

Representatives of over 200 nations recently gathered in Paris and agreed on an international agreement to lower greenhouse gas emissions and develop strategies to adapt to changing climate.

This contribution from the world's biggest polluters, including China and India, represents 90 percent of global greenhouse gas emissions.

These international contributions demonstrate how seriously the world is taking its moral responsibility to care for our common home, our families, and our neighbors.

This roadmap for the world reduces climate-damaging greenhouse gas emissions, increases investments in clean energy development and deployment, and assists the most vulnerable communities in adapting to climate change.

But the United States has to do its part. This pause on the Clean Power Plan slows down the progress we have been making and puts U.S. leadership on climate in question.

I am deeply troubled by the Supreme Court's decision, but I am optimistic that the Clean Power Plan will ultimately be upheld.

By acting to reduce carbon pollution, we will create more opportunity today and a better future tomorrow for all of us.

#### IN RECOGNITION OF ADMIRAL ROBERT SHUMAKER ON THE 51ST ANNIVERSARY OF HIS IMPRISONMENT DURING THE VIETNAM WAR

The SPEAKER pro tempore. The Chair recognizes the gentleman from Illinois (Mr. DOLD) for 5 minutes.

Mr. DOLD. Mr. Speaker, today, February 11, a day that for at least me, and I know many other families around our country, is a very dark day.

February 11, 1965, flying off of the USS *Coral Sea*, a young lieutenant commander, Robert Harper Shumaker, was prepared to do a bombing run over North Vietnam.

Taking anti-aircraft fire, he was shot down over North Vietnam. He ejected from his F-8 Crusader 35 feet above the ground, broke his back upon impact, and was immediately captured.

Over the next 8 years, 8 years and a day, he spent time in the Hoa Lo Prison, a prison that we now know as the Hanoi Hilton, one that he was able to name the Hanoi Hilton.

He was considered to be the great communicator because, while he was in captivity, he and a few others devised a tap code system, a tap code system with five rows and five columns that enabled American POWs to communicate with one another to be able to let them know that they were thinking of each other, to be able to make sure that they were exercising the most important muscle in captivity, that is, their brains.

Over the course of those 8 years, Lieutenant Commander Shumaker was

considered to be one of the top greatest threats to camp security.

He and 10 other POWs, commonly known as the Alcatraz 11, were taken out of the Hoa Lo Prison, brought over to a prison now known as Alcatraz, and put in solitary confinement.

These 11 heroes included James Stockdale; George Coker; Jeremiah Denton, who was a Senator from the great State of Alabama; Harry Jenkins; George McKnight; James Mulligan; Howard Rutledge; Ron Storz; Nels Tanner; and, Mr. Speaker, our colleague SAM JOHNSON of Texas, who was elected to this body in 1991 and has served with distinction ever since.

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Many of the stories that we look back on came from these heroes about the efforts they made to resist their captors. They were tortured day in and day out for information. Yet, day in and day out, they battled back.

For me, it is very important that we never forget. Fifty-one years after February 11, 1965, I am honored to be able to rise in this body to remember Robert Harper Shumaker for his valiant efforts and heroism. He is near and dear to my heart, Mr. Speaker. He is my uncle. When my wife and I had our first child, we decided we would name her after him, in the hopes that she would have a little bit of the courage, a little bit of the intelligence, and the stick-to-itiveness that Admiral Shumaker has.

The good news, Mr. Speaker, is that February 12, 1973, 591 POWs started their return home. Bob Shumaker, the Alcatraz 11, and many others were on that C-141 that flew out of Hanoi. I am proud to say that they returned home with honor, which was absolutely critical not only for them, but for all of the POWs. It is imperative that we in the United States Congress never forget their sacrifice and heroism.

For me, from now, until as long as I am able to serve in this body, on February 11, I will rise and recognize the heroism of our POWs and say: You will never be forgotten. We will always remember the sacrifice and the heroism that you all have given to our Nation.

#### WATER INFRASTRUCTURE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, from the moment I arrived in Congress, I have been working to rebuild and renew America. Our great country, sadly, is falling apart as it falls behind the rest of the world. The American Society of Civil Engineers rates our infrastructure as failing.

I have worked to develop a plan, a vision for infrastructure for this century because people have forgotten our history and are woefully uninformed about the nature of the challenge we face and the opportunities to do it right.

This doesn't need to be a partisan fight in Congress. Indeed, infrastructure used to be much more central to our mission in Congress, dating back to the postal roads mandated by the Constitution to President Eisenhower's interstate freeway system.

I welcome the administration's proposal for an oil fee to invest in green infrastructure. I truly believe that President Obama is committed to investing in infrastructure. He understands its value, and he has worked to include some infrastructure investment in the Recovery Act. I think we all know that it actually should have been much larger than it was; but, nonetheless, was very helpful.

The President has proposed things Congress after Congress that would fund a grander vision. Unfortunately, in the context of this Congress, they were not realistic. They had no chance of passing, probably regardless of who has control, given the nature of those proposals.

Nonetheless, I welcome the administration's proposal for a \$10 per barrel fee on oil to finance green infrastructure because of the timing at this point of incredibly low gas prices, flirting with \$1 a gallon, high oil production, a swollen inventory. Thirty dollars per barrel has become the benchmark.

Unfortunately, the new proposal was launched, as near as I can tell, without consultation with people in either party or the organizations that deal with infrastructure. It was not met with organized support on behalf of the vast array of individuals and organizations who are deeply committed to rebuilding and renewing America. It simply begs the question: Why not just raise the gas tax?

The proposal I have introduced to raise the gas tax was widely supported by business, labor, professions, local government, environmentalists; indeed, it was supported by the widest collection of interest groups supporting any major initiative before Congress. When you get the truckers and AAA both saying, "Raise taxes on motorists and truck drivers," that is a signal.

The proposal does not have the gaps associated with an oil fee that would impose challenges on consumers of oil, like school buses or home heating, and it does provoke the petroleum industry, which has accepted reasonable gas taxes, but would oppose an oil fee.

This is, however, an opportunity for us to revisit the need for investment in infrastructure, now that the administration has signaled its comfort with raising taxes on people who make under \$250,000 a year. The oil fee would be the equivalent of 20 to 25 cents a gallon—far more than the model proposal I had to phase in a 15-cent per gallon increase over 3 years.

Maybe we can reengage the conversation about raising the gas tax. After 24 years, we might follow the lead of President Reagan, who led an effort to raise the gas tax in 1983. After we raise the gas tax, we should index it and

then abolish it and replace it with a more sustainable mechanism for funding transportation in the future.

I appreciate the administration starting this conversation related to infrastructure finance. Maybe we can have a broader effort to work cooperatively on an issue that is gaining traction at the State level around the country. Over a dozen States have raised their gas tax, including a number of red Republican States.

This will be something that meets the needs of America now—and in the future—and I hope it is time for us to refocus on it.

#### PROPOSED CRUDE OIL FEE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Colorado (Mr. TIPTON) for 5 minutes.

Mr. TIPTON. Mr. Speaker, at this time of year, we are starting to work on budgets in Washington, D.C.

The President recently proposed his eighth budget. If we want to give credit to the President, he is consistent. He believes that we are just one tax increase, one regulation, one more government program away from prosperity in America. But the reality is, Americans in my district are struggling. They are struggling to be able to maintain the jobs they have. Far too many Americans are struggling to be able to find a job.

One area where we have had an opportunity to be able to provide good-paying jobs has been in responsible energy development in this country. Today, I would like to be able to speak to some of the deeply flawed logic by the Obama administration in trying to eliminate the use of fossil fuels in America.

Mr. Speaker, over the last year and a half, despite the administration's best attempts to stifle production, one of the few areas of the economy that has provided some financial relief to the poor and middle class has been the low price of energy. The cause of this has been the result of American productivity and American ingenuity driving down the costs, making it more affordable for people.

It is a surprise to no one then that, with his latest budget proposal, the President is trying in earnest to take the little savings Americans have welcomed into their wallets and now feed it back to Big Government.

Effectively, what the President is stating is that government—Washington—needs those resources more than the American people do.

Two days ago, the President presented a budget that included a \$10 per barrel tax on crude oil. His budget stated that if tax would result in \$319 billion in revenues that would be used to fund transportation infrastructure, “reduce America’s reliance on oil,” and ensure “electric cars and other alternatives to oil-based vehicles have the technology and charging infrastructure they need.”

I believe we need to be clear. I firmly back the notion that we need to have an all-of-the-above strategy. That is highlighted in the bill I have introduced in this Congress, Planning for American Energy Act, which literally calls for all of the above. It explicitly states as such.

Those resources and technologies are only part of what should be a multi-pronged strategy. If true energy independence is our goal, we cannot simply price ourselves out of using traditional energy resources and transportation fuels. Yet, that is unmistakably exactly what the President is proposing.

So, while cheap energy is one of the few things keeping the economy out of a nose dive into a further deep recession, the President proposes a tax cut on crude oil—whether produced domestically or abroad—that will cut directly into already low revenues, and will undoubtedly be passed on to consumers in the form of higher prices at the pump.

An additional \$10 per barrel will be a significant sum, even with a healthy commodity price, but on the day that the President submitted his proposal, the spot price for a barrel of oil was just under \$30. Given that our oil and gas energy sector is already struggling mightily with this downswing in price, what exactly does the President hope to accomplish by wresting away a third of that sum? The economic impacts of this policy on an industry that is already struggling would be extremely harmful.

Now, I assume that when we envision who the industry is, the picture comes to mind of large, multinational corporations. Make no mistake: they, too, will feel the impacts. But the brunt of an ill-conceived policy, such as what the President has put forward, will fall squarely on the shoulders of small- and medium-sized companies that make up the backbone of our domestic oil and gas industry.

It will also fall squarely on the many contractors who work in those companies. They are geologists, engineers, construction companies, well servicing companies, and the hospitality industry. They are the many hardworking Americans working to provide for their families and working to provide the rest of us with an invaluable resource that we too often take for granted.

The President wishes to move us away from oil as a transportation fuel, so he pursues a purely ideological strategy to force it, never mind who is trampled in the process.

The President wishes, instead, to pursue electric vehicle sales, which, in 2015, accounted for less than 1 percent of the total car sales in the country. Yet, he takes measures to halt coal leasing and bludgeon coal-fired power plants into nonexistence. Coal, of course, is the single largest source of electricity in the United States.

These two incoherent policy pursuits are a perfect demonstration of the complete lack of vision this adminis-

tration has when it comes to achieving actual energy independence.

Let’s stand up for the American consumer and American jobs and reject the President’s budget proposals.

#### RECOGNIZING ABIT MASSEY

The SPEAKER pro tempore. The Chair recognizes the gentleman from Georgia (Mr. CARTER) for 5 minutes.

Mr. CARTER of Georgia. Mr. Speaker, I rise today to recognize Mr. Abit Massey.

Last week, Mr. Massey was awarded one of the highest honors that anyone can receive from the University of Georgia. On January 27, Mr. Massey was awarded the University of Georgia President’s Medal for extraordinary contributions to students in academic programs, the advancement of research, and for inspiring community leaders to enhance Georgians’ quality of life.

Mr. Massey graduated from the University of Georgia in 1949, and received his Juris Doctorate from Emory University. For almost 50 years, he was executive director of the Georgia Poultry Federation, known to many as the dean of the poultry industry. Before joining the Georgia Poultry Federation, he was head of the Georgia Department of Commerce, where he created the first Welcome Center in Georgia. He has received numerous awards for his service to the State of Georgia.

But Mr. Massey would argue that his greatest accomplishment would be his family. Mr. Massey, along with his wife, Kayanne, who was a former Miss Georgia, have more than 18 family members who attended the University of Georgia, and the Massey family was named the University of Georgia Alumni Association Family of the Year in 2014.

I commend Mr. Massey for his commitment to Georgia, and I congratulate him for receiving this distinguished award.

#### RECOGNIZING MS. FRANKIE QUIMBY AND THE ASSOCIATION FOR CULTURAL EQUITY

Mr. CARTER of Georgia. Mr. Speaker, I rise today to recognize Ms. Frankie Quimby and the Association for Cultural Equity.

Ms. Quimby, the oldest of 13 children, was born and raised on the Georgia Sea Islands and descended from slaves of the Hopeton and Altama Plantations in Glynn County. She, along with her family, make up the Georgia Sea Island Singers, who have continued to preserve the rich traditions of African American culture, customs, and the songs of the Gullah language. In fact, the Quimby family is one of only a few families who can trace their ancestry back to a specific spot in Africa on the Niger River.

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