

8 percent—8 percent—of America's college students, they account for 30 percent of Federal student loan defaults—8 percent of the students; 30 percent of the student loan defaults.

How does this happen? Well, after aggressively marketing themselves, for-profit colleges pressure students to take on as much debt as possible to pay for courses that would cost far less at a community college or even a 4-year university.

Once students enroll and are on the hook for huge amounts of debt, the schools provide low-quality education and little support. If they manage to graduate, students end up with degrees that are practically worthless, working jobs that they could have been hired for prior to enrolling, and struggling to pay back crippling debt.

Extensive investigations have revealed the deception of some of the worst actors.

This morning, the Department of Education announced \$6.1 billion in student loan discharges for 317,000 students who attended the Art Institutes—317,000, including LaKesha. In Illinois alone, nearly 13,000 students will see more than \$250 million in borrower defense discharges.

In its investigation, the Department found that the Art Institutes misrepresented their employment rates to prospective students.

Imagine, if you will, a student with a family that has never had anyone go to college, knows just in the vaguest terms what they are getting into. They send their daughter to sign up and enroll in one of these colleges. She says: Mom and Dad, I had to sign up for student loans. It is the only way I could have gone to school.

They think to themselves, well, maybe that is the sacrifice people make to get a college degree that ends up with a good-paying job.

It turns out it is a phony operation from start to finish—falsified income data for graduates, denied career services for graduates. They learn, unfortunately, years after they get the debt started, that they have a worthless investment.

The Department found similar and deceptive practices in other for-profit colleges, like DeVry. DeVry in Chicago promoted false job-placement rates. Grand Canyon University—sounds impressive, right?—lied to students about the cost of its programs.

The Obama administration started to require accountability measures, but under the Trump administration and Secretary DeVos, lapdogs replaced the watchdogs. Then-Secretary of Education Betsy DeVos hired top officials who had worked for the for-profit industry.

It is long past time that we hold these profit-hungry, fraudulent institutions accountable.

What rankles me the most is the fact that these students are not only victims, with student debt up to their ears, but they have to change their life

plans, their career plans, because of this indebtedness and the fact that their degrees are virtually worthless.

I met some of these young people. They sadly tell the story of living in their parents' basement because they had no alternative with the debt they incurred in these worthless for-profit schools. That is the reality. The sad part, the tragic part, the infuriating part is that the owners of these for-profit operations take all that money from student loans, offer nothing in return by way of education, and eventually, when they go bankrupt—and they virtually all do—they end up off the hook. They don't have any personal liability.

I have been calling for greater scrutiny of for-profit colleges for more than 10 years on the floor of the Senate. Aside from flying in the face of providing a high-quality postsecondary education, these for-profit colleges are costing taxpayers millions of dollars. Despite well-documented misconduct, for-profit colleges received more than \$14 billion—\$14 billion—in Federal student aid in the 2022 to 2023 school year—\$14 billion from the Federal Government.

That is why today I am once again sending a warning letter, for the 11th consecutive year in a row. I am sending it to every high school in my State asking them to ensure students receive accurate information about the college they want to attend, including the risks associated with attending a for-profit college.

I wondered when I first sent that letter out whether anyone would even open the envelope and if they did, would it mean anything. It is amazing. These schools tell me: Thank you for doing this. It is a reminder, and we put right in front of the students and say, "The Senator sends a letter each year to warn us about these schools. Be careful."

These for-profit schools undermine all the work and resources high schools devote to students, and warnings to avoid them can be the difference between a successful future and one saddled with a lifetime of student debt.

I urge my colleagues, join me in sending a letter to high schools in your State warning kids who are being inundated with advertising by for-profit schools that they may not be making the right decision if they head in that direction.

It is long past time that we hold for-profits accountable for the pain they are inflicting on our kids. They are exploiting our students and enriching themselves. Let's make sure that no young person gets conned into attending a duplicitous, profit-driven institution.

What percentage of high school graduates end up at for-profit colleges? That is right. Eight percent. And what percentage of student loan defaults are for students at for-profit colleges? Thirty percent. Eight and thirty, those two numbers tell the story.

I yield the floor.

The PRESIDING OFFICER (Mr. HICKENLOOPER). The Republican whip.

ENERGY

Mr. THUNE. Mr. President, "Amid explosive demand, America is running out of power." That was the title of a Washington Post article this March highlighting some of the challenges facing our Nation's electric grid.

Vast swaths of the United States are at risk of running short of power as electricity-hungry data centers and clean-technology factories proliferate around the country, leaving utilities and regulators grasping for credible plans to expand the nation's creaking power grid.

The state of our Nation's electric grid is becoming a matter for serious concern. Our grid has been weakened by increased demand and the move away from conventional energy sources, and we are rapidly approaching a situation in which there will not be sufficient electricity to keep up with demand.

And it is against this backdrop, against the backdrop of an aging, weakened grid struggling to meet even current needs that the President is attempting to force the widespread adoption of electric vehicles.

Last month—the same month in which the Post published its report on how America is running out of power—the Biden administration finalized emissions rules for cars and light- and heavy-duty trucks that will have the practical effect of forcing car and truck companies to electrify a huge portion of their sales lots.

That will place incredible new demands on our power grid—demands that our grid is unlikely to be able to sustain. And to add insult to injury, at the same time that the President is preparing to place enormous new demands on our grid, he is also implementing regulations that will weaken our grid even further.

After endangering existing powerplants with its so-called "Good Neighbor" rule last year, last week, the Biden administration issued new carbon capture and emissions regulations that will reduce the amount of electricity plants provide to the grid and almost, unquestionably, force coal-fired plants—which still, by the way, make an essential contribution to our Nation's electricity supply—it will force them to close.

If not overturned, these rules are likely to result in a gaping hole in the U.S. electricity supply, just as the President is forcing more Americans to turn to electricity to power their cars, not to mention the fact that they will saddle consumers and businesses with higher energy costs for less reliable energy.

When he is not trying to weaken our electric grid or force a move to electric vehicles that our grid cannot support, the President is taking aim at conventional energy production.

Less than 2 weeks ago, the administration announced that it would be

banning oil and gas development across more than half of the National Petroleum Reserve in Alaska.

Well, think about that. Of course, it is not the first time the President has moved to restrict conventional energy development, but it was notable for the scale of the restrictions and for the fact that his target was the National Petroleum Reserve.

I mean, think about this. The National Petroleum Reserve was established specifically for the purpose of providing the United States with energy resources, of leveraging our abundance of natural resources to promote our security. Now more than half—half—of that area will be closed to development.

The President's anti-conventional energy policies have consequences. By discouraging investment and curtailing the areas available for domestic production, the President is setting us up for a future in which we could have to rely on other countries for a significant part of our energy supply. And that is a problem, particularly when you consider the fact that that could mean relying on hostile countries. As European countries learned the hard way after Russia invaded Ukraine, relying on hostile nations for your energy supply is not a winning proposition. Plus, foreign production can be far less environmentally friendly than producing oil and gas here at home in the United States.

While the President fantasizes about eliminating the use of oil and natural gas and forcing all Americans into electric vehicles, the fact of the matter is that we are a long way away from being able to rely on alternative energy production to supply our Nation's energy needs.

We are going to need conventional energy for quite a while yet. And the best way to get that conventional energy is by developing the abundant domestic resources of the United States in an environmentally responsible way. We need an "all of the above" energy policy that embraces the full spectrum of available resources from alternative energy technologies to existing coal-fired and future natural gas-fired generation.

Between overloading our electric grid and discouraging future conventional energy production, the President's energy decisions and regulations are painting a bleak future for American consumers.

But there are things that we can do to check the President's irresponsible policies. Thanks to the efforts of Senator SULLIVAN and Senator RICKETTS, we will soon have a chance to vote on a Congressional Review Act measure to overturn the emissions rules that will force car and truck companies to electrify a huge portion of their sales lots and strain our electric grid even further.

I anticipate that Senate Republicans will also soon challenge last week's powerplant rules, and I hope—I really

hope—that there are at least a few Democrats who will join us to overturn these regulations.

Our grid simply cannot bear the burden of the President's new policies. And if Democrats care about more than winning votes from environmental radicals, they will see that and vote with us to overturn these regulations.

I yield the floor.

The PRESIDING OFFICER. The Senator from Kansas.

FAA REAUTHORIZATION ACT OF 2024

Mr. MARSHALL. Mr. President, the Federal Aviation Administration Reauthorization Act that is before us shines as a beacon of safety, progress, and efficiency in the realm of aviation. It is not just any piece of legislation; it is a commitment to safeguarding lives, fostering innovation, and bolstering economic growth.

At its core, this bill ensures that our skies remain safe for all who traverse them. It sets stringent standards for aircraft safety, air traffic control, and airport operations, ensuring that every flight is conducted with the highest level of care and expertise.

Today, I rise to especially acknowledge the hard work that our air traffic controllers do day in and day out to keep our skies clear and safe for all.

Back home in Olathe, KS, we have an Air Route Traffic Control Center that is responsible for some 130,000 square miles of airspace.

Covering that much airspace is no small feat, and it takes a team of highly skilled and trained controllers to get the job done. In fact, I made a visit to that control center in Olathe, and what I found was perhaps the most constant bombardment of mentally challenging tasks of any job I have ever seen, more than anything I have seen in 8 hours or 12 hours in an operating room in 1 day, more than a day in an emergency room, more than any task I have seen, the mental challenge, the constant bombardment of different sequences, trying to make sure—not trying but ensuring that every flight lands safely. There is no room for error. There are no second chances. And it amazes me how, time after time, day after day, these stalwarts do their job with perfection.

And I have to admit, in years past, I have been disappointed that, despite billions being spent, allocated to the FAA each year, this Agency has continued to neglect hiring for air traffic controllers, not only in Kansas but across the Nation.

Again, based on my visit to our towers in Kansas, it is clear that our air traffic controllers need relief, and we need to hire more people to prevent burnout among those critical workers for the sake of preserving passenger safety.

Thankfully, we have a golden opportunity this week to make things right with this FAA reauthorization. The compromise package includes provisions to hire at maximum levels over the life of this bill and to adopt a new

staffing model to better project hiring needs in the future.

I want to especially salute Senator BRAUN's Air Traffic Controllers Hiring Act, as it is a commonsense, simple fix that over 30 Senators have supported. Including this bill in this reauthorization package was the right thing to do, and it is a bipartisan win that we can all celebrate together. I applaud the committee for including this important language and taking care of the folks who work around the clock to keep our deliveries on time and our passengers safe.

And, finally, I want to just take a moment to remember and applaud all of the Members of Congress, but, I think, even more importantly, their dedicated staff, who have worked on this FAA reauthorization legislation, along with all the dedicated aviation industry who strive to keep us safe and on time.

I yield the floor.

The PRESIDING OFFICER. The Senator from Kansas.

Mr. MORAN. Mr. President, I rise today to discuss the bipartisan, bicameral agreement reached for a long-term Federal Aviation Administration reauthorization. You would know, as a member of our committee, that we have worked hard to bring the FAA aviation community together to make certain that we do not end up with a result of one more extension after extension after extension, and that we can provide some certainty for the FAA in fulfilling its mission.

When I became the ranking member of the Aviation Subcommittee, I stated the importance of passing a long-term reauthorization and pledged to work with Senators DUCKWORTH, CRUZ, and CANTWELL, as well as my other colleagues on the Commerce Committee, to get a comprehensive agreement completed.

I want to thank the leaders of both the Senate Commerce Committee—Senators CANTWELL and CRUZ—and the House Transportation Committee—Congressman GRAVES and Congressman LARSEN—for their months of work to get us to this point. I also want to thank my counterpart on the Aviation Subcommittee, the chairman of that subcommittee, Senator DUCKWORTH of Illinois. She has been a pleasure to work with, with a commitment to aviation and experience to back up that desire to see success in this effort.

Multiyear reauthorization is vital for long-term planning and growth in the civil aviation industry, including the maintenance and modernization of aviation infrastructure and technology. Continuous short-term extensions are detrimental to the Agency, industry, and to the flying public.

This week and next week, Congress must come together to ensure our current extension of the Federal Aviation Administration, which is until May 10, will be our last—no more extensions.

Last October, the Senate recognized how critical the FAA is to the country