Senate on behalf of the great city for which this cruiser was named and represent those veterans who served aboard her.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

On the morning of 19 March, 1945, while a part of Fast Carrier Task Group 58.2, the U.S.S. PITTSBURGH was ordered by Commander Cruiser Division TEN to "Proceed to FRANKLIN and render all possible assistance".

The PITTSBURGH cleared the formation and proceeded at 30 knots to the vicinity of the burning carrier FRANKLIN, which had been severely damaged, both by a Japanese bomb and by the following internal explosions and fires which were still raging.

After picking up 34 of her men from the water during the approach, the carrier was taken in tow at 1402, 19 March, in position Latitude 30°-10' N., Longitude 133°-50' E., 57 miles southeast of the southern tip of Shikoku, Japan; and towed for 22½ hours away from the coast of Japan in southwest, southeasterly and south directions, a distance of approximately 120 miles, until the FRANKLIN could proceed under her own power.

At the commencement of the towing operation the FRANKLIN had a list to starboard of about 15°; had no power, or steering control, and her rudder was jammed right 3°. The list of the carrier away from the wind, which was blowing from an easterly direction, caused her to sail up into the wind, making towing on southerly courses most difficult and prohibiting steering a given course away from Japan for any continuous length of time.

At 1550 our speed by pitometer log was 6½ knots, however speed varied from 1½ knots to 8 knots.

At about 2300 the FRANKLIN's starboard list was corrected and became about 5° to port. With the change in list to port, the sail area of the carrier was reduced and it was possible to keep a steady course of 155° (T) and maintain a fairly constant speed between 6 and 7 knots.

At 0245, 20 March, the FRANKLIN began to turn over her engines, and by 0400 she was making turns for 4.5 knots, and we were making 7.5 knots through the water.

At 0930, the FRANKLIN gained steering control, and towing speed was gradually increased to 13.7 knots with the FRANKLIN engines assisting.

At 1233, in position 160 miles from Shikoku (Latitude 30°-14'5 N., Longitude 134°-23'2 E.) the tow was cast off and the FRANKLIN proceeded under her own power.

The PITTSBURGH assisted in repelling two air attacks during the towing operation. The first attack occurred while in process of passing the tow wire, and the second attack after the carrier had been taken in tow. Neither attack was successful, and two Japanese planes were shot down by Combat Air Patrol.

The FRANKLIN is of about 27,000 tons displacement, and so far as I know this is the first large carrier to be towed any from the scene of action to safety.

No damage was suffered by this vessel during the towing operation.

Sufficient praise cannot be given the commanding officer of the FRANKLIN and his heroic rescue crew, who, in spite of all odds, fought fires, repaired machinery and righted

the heavy initial list. The cooperation of the FRANKLIN was complete, and made bringing her to safety possible.

The SANTA FE went alongside the FRANKLIN, transferred personnel, and assisted in line handling while ammunition was exploding and fires were raging. The destroyer MILLER (DE535), likewise, repeatedly and with great courage went alongside the FRANKLIN and under her stern to put down fires and cool her bulkhead with water.

ADDITIONAL STATEMENTS

TRIBUTE TO PETE GARDZINA

• Mr. DAINES. Mr. President, I wish to recognize Pete Gardzina. Pete is the transition assistance adviser for the Montana National Guard and an honorable representation of the passion and service we honor in Montana.

Pete aids in the readjustment of our veterans after they return from their deployment. This form of outreach not only touches the lives of Montana's service men and women, but the families they are returning to. He works alongside the Veterans' Affairs Committee and community organizations to build a network of support for returned veterans. This network offers continued support for those who fought for us and the freedoms we take for granted every day.

Pete has helped improve the lives of multiple veterans by ensuring that, when they return, they are well taken care of, are quickly connected to the right people, and are supported throughout their adjustment back into civilian life.

I am so grateful to have someone in our community with such passion for serving Montana's servicemembers and veterans. On behalf of the many veterans Pete has helped and their families, it is my honor to recognize his service. I am truly grateful to have someone in Montana fighting for those who fought for us.●

TRIBUTE TO GRADY TARBUTTON

• Mr. HELLER. Mr. President, today I wish to congratulate Grady Tarbutton on his retirement after over 8 years of service to Washoe County Senior Services. It gives me great pleasure to recognize his years of hard work and dedication to this important community in northern Nevada.

Mr. Tarbutton first began his career working to aid seniors at the Washington County Department of Disability, Aging, and Veterans' Services in Oregon, as the senior program coordinator. In 2005, he moved to Portland, OR, and served as the community services manager for Multnomah County Aging and Disability Services. He began his tenure as director for Washoe County Senior Services in November of 2007, sacrificing countless hours to build the department and offer an array of key resources to our senior community. His commitment to our seniors stands as a shining example of