

to bypass the VA's bureaucracy and choose the care they want to receive.

The bill creates a 3-year pilot program within the VA's Center for Care and Payment Innovation that will take the VA largely out of that referral process. The VA can test-drive this program in at least four different Veterans Integrated Services Networks. Those are called VISNs. It would allow the veterans to find and schedule necessary appointments at non-VA medical facilities.

In other words, if they want to go to a doctor in their hometowns, if they want to go to a hospital in their hometowns, if they are taking cancer treatments and they want to do that at the local hospitals, let them do it, and send the bill to the VA.

It would also require the VA to give veterans information about eligibility requirements, cost sharing, treatments, and providers so that they have the information they need right there at their fingertips to be able to make their decisions.

In doing this, we would give the VA 4 years to figure this out—to run these pilot programs and to figure out how to let veterans get the healthcare they need when they need it and at the facilities that are most convenient for them. Surely to goodness, the VA ought to be able to figure this out in 4 years.

We really owe it to our veterans to get them the best care as quickly as possible. If we want to do that, we have to put more power into their hands. Give them the information, the choices, the options. The bureaucrats have proven to us time and time again that they are just not going to make this easy. They are not going to make it simple for a veteran to access community care.

In Tennessee, I hear from veterans all the time. They are a 2-hour or a 3-hour drive away from a VA facility. Somebody has to take off work and drive them to the appointments. Somebody has to take off work when they have to go back for the referral. Let's let them go in their home communities where they can access the care they need.

I am so committed to continuing to work on this to solve this problem for our Nation's veterans. I am working with Chairman TESTER, Ranking Member MORAN, and my colleagues on the Senate Veterans' Affairs Committee so that we can make good on the promises we have made to our veterans. It is time to stop the false promises to the men and women who have served this Nation.

I would ask each Member of this Chamber for their support in bringing the Veterans Health Care Freedom Act in front of the full committee for consideration.

I yield the floor.

The PRESIDING OFFICER (Mr. MARKEY). The majority leader.

#### LEGISLATIVE SESSION

Mr. SCHUMER. Mr. President, I move to proceed to legislative session. The PRESIDING OFFICER. The question is on agreeing to the motion. The motion was agreed to.

#### EXECUTIVE SESSION

#### EXECUTIVE CALENDAR

Mr. SCHUMER. Mr. President, I move to proceed to executive session to consider Calendar No. 166.

The PRESIDING OFFICER. The question is on agreeing to the motion. The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The legislative clerk read the nomination of Molly R. Silfen, of the District of Columbia, to be a Judge of the United States Court of Federal Claims for a term of fifteen years.

#### CLOTURE MOTION

Mr. SCHUMER. Mr. President, I send a cloture motion to the desk.

The PRESIDING OFFICER. The cloture motion having been presented under rule XXII, the Chair directs the clerk to read the motion.

The legislative clerk read as follows:

#### CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby move to bring to a close debate on the nomination of Executive Calendar No. 166, Molly R. Silfen, of the District of Columbia, to be a Judge of the United States Court of Federal Claims for a term of fifteen years.

Charles E. Schumer, Debbie Stabenow, Sheldon Whitehouse, Catherine Cortez Masto, Brian Schatz, Richard J. Durbin, Alex Padilla, Raphael G. Warnock, Tammy Duckworth, Tina Smith, Martin Heinrich, Peter Welch, Robert P. Casey, Jr., Christopher A. Coons, Elizabeth Warren, Benjamin L. Cardin, Gary C. Peters.

Mr. SCHUMER. I ask unanimous consent that the mandatory quorum call for the cloture motion filed today, June 6, be waived.

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

Mr. SCHUMER. I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

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

#### NOMINATION OF DAVID CRANE

Mr. BARRASSO. Mr. President, I come to the floor today to rise in opposition to the nomination of David Crane, who has been nominated to serve as the Under Secretary of Energy for Infrastructure. It is a job that involves sending taxpayer money to energy companies. Mr. Crane has no business at all deciding how to spend taxpayer money on energy.

Mr. Crane spent 12 years—a dozen years—as CEO of NRG Energy, a job from which he was fired. It is not hard to see why he was fired. In his own words, he explained it. He said:

We were taking the profits from the coal plants and plowing it into solar development . . . that got to be annoying to the shareholders and to the board of directors of the company.

According to the Wall Street Journal, investors were very unhappy with Mr. Crane's investments in renewable energy. His strategy at the company led to a 59-percent drop in the company's share price the year before his departure. Once he was gone, the company's stock reversed course, with a long and sustained rebound.

Mr. Crane has significantly focused his career on combating climate change, which he has called the "moral imperative of our time." He has called for "name and shame" activism against companies that do not share his extreme vision.

He once wrote that his "green dream"—he said—included being considered "the Mother Teresa of clean energy."

Mr. Crane is welcome to spend his own money however he wishes, but he should not be permitted to waste hundreds of billions of dollars in taxpayer money in his effort—and it is a delusional effort—to be the next Mother Teresa.

America needs proven, reliable, cost-effective energy—affordable, available, reliable. We must unleash American energy production and therefore promote energy security for our Nation.

With our grids stressed and blackouts coming this summer, Mr. Crane has absolutely no interest in reliable energy. Instead, he wants to spend taxpayer money on sources of energy that make us more dependent on our adversaries, like China.

David Crane's record is that of a climate zealot. It is not what we need in this important post at the Department of Energy. We need someone who is dedicated to promoting affordable American energy, reliable American energy, available American energy. David Crane is clearly not that person; nor is he Mother Teresa.

So I urge my colleagues to join me in opposing this terrible nomination.

I yield the floor.

The PRESIDING OFFICER. The Senator from Tennessee.

Mrs. BLACKBURN. Mr. President, I ask unanimous consent that we yield back the remaining time and that the vote scheduled at 5:30 p.m. begin.

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

#### CLOTURE MOTION

Pursuant to rule XXII, the Chair lays before the Senate the pending cloture motion, which the clerk will state.

The legislative clerk read as follows:

#### CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby

move to bring to a close debate on the nomination of Executive Calendar No. 179, David Crane, of New Jersey, to be Under Secretary of Energy.

Charles E. Schumer, Joe Manchin III, Thomas R. Carper, Mazie Hirono, Kirsten E. Gillibrand, Margaret Wood Hassan, Tammy Baldwin, Sheldon Whitehouse, Peter Welch, Richard J. Durbin, Richard Blumenthal, Tina Smith, Alex Padilla, Debbie Stabenow, Tammy Duckworth, Chris Van Hollen, Ben Ray Lujan.

The PRESIDING OFFICER. By unanimous consent, the mandatory quorum call has been waived.

The question is, Is it the sense of the Senate that debate on the nomination of David Crane, of New Jersey, to be Under Secretary of Energy, shall be brought to a close?

The yeas and nays are mandatory under the rule.

The clerk will call the roll.

The legislative clerk called the roll.

Mr. DURBIN. I announce that the Senator from Washington (Mrs. MURRAY) is necessarily absent.

Mr. THUNE. The following Senators are necessarily absent: the Senator from Arkansas (Mr. COTTON), the Senator from North Dakota (Mr. HOEVEN), the Senator from Kansas (Mr. MORAN), the Senator from Idaho (Mr. RISCH), and the Senator from Alaska (Mr. SULLIVAN).

Further, if present and voting: the Senator from North Dakota (Mr. HOEVEN) would have voted "yea."

The yeas and nays resulted—yeas 54, nays 40, as follows:

[Rollcall Vote No. 147 Ex.]

YEAS—54

Baldwin	Graham	Peters
Bennet	Hassan	Reed
Blumenthal	Heinrich	Rosen
Booker	Hickenlooper	Sanders
Brown	Hirono	Schatz
Cantwell	Kaine	Schumer
Cardin	Kelly	Shaheen
Carper	King	Sinema
Casey	Klobuchar	Smith
Cassidy	Lujan	Stabenow
Collins	Manchin	Tester
Coons	Markey	Van Hollen
Cortez Masto	Menendez	Warner
Duckworth	Merkley	Warnock
Durbin	Murkowski	Warren
Feinstein	Murphy	Welch
Fetterman	Ossoff	Whitehouse
Gillibrand	Padilla	Wyden

NAYS—40

Barrasso	Grassley	Romney
Blackburn	Hagerty	Rounds
Boozman	Hawley	Rubio
Braun	Hyde-Smith	Schmitt
Britt	Johnson	Scott (FL)
Budd	Kennedy	Scott (SC)
Capito	Lankford	Thune
Cornyn	Lee	Tillis
Cramer	Lummis	Tuberville
Crapo	Marshall	Vance
Cruz	McConnell	Wicker
Daines	Mullin	Young
Ernst	Paul	
Fischer	Ricketts	

NOT VOTING—6

Cotton	Moran	Risch
Hoeben	Murray	Sullivan

The PRESIDING OFFICER (Mr. WARNOCK). The yeas are 54, the nays are 40.

The motion is agreed to.

The majority leader.

EXECUTIVE CALENDAR

Mr. SCHUMER. Mr. President, I ask unanimous consent the Senate proceed to the consideration of the following nomination: Calendar No. 165, Craig Anderson for U.S. Marshal for the district of Montana for the term of 4 years, that the Senate vote on the nomination without intervening action or debate, the motion to reconsider be considered made and laid upon the table, and that the President be immediately notified of the Senate's action.

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

The clerk will report.

The legislative clerk read the nomination of Craig J. Anderson, of Montana, to be United States Marshal for the District of Montana for the term of four years.

Thereupon, the Senate proceeded to the nomination.

The PRESIDING OFFICER. The question is, Will the Senate advise and consent to the Anderson nomination?

The nomination was confirmed.

LEGISLATIVE SESSION

MORNING BUSINESS

Mr. SCHUMER. I ask unanimous consent that the Senate proceed to legislative session to 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.

SHORT LINE RAIL ADVOCACY DAY

Mr. GRASSLEY. Mr. President, in recognition of Short Line Rail Advocacy Day, which was on May 17, I want to speak about the important services short line railroads provide to their customers and the entire economy. I also want to highlight the importance of the railroad track maintenance credit, otherwise known as the short line credit, for maintaining a robust network of short line rail.

The short line credit is available to what are known as class II and class III railroads, which are categorized based on revenue thresholds set by the Surface Transportation Board. This tax credit is not available to the large national and international railroads most people are probably familiar with. While the short line railroads generally operate in a relatively small area, they have a massive impact.

Short line railroads serve a key role in transporting manufactured goods and agricultural products from factories and farms to markets in the U.S. and beyond. They often serve as the "first and last mile" in our Nation's freight transportation network. These links to the rest of the world are crucial to Iowa's economic competitiveness and communities across the country. Nearly half of Iowa's railroad

miles are operated by 13 small railroads that transport more than 300,000 carloads of material a year.

Support of short line railroads has been a long-standing bipartisan priority. Next year will mark the 20th anniversary of the short line credit. Though the credit has spent most of its existence as a tax extender, as then chairman of the Finance Committee, I helped to create the credit and later led a successful effort to make the credit permanent in 2020. I had a lot of support, which is reflected in the fact that legislation that was sponsored by Senator CRAPO, current ranking member of the Finance Committee, to make the credit permanent had 62 cosponsors.

The short line credit provides smaller regional and local railroads a tax credit for a percentage of amounts spent to upgrade and maintain miles of railroad track. However, these small railroads operate on tight margins, and many have insufficient tax liability to claim the credit against.

To address this issue, the law allows short line railroads to assign the credit to another short line, or to a customer. The assigning railroad typically recognizes income for cash received and the assignee deducts payments made. This arrangement ensures that all short line railroads are able to fully utilize the credit.

This year on Short Line Rail Advocacy Day, many of the Nation's 600 short line railroads visited offices on Capitol Hill to remind us of the critical role they play in the industry. According to the American Short Line and Regional Railroad Association, nearly 30 percent of our national rail network, or roughly 50,000 miles of track, is operated by short lines who at some point handle a quarter of all rail cars moving through the national rail system.

It is important we understand and appreciate what these local and regional railroads do for our communities, and our whole economy.

U.S. SENATE VEHICLE AND ALTERNATE VEHICLE PARKING REGULATIONS

Ms. KLOBUCHAR. Mr. President, I ask unanimous consent to print the U.S. Senate vehicle and alternate vehicle parking regulations, adopted by the Committee on Rules and Administration on May 17, 2023, in the RECORD.

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

U.S. SENATE VEHICLE AND ALTERNATE VEHICLE PARKING REGULATIONS

ADOPTED BY THE COMMITTEE ON RULES AND ADMINISTRATION ON MAY 17, 2023

1.0 Scope—These regulations describe the eligibility and processes Senators and eligible staff shall use to request, register, and obtain parking permits for vehicles and alternate vehicles to be parked in Senate garages.

2.0 Definitions—For purposes of these regulations, the following terms shall have the meaning specified.