

Exporting American crude oil could be a disaster for independent refineries in regions such as the east coast. Upwards of 55 percent of our refining capacity on the east coast could potentially close as a result of oil exports. The Energy Department has said that exports could lead to as much as \$9 billion less investment and 1.6 million barrels less refining capacity in 10 years. It could lead to up to \$200 billion less revenue for the U.S. refining sector over the next decade. It could raise prices for consumers who are currently saving \$700 a year at the pump and \$500 on heating oil this winter because of low oil prices. And it could harm U.S. shipbuilders. We have been having a shipbuilding renaissance in this country. We are currently seeing the biggest shipbuilding boom in 20 years. But exports could stop all of this in its tracks.

We should know how exporting American oil is affecting American consumers. We should know how it is affecting key sectors of our economy such as refining and shipbuilding. And we should know how it is affecting energy production in the United States. That is what my amendment would help us do, and I am pleased that it was adopted into the bill.

The bill also includes a bipartisan amendment that I authored with Senator CASSIDY to improve the way that we are going to be selling oil under a law passed last year to better protect taxpayers.

Our Nation's oil stockpile is supposed to be there to protect American consumers and our security in the event of an emergency. We shouldn't use it as a piggybank to fund other priorities. But that is precisely what we did in two bills passed last year.

But if we are going to sell oil from our strategic stockpile, we should do so strategically to get the best deal for taxpayers and drive down prices for consumers. That is what the Cassidy-Markey amendment would help us do.

For the sales of SPR oil required by the Budget Act that became law last year, the Cassidy-Markey amendment would give the Secretary of Energy more flexibility to sell oil when prices are high. This fix should allow us to sell fewer overall barrels from the SPR and get a better return on these sales for American taxpayers. I am pleased that the Senate voted to adopt this commonsense amendment.

However, there are a number of provisions in the bill with which I have concerns. The bill would apply a 45-day shot-clock to the Department of Energy's review of liquefied natural gas export applications. There is no problem with the Energy Department delaying its review of LNG export applications. If there is any problem, it is that the Energy Department is moving too fast to approve these exports of American natural gas overseas.

Exporting less than half of the volumes of natural gas that the Department has already approved for export

could drive prices up by more than 50 percent for American consumers and businesses. This would be a disaster for consumers in many regions of the country, such as the Northeast. It would be a disaster for domestic manufacturing, where low U.S. prices give us a competitive advantage with the rest of the world. I have urged the Department to take a time-out from approving new LNG exports until we more fully understand how the volumes we have already approved will affect various regions of our country and our energy security. That is what we should be doing, not artificially truncating the review process.

I am similarly concerned that a provision about forest bioenergy would interfere with the EPA's scientific review process of the carbon pollution implications of biomass electricity and potentially interfere—with EPA's statutory responsibilities. The provision directs Federal policies to "reflect the carbon neutrality of forest bioenergy." But not all biomass energy is created equal. The timeframe for any climate benefits from biomass energy can vary. In many instances that timeframe can be very long—on the order of 50 to 100 years. Some practices, like clearcutting forests and burning whole trees for energy should never be considered carbon neutral. That is why it is critical to incorporate what science tells us about forests and their interaction with the global carbon cycle into policies governing biomass energy. Biomass energy is already contributing to the U.S. energy mix in ways that help reduce carbon pollution that causes global warming. I look forward to working with my colleagues as this bill moves through conference to ensure that the United States has a smart, sustainable, and scientifically-backed policy for biomass energy.

The bill also contains provisions regarding hydropower relicensing. I appreciate the willingness of Senators MURKOWSKI and CANTWELL to engage with stakeholders on hydropower relicensing and that they have crafted language that is a vast improvement compared to the House version.

It took me much of 1985 and 1986 to reach consensus on the bipartisan Electric Consumers Protection Act of 1986 that for the first time required FERC to give equal consideration to the environment, fish and wildlife, and other nonpower values as it gives to power and development objectives in making licensing decisions. I know how challenging it can be to find solutions that all stakeholders can support. But these hydropower licenses are good for decades, and we need to make sure that FERC's decisions are informed by the best, most up-to-date information, especially in the face of changing rainfall patterns driven by global warming. So I am concerned that this provision in the Energy bill could limit the ability of Federal agencies to require companies to undertake new analyses on the impacts of their dams by emphasizing the use of existing studies and data.

I am also concerned that the provision could require agencies to evaluate the impact of their recommendations on issues beyond their core abilities. Rather than speeding up the relicensing process, this could slow it down. Rather than saving taxpayers money, it could require more financial resources for Federal agencies.

Finally, I am concerned about what is not in this bill. The tax breaks for the oil, gas, and coal industries are permanent pieces of the TAX CODE that never expire. Meanwhile, tax breaks for wind power will begin phasing down in 8 months and be gone by the end of 2019. The tax breaks for solar will expire in 2021. That schedule would be a disaster for offshore wind in particular, which has the potential to create tens of thousands of jobs in Massachusetts and up and down the east coast. In fact, the Department of Energy has found that that there would be no offshore wind projects that would be able to qualify for these tax credits before they expire. That is just wrong. We need to put clean energy technologies on equal footing with mature fossil fuel industries, whose tax breaks date as far back as 100 years.

Senators CANTWELL and WYDEN put forward a Democratic energy bill which I was pleased to be an original cosponsor of, which would repeal these fossil fuel tax breaks and invest in clean energy. It would create a goal for reducing our emission of carbon pollution. And it would create an energy efficiency standard such as I have proposed. These are some of the measures that we should be considering to truly allow us to be a leader in developing clean energy technologies and jobs here in the United States.

As we work with the House on this Energy bill, we need to build on the bipartisan efforts that have been done in this bill and ensure that the Senate continues to reject the damaging and highly partisan provisions that the House has included in its bill. I look forward to working with my colleagues on both sides of the aisle to ensure a final Energy bill that improves America's economy and environment.

150TH ANNIVERSARY OF THE CITY OF SCRANTON

Mr. CASEY. Mr. President, today I wish to pay tribute to my hometown of Scranton, PA, as it celebrates its 150th anniversary, or sesquicentennial.

Ever since William Penn invited carpenters, masons, weavers, and other skilled workers to settle in Pennsylvania, the story of our Commonwealth, and in particular northeastern Pennsylvania, has been the story of working people.

At the dawn of the 19th century, what would become known as the city of Scranton became a home to new immigrants who fought desperately to escape the horrors of religious persecution, famine, and poverty in Europe and dreamed of a better life. Many of

the new settlers worked in the darkness and danger of the anthracite coal mines in order to provide for their families. My grandfather, Alphonsus Casey, at the age of 11, was one of those workers. He was a “mule boy” who was once kicked in the face by a mule, sustaining a deep cut from his forehead, across his face. As my father would recall years later, “There were no benefits—no worker’s compensation, no safety net in place to take care of the adult worker, much less an injured child.”

A 2002 book, “A History of the Commonwealth,” described the lives of our region’s coal miners as ones of “danger and economic uncertainty.” The great novelist Stephen Crane recounted a visit to one mine in the region by describing an “extraordinary, black puzzle” in which the “shouts of mule-boys” were sometimes the only sounds.

The work ethic of those who descended into the depth and darkness of those mines shaped Scranton and impacts the city all these years later. As the coal jobs were lost, the city and the region went through a painful transition that left scars on our land and our people. What has undergirded the city of Scranton’s resilience over all these years has been a heritage of hard work and sacrifice and an enduring belief in the promise of tomorrow.

Today Scranton’s economy has been transformed by so-called “meds and eds.” The city is home to some of our State’s top universities and medical facilities. It is a community of entrepreneurs and is being shaped by a new generation of immigrants seeking the same better life as Scrantonians of an earlier era.

Driving the city’s education sector are the five colleges and universities that are preparing thousands of students for careers in the 21st-century economy—advanced manufacturing, technology, and energy. The Commonwealth Medical College, which is the first M.D.-granting medical school built in Pennsylvania since 1962, is providing state-of-the-art medical education to medical students from across the globe. In addition, Commonwealth Health and Geisinger have entered the medical market in Lackawanna County and are investing over \$300 million in innovative technology and improved medical care.

For the last 150 years, Scranton’s story has been part of the fabric of our Nation. As the city looks forward to the next 150 years, it is uniquely positioned to create its own future.

Mr. TOOMEY. Mr. President, I wish to recognize the city of Scranton on its 150th anniversary and highlight the rich and industrious heritage that has continued to drive the Electric City well into the 21st century.

The story of Scranton is unique and yet distinctly American. The city’s visionary founders, brothers George and Selden Scranton, arrived in the Lackawanna Valley in the early 1840s and, after early failures, became the first

Americans to produce iron rails on a mass scale. Railroads expanded dramatically throughout the United States once these crucial components became available, and Scranton became a hub of commerce, manufacturing, and transportation. By the 1860s, the Scranton family’s company had grown into the second largest iron-manufacturing center in America, employing thousands of people. With 35,000 residents at the time, Scranton was officially incorporated as a city on April 23, 1866, and would become the county seat for the newly formed Lackawanna County in 1878.

The success of Scranton’s coal, iron, and steel industries served as a catalyst for other important enterprises in the region. Large-scale textile, printing, and food-processing operations, together with increased educational opportunities, all played a vital role in the region’s growth. Between 1860 and 1910, Scranton’s flourishing industrial activity drew thousands of new immigrants.

The story of the Scranton family’s endeavor, now known as the Lackawanna Steel Company, is one of the greatest success stories of American manufacturing. Through perseverance and dedication, Scranton grew from a small, agrarian village to a thriving, multicultural city.

Today Scranton is a leader in higher education, medicine, and manufacturing. Driving Scranton’s development are five institutions of higher education preparing thousands of students for a 21st century economy. For example, the Commonwealth Medical College provides state-of-the-art medical education to students from across the globe, and companies in Lackawanna County have made significant investments in innovative technology and improved medical care. Scranton is well-positioned to be a beacon for entrepreneurs and businesses looking to take advantage of the high-quality workforce that Scranton’s colleges and technical schools are producing.

Today I wish to recognize the profound contributions that the city of Scranton and its residents have made to the Commonwealth of Pennsylvania over the last 150 years. I wish them all the best as the people of Scranton celebrate the city’s sesquicentennial anniversary on April 23, 2016.

75TH ANNIVERSARY OF THE CIVIL AIR PATROL

Mr. HELLER. Mr. President, today I wish to recognize the Civil Air Patrol as it celebrates its 75th anniversary this year. The Civil Air Patrol has been a tremendous contributor in our great State, and I am honored to recognize and congratulate it on this important milestone.

The Civil Air Patrol was founded on December 1, 1941, the week before the Japanese attack on Pearl Harbor, by a group of brave civilians interested in donating both their aviation skills and

free time to protecting the Nation’s coastlines during World War II, in addition to contributing to other civil defense missions. During this time, pilots volunteering with the Civil Air Patrol flew more than 500,000 hours and helped in a variety of ways, including patrolling the coastline for submarine activity, monitoring our forests and southern borders, and searching for ships and personnel in distress.

On July 1, 1946, the Civil Air Patrol was established as a federally chartered nonprofit corporation by President Harry Truman. Following this, on May 26, 1948, Congress passed a law, designating the Civil Air Patrol as the Air Force Auxiliary and establishing primary missions for the Civil Air Patrol. The legislation established that the Civil Air Patrol would focus on emergency services, cadet programs, and aerospace education. Today this important organization is a national community service group with 31,000 professionally trained civilian volunteers and serves as a partner to the U.S. Air Force as a member of its total force. The Civil Air Patrol serves to assist Federal, State, and local governments and offers assistance for homeland security missions, counterdrug efforts, search and rescue missions, and disaster relief.

The Nevada Wing Civil Air Patrol upholds these values, maintaining strong search and rescue programs, cadet programs, and aerospace education, and has a far-reaching positive impact on both urban and rural communities throughout the Silver State. The many volunteers contributing to the Nevada Wing have helped at a variety of events, departments, and facilities across the State, including the State Veterans Home, the Boulder City and Fernley Veterans Cemeteries, Operation Home Front, Blue Star Widows, Nevada Department of Emergency Management Search and Rescue Board, and many more.

In addition, the Nevada Wing has strengthened its relationship with the Nevada Department of Emergency Management and has reinforced its incident management action team, triggering a quicker and more thorough response to support calls from across the Nation. This incredible wing’s contributions to both adults and children across the State are invaluable. I extend my deepest gratitude to the many men and women who volunteer for the Nevada wing for their genuine concern and services in helping others. The legacy they have built for the Nevada Wing will live on for generations to come.

For three-quarters of a century, the Civil Air Patrol has proven its unwavering dedication to our State and to our country. The hard work of those that have served both nationally at the Civil Air Patrol and within the Nevada Wing has not gone unnoticed. These courageous men and women stand as role models in their pursuits to help others in states of emergency and in