United States of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 114th CONGRESS, SECOND SESSION

Vol. 162 WASHINGTON, WEDNESDAY, APRIL 13, 2016 *No. 56*

Senate

The Senate met at 9:30 a.m. and was called to order by the President pro tempore (Mr. HATCH).

PRAYER

The Chaplain, Dr. Barry C. Black, offered the following prayer:

Let us pray.

Almighty God, the refuge of the distressed, thank You that in our troubles You sustain us with Your loving kindness and tender mercy. Forgive us when we neglect to find in You a shelter from life's storms.

Today, fill our Senators with a vibrant faith. Give them complete confidence in Your providential leading. May the fire of Your love consume all things in their lives that displease You. As they are led by Your Spirit, give them Your peace.

We pray in Your sacred Name. Amen.

PLEDGE OF ALLEGIANCE

The President pro tempore led the Pledge of Allegiance, as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

RECOGNITION OF THE MAJORITY LEADER

The PRESIDING OFFICER (Mr. PAUL). The majority leader is recognized.

FAA REAUTHORIZATION BILL

Mr. MCCONNELL. Mr. President, whether traveling for business or leisure, American passengers want to feel safe and informed when flying. They also want to feel assured that in light of recent terror attacks, more is being done in our airports and in our skies. Chairman THUNE knows this, and that is why he has worked attentively with Members from both sides to put forth this bipartisan FAA reauthorization and security bill. I appreciate his work with the Aviation Subcommittee chair, Senator AYOTTE, and their counterparts, Senator NELSON and Senator CANTWELL, to move this important bill forward.

There are several good security measures included in the bill, such as increased efforts to prevent cyber security risks and efforts to help better prepare us when it comes to communicable diseases. But these Senators didn't stop there; they worked to include additional safety measures in an amendment that passed by a bipartisan majority.

Here is what we know the amendment will do: It will help prevent the ''inside threat'' of terrorism by enhancing inspections and vetting of airport employees. It will require a review of perimeter security. It will also improve various efforts to secure international flights coming into our airports.

In addition to these steps designed to ramp up security, we also adopted an amendment from Senator HEINRICH that would increase security in prescreening areas which could be vulnerable to terror attacks. And Senators TOOMEY and CASEY have worked tirelessly to get the Senate to pass an amendment addressing the security of cockpit doors.

These three amendments, put forth by Republicans and Democrats, emphasize the bipartisan nature of this issue and of this bipartisan FAA reauthorization and security bill.

Nearly 60 amendments from both sides were accepted in committee, and more than a dozen from both sides were accepted here on the floor. I encourage Members to continue working across the aisle to move this bill forward.

As the chairman reminded us yesterday, this bill contains the most comprehensive set of aviation security reforms in years. So let's take the next step in passing this legislation and getting it one step closer to becoming law.

TRIBUTE TO CHRISTINE CATUCCI

Mr. MCCONNELL. Mr. President, 40 years ago this week, Christine Catucci set out to spend her summer as a tour guide at the Capitol. She still remembers her first day in the summer of 1976. It was a much different time back then, without the screening protocols and limitations on where visitors could go as we have today. Christine parked her car and walked straight up the main Rotunda steps, ready to work.

She didn't have intentions of staying past the summer, much less for four decades. But today, some 16 Sergeants at Arms and 7 Presidential administrations later, Christine is still a smiling, friendly face to those who enter, which is important because, as director of the Senate Appointment Desk, she is often the first person a visitor sees when visiting the Capitol.

As the years have gone by, Christine's responsibilities and admiration for the Senate have grown. She still considers it an honor and a privilege to help those visiting the Capitol, and that is true, she says, ''whether it is an official business visitor or a 'starry-eyed' tourist.'' She says that she loves seeing the awe people have when they visit the Capitol and she is proud to be a part of that experience.

The joy this institution and this career have brought to Christine obviously made a pretty big impact on the love of her life, her daughter Nichole. Nichole works just one floor up from her mom, and in Christine's words, she is ''a constant reminder . . . that family comes first.''

Today, Christine's Senate family would like to congratulate her on this notable milestone. We thank her for her four decades of steadfast service, and we look forward to seeing the impact she will continue to make here in the Capitol.

● This ''bullet'' symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

RECOGNITION OF THE MINORITY LEADER

The PRESIDING OFFICER. The Democratic leader is recognized.

AN ENJOYABLE DIVERSION

Mr. REID. Mr. President, no matter what work or occupation one has, it is always good to have a diversion away from their duties of the day.

I am very careful about never speaking for the Republican leader, but I will make an exception today and talk a little bit about my friend the Republican leader.

We both find a diversion during baseball season. We can leave here—it really doesn't matter what time; usually the games are at night—and we can watch the Nationals play baseball. The Republican leader and I have talked about this often—how much we enjoy the games—and we have enjoyed the games much more since this young man from Las Vegas, Bryce Harper, is on the baseball team, the Washington Nationals. He comes from a great family, a working family. His father was an ironworker. They are a close family.

Prior to the Nationals even having a team here—I have been here a long time—I followed the Orioles, and just as a side note, I should mention how happy I am for Peter Angelos, the owner, that fine man, that his team is doing so well this year. They are 7 and 0.

So Senator MCCONNELL and I enjoy baseball season. It gives us an opportunity to focus on things other than what is going on in the Senate.

TRIBUTE TO CHRISTINE CATUCCI

Mr. REID. Mr. President, I join with the Republican leader today in honoring Christine Catucci on the occasion, which has already been mentioned, of her 40th anniversary of working for the U.S. Senate.

In any given year, about 2½ million people visit this beautiful building. Bill Dauster, who is here with me and is with me virtually every day, every place I go, was just commenting before the prayer was given how fortunate we are to work in this magnificent building. And as the Republican leader mentioned in his comments about Ms. Catucci, people become starry-eyed looking at this building. We are here all the time, and we may not appreciate it as much as we should every day. It is a beautiful building.

For those of us who are fortunate enough to venture over to the place where she works—down on the first floor is where she spends most of her day, and that is where most of the people come into that floor—you will see a great smile. That smile belongs to her. I first saw that smile many years ago. We had a Senate retreat. She was there to help staff us, and she played a vital role in making sure the retreat worked well. I have always remembered her from that one experience. She does have a disarming smile, for which we should all be grateful. I know I am.

She has been here for 40 years. The only person who has been here as a Senator longer than Christine is PAT LEAHY from Vermont. She has seniority over everybody except Senator LEAHY.

Her career began in the last year of Gerald Ford's Presidency. She worked as a tour guide, chaperoning people through the Capitol and giving people explanations as to what they were looking at at the time. In 1980 she moved to the Office of the Doorkeeper of the Senate and moved through a number of positions there for 11 years.

In 1991, she arrived at the Senate Appointment Desk, where she has worked for the last 25 years. She is the director, overseeing a staff of nine.

Over the years, she has developed a close relationship with Senators and staff, and she can recount with pleasure the times that Senator Robert Byrd—the legendary Robert Byrd from West Virginia—would invite her and some of her coworkers to have lunch with him in his Capitol office. He didn't eat much, if anything, but he talked all the time, telling stories. I was the recipient of a number of the stories of the late, great Senator Byrd.

The Senate is her family, literally. Her father was a Senate doorkeeper from 1967 to 1977. Her daughter Nichole works in the cloakroom right behind us. That is three generations of Senate staffers.

It was Nichole who summed up everything great about her mother for me when she said: ''My mom raised me all by herself and did an amazing job as a single mom while working full-time.''

So this is Christine Catucci. It is her work ethic and caring dedication that she has brought to the Senate every day for the last 40 years—four decades. Thank you very much for being a part of our Senate family.

TRANSPARENCY IN GOVERNMENT

Mr. REID. Mr. President, throughout his career in the Senate, the senior Senator from Iowa has styled himself as an advocate for transparency in government. A number of years ago he said:

> I believe in the principle of open government. Lack of transparency in the public policy process leads to cynicism and distrust of public officials. . . . As a matter of principle, the American people need to be made aware of any action that prevents a matter from being considered by their elected Senators.

He reiterated his beliefs just a few days ago here in this Chamber, and here is what he said last week:

> The principle of government transparency is one that does not expire. . . . Open government is good government. And Americans have a right to a government that is accountable to its people.

So Senator GRASSLEY's commitment to transparency is as shallow as the shallowest puddle you could find.

All it took was one phone call, obviously, from the Republican leader for Senator GRASSLEY to abandon any pretense of transparency and shut the American people out of the Supreme Court nomination process—shut them out.

This is the same Senator who once said, ''As a matter of principle, the American people need to be made aware of any action that prevents a matter from being considered by their elected Senators.''

Nothing that Senator GRASSLEY has done with respect to the Supreme Court vacancy meets his own standard for transparency.

There was no transparency when the Judiciary Committee chairman and his Republican committee members shut Democrats out and met with the Republican leader behind closed doors. There was no transparency when he twisted the arms of his own committee members to sign a loyalty oath, again behind closed doors. There was no transparency when he sought to move a public committee meeting behind closed doors just to avoid talking about the Supreme Court nomination. And there was certainly no transparency on Tuesday—yesterday—when at 8 o'clock in the morning he met downstairs with Judge Merrick Garland in the private Senate Dining Room moments before slipping out the back door to avoid reporters. This is how CNN reported it: ''The Iowa Senator left the high-profile but out-of-sight meeting via a backdoor that leads to his private 'hideaway.' ''

One television station in Iowa put it this way: ''Grassley evaded reporters.''

This is the same Senator who once supported cameras in Federal courtrooms, including the Supreme Court. Why? To increase transparency, so he said. But Senator GRASSLEY only wants transparency to apply to others, I guess not to himself. When it comes to transparency, his attitude is strictly: ''Do as I say, not as I do.''

He won't even apply a degree of that same openness as he blocks a nominee to the highest Court in the land. There will be no transparency if Senator GRASSLEY fails to call an open hearing where Chief Justice Garland can present himself to the American people.

I have had people ask me: Why wouldn't there be a hearing? Well, it is obvious. They are all afraid. The chairman of the Judiciary Committee is afraid that this good man, if the American people see him, will understand why he is a nomination that couldn't be better. They are afraid to allow this man to be seen by the American public. Talking about transparency, there won't be any if the Republican Senators aren't going to be able to even have a vote on the nomination.

All of this that has been going on is not like the Senator GRASSLEY who I have served with for more than three decades. By carrying out the present leader's failed strategy to undermine

this Court, the Senator from Iowa is undermining years of his own hard work in pushing for more open government. All that he has done talking about transparency is gone.

Senator GRASSLEY should take his own medicine and stop retreating behind closed doors with private conversations that shut the American people out of the important confirmation process. If the senior Senator from Iowa truly believes in transparency, he should simply do his job and give Merrick Garland a hearing and a vote.

Mr. President, there appears to be no one seeking the floor. Will the Presiding Officer announce the business of the day.

RESERVATION OF LEADER TIME

The PRESIDING OFFICER. Under the previous order, the leadership time is reserved.

MORNING BUSINESS

The PRESIDING OFFICER. Under the previous order, the Senate will be in a period of morning business for 1 hour, with Senators permitted to speak therein for up to 10 minutes each.

Mr. REID. I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. COTTON). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

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

REMEMBERING THOMAS EATON STAGG, JR.

Mr. CASSIDY. Mr. President, I rise in support of designating the Shreveport Federal Building as the ''Tom Stagg Federal Building and United States Courthouse.'' The Honorable Thomas or ''Tom'' Eaton Stagg, Jr., of Shreveport passed away last June. He was an inspirational figure.

He graduated from Byrd High School in Shreveport and joined the U.S. Army preparing for World War II. He rose to the rank of captain, earning the Combat Infantryman Badge, a Bronze Star for valor, another Bronze Star for meritorious service, the Purple Heart with oak leaf cluster.

At one point, he was saved from death when a German bullet was stopped by a Bible he carried in his pocket. It was as if he was fated to live. After World War II, Tom attended Cambridge and then LSU Law Center and then served in private practice.

Tom's reputation was described as a combination of ''intelligence, spirit, patriotism, wisdom and wit'' and resulted in his nomination to serve on the Federal bench for the Western District of Louisiana in 1974. He was named chief judge in 1984, a position he held until 1991. Many testimonials, one of which a close colleague said of Judge Stagg:

> Without a doubt he was the finest trial judge I have ever met. Without ever knowing it, he had served as my silent mentor, a role model. . . . To have served the job with Judge Tom Staff on the federal bench for 12 years is a singular honor. A giant has fallen . . . this remarkable man left a legacy of love of family, of duty and honor and love of this nation, its judicial system and the rule of law.

The colleague continues:

> Tom Stagg loved being a federal judge. We will all miss him.

Judge Stagg assumed senior status on the court in 1992, but he didn't retire. He maintained a full caseload, serving on Federal circuit courts of appeals panels. Judge Stagg loved being a judge, but his love for the job also came second after his love for his family. Judge Stagg married the former Mary Margaret O'Brien in 1946 and is survived by her and their two grandchildren, Julie and Margaret Mary.

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

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

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

AMERICA'S SMALL BUSINESS TAX RELIEF ACT OF 2015

The PRESIDING OFFICER. Under the previous order, the Senate will resume consideration of H.R. 636, which the clerk will report.

The senior assistant legislative clerk read as follows:

> A bill (H.R. 636) to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

Pending:

> McConnell (for Thune/Nelson) amendment No. 3679, in the nature of a substitute.
>
> Thune amendment No. 3680 (to amendment No. 3679), of a perfecting nature.

The PRESIDING OFFICER. The Senator from South Dakota.

Mr. THUNE. Mr. President, I wish to speak briefly to the legislation before us, the FAA reauthorization.

The Committee on Commerce, Science, and Transportation, which I chair, was instrumental in bringing this bill to the floor. Our committee has a long and proud history of bipartisan cooperation on important matters under its jurisdiction. This extends to the bill before us today, the Federal Aviation Administration Reauthorization Act of 2016, which I, along with my colleagues, introduced and marked up in front of our committee.

The legislation before us today includes the most passenger-friendly provisions, the most significant aviation safety reforms, and the most comprehensive aviation security enhancements of any FAA reauthorization in recent history. This bill helps passengers and Americans who use the national airspace for many different transportation needs.

For example, since the last reauthorization of the Federal Aviation Administration in 2012, the use of drones has increased dramatically. According to its most recent aerospace forecast, the FAA estimates that annual sales of both commercial and hobby unmanned aircraft could be 2.5 million in 2016—a number they estimate may increase to 7 million units annually by 2020. But the FAA has an outdated legislative framework being used to shape the use of this rapidly growing technology for both hobbyists and commercial operators. This is slowing down innovation and advancements in safety. Our bill gives the FAA new authority to enforce safe drone usage. This includes efforts to make sure drone users know and follow basic rules of the sky to avoid dangerous situations.

To support job growth in the aerospace industry, our legislation reforms the process the FAA uses for approving new aircraft designs. Our goal is to shorten the time it takes for U.S. aerospace innovations to go from design boards to international markets while maintaining safety standards.

For the general aviation community, we are also streamlining redtape and adding safety enhancements for small aircraft by including provisions from the Pilot's Bill of Rights 2.

Finally, we increase authorized funding for the Airport Improvement Program, which pays for infrastructure like runways, by $400 million with existing surplus funds. This allows us to help meet pressing construction needs without raising taxes or fees on the traveling public.

We developed this bill through a robust and open process that allowed every member of the Commerce Committee to help guide the content of this critical aviation legislation. Last year the Commerce Committee held six hearings on topics that helped inform our legislation. At the committee markup last month, we accepted 57 amendments, 34 of which were sponsored by Democrats and 23 of which were sponsored by Republicans.

Since debate began on the bill last week, we have successfully included an additional 19 amendments here on the floor of the Senate. Ten of these amendments are sponsored by Democrats and nine by Republicans.

This bill deserves the Senate's support. I urge Members to remember all of the important improvements this legislation puts in place for aviation security, consumer protection efforts, American innovation, safety, and job

creation. I hope we will be able to send this bill to the House soon. We are on a pathway that will enable us to do that. As I mentioned before, we have had a number of amendments that have been disposed of, processed here on the floor already. Nineteen amendments have been added to the bill since it came to the floor, in addition to the 57 we adopted at the committee level.

I want to credit the hard work that has been done by the staffs on both sides. The Commerce Committee staff obviously has been very involved on the majority side as well as the minority side in helping to shape this as it came out of the committee and to the floor. Lots of hours were put into getting us to where we are today. I think where we are is we have a bipartisan bill which has been broadly supported coming out of the committee, which has numerous safety enhancements in it—the most we have seen in a decade—and a bill which is worthy of all Senators' support.

Having said that, there are other amendments that have been filed. I am not sure what the number is today, but we had 198 amendments filed to the bill, and we are continuing to work with the sponsors of those amendments to try to get additional amendments adopted. We obviously have to have cooperation from Members on both sides in order for that to happen. We have a list of another 10 or a dozen amendments we think could be cleared and could be added to the legislation, but we are going to need Members who currently have holds on that process to lift those holds.

We are on a glidepath to getting this bill to votes coming up tomorrow, so we have today and perhaps part of tomorrow in which to process additional amendments. I hope Members will decide to work with us. We think this bill has obviously been very well vetted. As I said, it was debated heavily at the committee level, and we have now had opportunities to offer amendments on the floor. But there are always ways in which it can be improved. There are a lot of worthy amendments that Members have interest in adding to this legislation, some of which are germane to the legislation, some of which are not. Obviously, once we get to cloture on the bill, only those amendments that are germane will be able to be voted on, but we would like to get other amendments processed.

So what I am saying is that throughout the day today, if Members will work with us, and for those who currently have holds on that process moving forward, if you would lift those, it will enable us to process a lot of amendments Senators are interested in having added to the bill.

We will continue throughout the day to negotiate with Members and hopefully have an additional list of amendments that we can adopt. I would say again that my colleague, the ranking Democrat on the Commerce Committee, Senator NELSON and I have worked very carefully throughout this process to make sure it is an open process and incorporates the best ideas from both sides. Today we have in front of us a bill which I think does that, and that is the reason I think it is very worthy of our Members' support.

We have had a lot of participation. Members of our committee on both sides have had ample opportunities to get amendments considered and voted on, 57 of which were adopted during the committee deliberations on this. It is the product of a lot of work.

I think we are at a place that when we report this out, it is a product we can be proud of, and we can send it to the House of Representatives in hopes that they will pick it up or, if they decide to pass their own version of this legislation, meet us in conference where we can work out the differences but get these important safety measures—these important measures that will support jobs and innovation in our economy—onto the President's desk where they can be signed into law and can be implemented and put into effect.

That is where we are at the moment. Again, I thank all of our colleagues for their cooperation to date and hope that we can see more of that moving forward because it will enable us, in my view, to continue to strengthen this bill before it gets to its ultimate passage, which I hope will be sometime later this week. We have been on it now for a couple of weeks, and it is time to get it off the floor, get it to the House, and, hopefully, eventually onto the President's desk.

I yield the floor.

The PRESIDING OFFICER. The Senator from Oklahoma.

TERRORISM

Mr. LANKFORD. Mr. President, as I traveled all over Oklahoma during the State work weeks in March, I heard the concerns over and over from families in my State about terrorism. I talked with a gentleman in Coalgate, OK, who absolutely could not understand how the United States could release $1 billion to Iran the same month that rural hospitals across our State and across America were facing new cuts from CMS in new criteria there. That $1 billion that was sent by the United States to Iran could have bailed out every single rural hospital in America.

I talked to a mom in Lawton who did not understand why there was a conversation in DC about closing the Guantanamo Bay detention facility and bringing those individuals into the United States.

I talked to a dad in Tulsa, a dad of a soldier, who wanted to know what is happening with terrorism and what is America's response.

I talked to an Oklahoma business owner who is very concerned about cyber security and the threat of foreign governments attacking his network and other networks and businesses around the country.

As details come out about what happened in Brussels in that terrorist attack, every American has their security and their family in mind. I continue to pray for the victims of those awful attacks and work to determine the best way our great Nation can confront this threat.

As the only Member of this body who serves on both the Homeland Security and the Intelligence Committees, I have the privilege to ensure that Oklahomans and Americans have a strong voice in the discussion over our Nation's national security priorities. There is no simple solution, though, and there is no single method to confront terrorism. But we must be absolutely clear that terrorists will find no quarter in the land of the free, in the home of the brave.

As a member of the Senate Intelligence Committee, I walk behind a heavy door several times a week to hear the sobering details about foreign threats and the amazing work that Americans do to confront them. I wish we could talk about all those things here because I believe Americans would be very proud of the work that is going on.

We can talk about disrupted terrorist plots and insight into adversaries' plans that allow us to adjust and to prepare and to confront those terrorists before they bring the fight here. There are hard questions behind those closed doors. Oversight should be expected, and open discussions should be expected.

Let me say today how incredibly grateful I am for the people in the intelligence community who work hard every single day. Members of our military and members of law enforcement around the country wear uniforms, and we get a chance to say thank you to them personally when we see them. But members of the intelligence community are patriotic Americans who are working to protect their families and our families every day. We don't get to say thank you to them because we don't know who they are. But let me say thank you to them today from our country.

Right now, members of radical Islamic groups around the world are calling out on social media, through encrypted messages and in public forums around the world, for the small minority of Muslims who believe as they do and who believe in their hate-filled doomsday mission. They tell people that if they believe as they do, they should kill as they do. ISIS is enraged by our views about free speech, freedom of religion, girls attending school, equal pay, equal opportunity, and even voting in elections. It is almost impossible for Americans to imagine their hatred for the modern world and for freedom and basic human rights.

How do you win against an enemy like that? You confront them is how you do it, not ignore them. You deal with their ideology that spreads like a cancer around social media platforms around the world.

Some people say poverty and lack of education creates radicalism. There are billions of people in the world who live in poverty, and most of them do not practice this particular form of radical Islam. The shooters in San Bernardino, CA, weren't living in poverty or lacking in education. The killers in Paris and Brussels were not isolated and poor. While refugees and isolated communities in poverty are undoubtedly breeding grounds for anger and frustration, that is not the primary cancer of terrorism. There are millions of people living as refugees in the world right now who are not extremists. They are not terrorists; they just want peace so they can go home and have a normal life again.

We do have a moral and national security obligation to help the vulnerable when we can. The refugee crisis is immense, and it is affecting millions worldwide. Many countries are at the brink, and we need to stay engaged. But America has already given billions of dollars in aid. No country—no country has done more for the refugees than the United States. Our logistics, our support, and our financial aid have sustained most of the refugee communities there either through direct aid or what we are doing through the United Nations right now. But the people living as refugees need access to education and training so their children will grow up with skills and opportunity. We can help them have a second chance. But that is not the primary source.

We need to engage with religious leaders around the world. We cannot and we will not define faith for them, but we can challenge any faith that promotes the death of people because of their race, their belief, or their gender. We should work to shut off terrorists' financing around the world, their illegal energy trade, their drug trafficking, their extortions, and persons in wealthy countries who send money with the implicit promise that those terrorists will not bring terrorism to their country if only they will send them money to do terrorism in other places.

We must also fight and confront those individuals militarily. We must learn the lesson of 9/11. They are not just a group of radical thugs over there who we can ignore. They hate us, and they will find every way possible to attack us here and to attack our allies. No one wants war, but we cannot stand by and watch terrorists beheading Egyptian Christians on the beaches of Libya, killing Shia Muslims because of their faith in Iraq, blowing themselves up in an airport in Brussels, shooting people at a rock concert or a synagogue in Paris or just people enjoying a party at work in California. We can't put our heads in the sand and ignore what is really happening and assume it will just go away if we do nothing.

As long as they hold territory, they call out to people worldwide to come join them in their caliphate to come fight for them or to fight where they are. We are Americans. We lose track of that at times, I am afraid. No one in the world has the same logistical capability as the United States of America. No one in the world has the most moral, most powerful military in the world like the United States of America. No one has our intelligence capability. No one in the world has our Tax Code planning capability. So the whole world is waiting on America to decide what we are going to do so they can decide if they are going to join us in this fight against this radical Islamic terrorism. It is not about massive troops on the ground; it is about a clear plan and a clear strategy to carry it out. It is why the Russians currently look more mobile and more capable than us all of a sudden.

So the ''now what'' question rises large in this body.

No. 1, there are multiple proposals in State and foreign operations for how we can engage in peaceful activities: helping refugees, helping those in poverty, helping to bring education to places, helping engage diplomatically with religious leaders around the world and with other countries to deal with terrorist financing. Those are things we could and should do and should do more aggressively.

No. 2, the national defense authorization is coming, and it is coming soon. We need to give great military clarity—not only rules of engagement in the battlefield, but what is the clear purpose militarily for the United States in this battle against radical Islam?

No. 3 is tougher for this Nation, apparently: Believe and understand that Iran is one of the key areas in this fight. I believe this administration has been too eager to believe good news about Iran and is ignoring the concerns that many of us hold. I have stood here several times in the past year to speak out against the President's reckless nuclear deal with the Iranian Ayatollah. I didn't like it then, I still don't like it, and I still don't believe Iran can be trusted to be able to carry out its end of bargain.

I recently authored a resolution that clearly outlines to the administration how the United States should respond if Iran—and I believe when Iran—breaches the nuclear agreement. We should reapply waived sanctions and U.N. Security Council resolutions and limit Iran's ability to import defensive equipment so they can stop fortifying their nuclear capabilities over the next 10 years. When all the enrichment limitations are lifted, they will be well prepared to defend those facilities they have now created.

As I have said many times, until Iran proves it is a peaceful, responsible player in the Middle East, the international community must be vigilant in pushing back against Iran's harmful and destructive influence among its neighbors.

Last week I spoke with Adam Szubin, Acting Under Secretary of the Treasury's Office of Terrorism and Financial Intelligence, and he communicated to me exactly what everyone already knows and fears—that Iran has become even more of a destabilizing factor in the region after the nuclear deal was signed.

This is clearly evident in Iran's continued, unabashed support for terrorism and terrorist organizations such as Hezbollah, their propping up of the Assad regime in Syria—a government that continues to blow up its own people and butcher its own people—and Iran's shipments of weapons to rebels in Yemen to be able to fuel their civil war there, right on Saudi Arabia's southern border.

We haven't even discussed Iran's testing of ballistic missiles in direct violation of international law. If Iran can't be trusted to uphold the law now, how can it be trusted to be able to uphold some agreement which it hasn't even signed? That is the Joint Comprehensive Plan of Action.

Congressionally imposed sanctions on Iran is what brought the Ayatollah to the negotiating table. Let's be honest about this. Regardless of what some people may say about the momentum of the moderates and the reformists inside of Iran, Iran's foreign policy, especially in dealing with the United States, runs through the Ayatollah Khamenei. He has made it crystal clear that his regime is built on radical Islamist views, and this particular view of Shia Islam—though it is opposed to ISIS—is supportive of spreading their views around the world. It is absolutely anti-American.

It is essential that the Treasury continue to completely shut down Iran's access to the U.S. dollar, and it is essential that Treasury rigorously enforce the still-standing human rights and terrorism-related sanctions on Iran.

I spoke with DNI Clapper in this administration just a few weeks ago. When I asked the Director of National Intelligence if there has been any change in Iran's focus on being the largest state sponsor of terrorism in the world, this administration's Director of National Intelligence said there has been no change in Iran's behavior since the nuclear deal was signed in relation to terrorism.

We should not release known terrorists or bring them to U.S. soil. I can't believe I have to even raise this as an issue in this Nation. We should keep Guantanamo Bay, known as Gitmo—that detention facility—open and operational rather than releasing known terrorists back into the battlefield or bringing them to the United States.

In this era of growing threats, why would we irresponsibly release these individuals? Senator KIRK and I, along with four other members of this body, introduced a bill last week to prohibit the President from transferring terrorists detained in Guantanamo Bay to any other state where they may go and actually sponsor terrorism. It is not a hard decision; it is common sense.

Our bill is very clear: If those individuals are transferred out of Guantanamo to some other state and then they later commit some act of terrorism, that state's foreign aid is cut off. The expectation is if these individuals go to that location, that location is actually going to monitor them. Americans assume that at this point, but it is not happening.

Senator INHOFE and I will introduce a bill later today which prohibits the transfer to the United States or release of terrorists held in Guantanamo Bay. It also goes further than what we do with Senator KIRK's bill, and it actually prohibits the President from closing the facility entirely. The President should not risk our Nation's national security just to fulfill some campaign promise that makes absolutely no sense and puts our country at risk.

The executive branch occasionally laments congressional engagement in foreign policy, but this is the way the American people speak out because the people in Oklahoma are absolutely concerned about what is happening in national security and they want this administration to hear it loud and clear. There seems to be no clear plan, and the plans that are clear seem to weaken our resolve on national security.

Today I simply ask my colleagues to join me and do what the people who we represent sent us here to do—to assume the mantle of responsibility as leaders and to show them that we are not afraid to work with this administration or any administration. We need to take responsibility for setting the Nation's national security agenda. It must be done.

It can't be done just militarily. It must be done in a broad method by reaching out, not only strategically and diplomatically through our State Department but also militarily with a clear focus to make sure we protect the Nation and that we don't release terrorists and actually do what we are supposed to do—guard this Nation's security.

With that, I yield back.

I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. SULLIVAN). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

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

FOR-PROFIT COLLEGES AND UNIVERSITIES

Mr. DURBIN. Mr. President, if we ask most Americans: What is the difference between a for-profit college and university and a not-for-profit college and university, a private university, most of them would say: I am not sure I can tell you.

Well, certainly for-profit, by definition, is a business. It is primarily a business that generates a profit for the company if it is successful. It pays for the salaries and compensation of those who work for the company, and if there are shareholders, it tries to increase the value of shares and maybe even pay a dividend.

The others—the not-for-profits—by definition don't do that, and most private universities are not for profit. Examples: University of Illinois, a public university, the University of Maryland. Private universities: Georgetown University, George Washington University. For-profit universities: The University of Phoenix—people have probably heard of it—DeVry University out of Chicago, IL; ITT Tech; Kaplan, these are for-profit colleges and universities. Are they different? They are dramatically different.

Let me give my colleagues three numbers that define the difference between for-profit colleges and universities and all the others. Here are the numbers: Ten percent of all of college students in America go to for-profit colleges and universities, like the University of Phoenix. These, many times online, universities including Kaplan and DeVry, 10 percent of the students go to them.

Twenty percent of all of the Federal aid to education goes to for-profit colleges and universities. Why is it twice as much as the percentage of students? They are darned expensive. They have tuition that is usually much more costly than other colleges and universities.

So that is 10 percent of the students, 20 percent of the Federal aid to education, and the next number is 40. Forty percent of all the student loan defaults in the United States of America are students attending for-profit colleges and universities—10 percent of the students, 40 percent of the student loan defaults. Why? The answer is obvious. They are very expensive and the education they provide often isn't worth much.

Students who enroll and start courses at for-profit colleges and universities get in over their heads and drop out—the worst possible outcome. Now they are deep in debt with no degree, and they default on their loan. Some finish, and for many of them, it is even worse. After they have stacked up all of this debt, they graduate from a for-profit college and university and find out the diploma is worthless. That is the reality of higher education in America today.

For quite a long time I have come to the Senate floor and talked about these for-profit colleges and universities. I got into this by meeting a young woman from a southern suburb of Cook County. She went to a place called Westwood College, a for-profit college and university based out of Colorado. She had been watching all of these CSI shows and the rest of them. She was just caught up in law enforcement. She wanted to get into law enforcement. So she enrolled at this for-profit college—Westwood—and started attending classes. Well, it turned out to be expensive, and then it turned out to be a disaster.

Five years later, she graduated and received her diploma from Westwood. She took the diploma to police departments and sheriffs' offices all around the region and they looked at her and said: Sorry, but that is not a real university. You have gone to school there for 5 years, and I know you have the diploma, but we don't recognize Westwood. Westwood College is not a real university.

So she found out her diploma was worthless, she couldn't get a job, but here is the worst part: At that point, she had $95,000 in student debt—$95,000 in debt—and a worthless diploma. Where do you turn?

Well, let me tell you what happened to her. She moved back in with her parents, living in the basement. Her dad came out of retirement, took a job to try to help her pay off her student loans at Westwood, and she started to think about: How do I go to a real school now—a community college or something—so I can get an education. She wasted 5 years of her life, and her decisions from that point forward will reflect the fact that she had this terrible experience.

There are things which these for-profit colleges and universities do which other universities wouldn't do. I want to talk about one of them today. The abuses of this industry are clear. Hundreds of thousands of students have been deceived, misled, and harassed into enrolling in these schools where they end up with a mountain of debt and a worthless diploma. Every day seems to bring news about another for-profit college scam, and I have been giving these speeches for a while, and it keeps unfolding day after day. Here is the latest: the complaint the attorney general of Massachusetts filed recently against ITT Tech for abusive recruitment tactics. I know this ITT Tech because in my hometown of Springfield, IL, at White Oaks Mall, they have a big sign. They look like the real thing, but when Massachusetts took a look at their recruiting tactics, it turned out they were lying to the students. You see, they need to lure in students to sign up at ITT Tech, they make promises they can't keep, and many times they lure in students who are not ready for college. Why do they do that? Because the minute a low-income student signs up at ITT Tech, the Pell grant, which goes to low-income college students, flows through the student to ITT Tech. There is $5,800 just for being low income and signing up, not to mention what follows—the college student loans.

If a student is lucky—if they are lucky—the for-profit college will lead them to the college loans originated by the government. Those are more reasonable. If they are unlucky, they get steered by these for-profit colleges to private loans with dramatically higher interest rates and terms which are not the least bit forgiving.

We say to ourselves: These students ought to know better. Well, how smart were you when it came to the ways of the world when you were 19 years old?

How much did you know about borrowing $10,000 when you were 19 or 20 years old, when they shoved across the desk a stack of papers and said: If you will sign these for your loan, you will be able to start classes Monday. You know what happens. The students sign up. They have been told their whole lives: This is what you need to do. When you finish high school, you go to college.

Here is another part of it that is very important. Right now, the Department of Education is working on new Federal regulations so that when the students go to these for-profit schools—or any school for that matter—and the school engages in unfair, deceptive, or abusive conduct, there is some protection. The Department has set up a rulemaking, but because the negotiations with outside stakeholders haven't reached a consensus, they are still working on the rule.

Let me talk about one issue that I think is critical that is under consideration by the Department of Education when it comes to these for-profit colleges: mandatory arbitration clauses. You are going to find at for-profit colleges—and at virtually no other college—a little paragraph stuck in that enrollment agreement, stuck in your enrollment contract, which says that if you have any grievance with that for-profit school, if you think they deceived you, defrauded you, lied to you, if you think that you got in debt for a promised degree that was going to lead to a job, you can't plead your case in court after you sign this agreement.

You have to go to mandatory arbitration. Mandatory arbitration, for those not familiar with it, is a closed-door process. The company or school, in this case, sets standards about who will decide your fate and about what of anything that happened to you ever becomes public. Why do the for-profit schools do this? They don't want to be taken to court—no company does. They certainly don't want to face a class action lawsuit by students who have been defrauded by these for-profit schools, and they certainly don't want the Department of Education to know that a certain number of students of for-profit schools have a grievance about the way they were treated. So they have come up with a mandatory arbitration clause in documents a student has to sign to go to class. Students by and large don't even see them. They are buried in the document. If they did see them, they would find it hard to even explain. These clauses require students to give up their right to a day in court. It means, for example, that if a student is misled or deceived by the school's advertising or Web site and the student goes into debt and then can't find a job or can't qualify for a job that they promised you could, the student doesn't get a day in court. Instead, the student is forced into the secret arbitration proceeding where the deck is stacked against them. It allows schools to avoid accountability for misconduct. It prevents prospective students from knowing that there were an awful lot of other students at the same school that had the same bad experience.

It is fine for schools to give students the choice of arbitration, but to say it is mandatory and that you have no other choice is wrong. Mandatory arbitration clauses are not used by legitimate not-for-profit colleges and universities. Not-for-profit colleges, public and private, are comfortable with being held accountable to the students. They don't require mandatory arbitration in order for the students to sign up for classes. The Association of Public Land Grant Universities, the National Association of Independent Colleges and Universities, the Association of Community College Trustees, and the American Association of Collegiate Registrars and Admissions Officers all confirmed what I just said. Unfortunately, mandatory arbitration clauses are a hallmark of the for-profit industry, used by nearly all major companies—DeVry, the University of Phoenix, and ITT Tech, just to name a few.

These same clauses were used by a for-profit school called Corinthian, which went bankrupt. What happens when a for-profit college goes bankrupt? They have received the money through the student from the Federal Government. They have received all those Pell grants. They have received the money for government loans, and now they are officially out of business.

Where does that leave the student if the school closes? Well, we give them a pretty tough choice. The first choice is to keep the credit hours they earned at the for-profit school and transfer to another school—too often another for-profit. Is that worth the effort? Well, the student has to decide or drop those credit hours of the for-profit school and get what is called a closed school discharge. You don't have to pay it back. Who loses in that deal? The taxpayers. The taxpayers who have sent thousands of dollars to these worthless for-profit schools.

I am hoping the Department of Education will promulgate a rule that protects students and their families when it comes to these for-profit schools. There is one last thing I want to say about college loans, and it probably is the most important. If someone borrows money for a car or a home or a piece of property somewhere or to buy some goods and then they fall on hard times—somebody in the family gets sick, there are big medical bills, someone loses a job, or there is a divorce—and they are forced into bankruptcy court to clear their debts, they are going to find out if they have a student loan, they can't discharge a student loan in bankruptcy. It means, frankly, that it is with them for a lifetime. When grandma decides to cosign her granddaughter's college loan and her granddaughter defaults on the loan, the collection agency calls her grandmother. We have cases that have been reported where grandmothers have their Social Security checks basically garnished to pay off the granddaughter's student loan. It is a debt, frankly, that will be with them for a lifetime. That is why this conversation is so important.

A few years ago, the for-profit colleges and universities ended up with the same treatment as every other college and university, and they, too, when it comes to student debt, have their investment protected because the student cannot discharge it in bankruptcy.

This Senator thinks the Department of Education has the authority to clean this up.

Mr. President, I ask unanimous consent to have printed in the RECORD a legal analysis put together by Public Citizen outlining the authority the Department of Education has to ban mandatory arbitration.

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

PUBLIC CITIZEN,
Washington, DC, February 24, 2016.

Dr. JOHN B. KING, Jr.,
Acting Secretary of Education,
Washington, DC.

CITIZEN PETITION

The federal government spends more than $128 billion annually on student aid distributed under Title IV of the Higher Education Act (HEA), 20 U.S.C. §1070 et seq. This aid, which includes Stafford, PLUS, and Perkins loans, as well as Pell grants, is the largest stream of federal postsecondary education funding.

While profiting from U.S. taxpayers, some predatory schools—particularly in the for-profit education sector—target underserved populations of students, including people of color, low-income individuals, and veterans, with fraudulent recruitment practices. These schools provide students with an education far inferior to what has been promised. They offer low quality programs and faculty, provide few if any student-support services, and have abysmal graduation and job-placement rates. Many students drop out once they realize the extent of a school's misrepresentations. Those who do not may find themselves with a worthless degree. In either case, the school's wrongdoing leaves many students with a debt to the federal government that they cannot repay.

Unfortunately, the courthouse doors are closed to many of these students because they signed mandatory, pre-dispute arbitration agreements at the time of their enrollment. Under these agreements, students are required to use binding arbitration to resolve any dispute they may later have with the school; they are barred from the courts. As demonstrated in this petition, these arbitration clauses are detrimental to students, hamper efforts to uncover wrongdoing by institutions receiving Title IV assistance, and place the federal investment in Title IV programs at risk.

Public Citizen, Inc., a consumer organization with members and supporters nationwide, submits this citizen petition under 5 U.S.C. §553(e) to request that the Department of Education issue a rule requiring institutions to agree, as a condition on receipt of Title IV assistance under the HEA, not to include pre-dispute arbitration clauses in enrollment or other agreements with students. This rule would be consistent with the Department's legal authority under the HEA

and with the Federal Arbitration Act (FAA), 9 U.S.C. §1 et seq. It would also be in line with a call by members of Congress for the Department to condition Title IV funding on a school's commitment not to use forced arbitration clauses or other contractual barriers to court access in student enrollment agreements.

I. STATEMENT OF INTEREST

Since its founding in 1973, Public Citizen has advocated on behalf of its members and supporters for public access to the civil justice system. As part of that work, it seeks to end the use of forced arbitration clauses in consumer contracts because these clauses are fundamentally unfair to consumers, encourage unlawful corporate behavior, and weaken the utility of enforcement efforts to protect the public. Public Citizen is engaged in efforts to encourage the Consumer Financial Protection Bureau (CFPB) and the Securities and Exchange Commission (SEC) to ban pre-dispute arbitration agreements in consumer and investor agreements. Public Citizen's counsel have represented parties in several major cases involving the scope of the FAA and the enforceability of pre-dispute arbitration agreements. Public Citizen also frequently appears as amicus in cases involving these issues.

In addition to its arbitration work, Public Citizen supports robust regulation of predatory educational institutions and student lending practices that leave students saddled with debt for overpriced educations. It participated in the Department's Gainful Employment rulemaking, and its attorneys represent twenty-eight organizations as amici in support of that rule in Association of Private Sector Colleges and Universities v. King, No. 15–5190 (D.C. Cir.). Counsel for Public Citizen have also represented parties and amici in numerous cases involving misconduct by for-profit educational institutions.

Mr. DURBIN. Mr. President, countless veterans groups, consumer advocates, legal aid lawyers, and student organizations support a full ban on mandatory arbitration clauses in higher education. I hope the Department of Education responds to this. I hope they have the resolve and the political will to get this done.

It is sad when students end up with a good diploma and a ton of debt. It is unforgiveable for us to be complicit when the students end up with a ton of debt and a worthless diploma from a for-profit college or university.

Mr. President, the Federal Aviation Administration is now operating under its second extension. Like too many important issues, we just keep patching up the system. Last year, the Senate worked together to pass a 5-year transportation bill. Finally, after 30 patches of a national transportation program, both parties came together to pass the first long-term bill in over 10 years. This was an important step for the Nation and for my State of Illinois.

Fixing and maintaining our infrastructure involves planning, and planning includes certainty. If we don't know we are going to be funded 6 months from now, it is very tough to plan a highway, a bridge, or how we are going to administer an airport.

We have an opportunity to do the same for the Federal Aviation Administration. Senators THUNE and NELSON—Republican and Democrat—put together the bipartisan bill that we are currently debating. I hope we can give this bill careful consideration. One of the items we should carefully consider is security at airports.

Since 9/11 we have focused more and more on the security of airports, and when we hear of these terrible terrorist incidents overseas, we understand that we can't drop our guard. There were 32 people who died in Belgium, and many were injured. The terrorists targeted people who were just going about their daily routine, catching an airplane. The terrorists took advantage of a vulnerable system. At the airport, two bombs were set off before any security screening took place. That should be a wake-up call for all of us.

Last week Senator HEINRICH offered an amendment that I was proud to cosponsor for commonsense measures to strengthen security at U.S. airports in places such as transit stops. I am pleased it passed with strong bipartisan support. It adds extra security in these areas where people take planes and trains where we were vulnerable before the checkpoints. It adds law enforcement officials, inspectors, specialists in explosives, dogs, and experts who can help with the screening process. It gives more flexibility to our States in cities like Chicago, which I am honored to represent, to grant security funding for better protecting these vulnerable areas, and it gives more flexibility in spending the money.

O'Hare is one of the busiest airports in the world, with 77 billion passengers last year. Chicago is also host to many major national and global events with millions of travelers. We have one of the busiest networks of commuters and travelers by transit, with 1.6 million people riding Chicago's CTA every day, getting to work by bus or train. Nearly 300,000 passengers take Chicago's Metra commuter rail every day. We must ensure we are doing everything we can to keep them safe.

Communities such as Aurora, IL, that have experienced their own threat not long ago will remember September of 2014. I am filing an amendment which I hope will be considered on this bill to improve security in our air traffic control facilities after the experience we had back in 2014. There was a fire at the air traffic facility in Aurora. That center directs about 9,000 flights a day over 6 States, including, of course, the Chicago region. The fire grounded thousands of flights. Its impact was felt for 2 weeks. It caused $5.3 million in damages to the traffic control facility, and hundreds of millions of dollars in economic impact.

The air traffic controllers, local police, and fire department did all they could do, but there turned out to be bigger issues at play. This was a case of arson by an employee at the air traffic control facility.

I went in and actually saw the damage that he did. Following the incident, I worked with the FAA and called on the Department of Transportation to investigate what happened and to come up with recommendations on how to improve security. After the Department of Transportation investigation, FAA and DOT found there was not enough focus on insider threats, and, clearly, better equipment is needed to help communication from going down. Once again, we are dealing with an area that is not as secure as it should be.

The amendment I have offered to this bill builds on some of the recommendations. It requires the FAA to make plans for law enforcement and other authorities in the event of an incident. It requires the FAA to develop guidelines for training and response to security threats and active shooter incidents and to ensure that, as the FAA makes investments in infrastructure and basic equipment such as electrical systems and telecommunications, they think about resiliency and survivability.

We learned those lessons the hard way in Chicago. I hope the Senate will take up my amendment so other airports as well as Chicago will be ready in the future.

These events are reminders of the damage that can be done. With a similar spirit of bipartisanship, we need to have a commitment to our security at our airports and around the United States.

TRIBUTE TO RAY LAHOOD

Mr. President, while I am on the subject of airports, I want to recognize my friend and former colleague in the House, Congressman Ray LaHood. He was named Secretary of Transportation by President Obama. On Tuesday, the Peoria International Airport honored him by naming their new international terminal after him. Ray served the Peoria region proudly for 14 years as Congressman and for 4 years as President Obama's Secretary of Transportation. Secretary Foxx went out to Peoria to show support for his predecessor.

Ray LaHood has been and continues to be a strong advocate for Illinois and for our Nation's infrastructure. This honor is certainly a fitting tribute, and I congratulate my former colleague, Congressman Ray LaHood.

I yield the floor.

The PRESIDING OFFICER. The Senator from Florida.

STUDENT LOAN DEBT

Mr. RUBIO. Mr. President, first I have an item I want to speak about on the pending bill. There is another item I want to discuss, first of all, but even before that, I want to add that I caught the tail end of the statement of the Senator from Illinois about student loans. When I first arrived here in the Senate and I was sworn in right where our pages are sitting now, I had over $100,000 in student loans that I had taken on during my undergraduate but primarily my postgraduate education. I can state that had it not been for the blessings of the proceeds of a book that

I wrote called ''American Son,'' I am not sure I would have ever paid those loans off. I was fortunate. I went to law school and got a law degree and was employed. I know firsthand the struggle that millions of Americans are facing and the young people who have taken on substantial student loan debt, some of whom have never graduated from institutions and others who have graduated, frankly, with pieces of paper of degrees that, unfortunately, are not worth the paper they are printed on. As a result, they are stuck with a debt that can never be discharged.

There are only two ways to get rid of a student loan—die or pay it off. For many people, paying it off is not going to happen. It is an issue that this Senator hopes Congress will confront. It is a looming crisis in America. There is over a trillion dollars of student loan debt. Quite frankly, it holds people back. When that student loan is sitting on your credit report, you won't get a loan to buy a home. If your wages are being garnished and other issues come up as a result of paying it off, it is a debilitating problem that people face. We have discussed throughout the years the hopes of steps we can take to address it, and I hope we will have a chance to do that before this Congress finishes its work.

HONORING THE 65TH INFANTRY REGIMENT ''BORINQUENEERS''

Mr. President, before I speak on the bill, I want to rise today to pay tribute to a distinguished group of American heroes. It is a group that for too long was denied the honors and benefits they were owed for their service to our Nation.

The 65th Infantry Regiment, known as the Borinqueneers, is a predominantly Puerto Rican regiment that is the only Hispanic segregated unit to fight in every global war of the 20th century. Historically, the Borinqueneers were denied equal benefits and equal honors for their service, despite the fact that their regiment experienced equal risk and equal duty in combat during World War I, World War II, and the Korean war.

They have since been decorated for their extraordinary service on the battlefield. In the Korean war alone, the regiment earned more than 2,700 Purple Hearts, 600 Bronze Stars, 250 Silver Stars, 9 Distinguished Service Crosses, and 1 Medal of Honor.

There is another medal, however, that has yet to be presented, but that will change later this afternoon when the Borinqueneers and their families will celebrate the unveiling of the long overdue Congressional Gold Medal. This is the highest civilian honor in the United States.

The medal will be unveiled today at a ceremony in the Capitol. It will then be given to the Smithsonian Institute and placed on public display. It is my hope that the more than 1,000 Borinqueneer veterans living throughout the United States, as well as the family members of those fallen, departed, and missing in action, will know at last that their service has received the ultimate tribute from a grateful Nation. Over the years, even in the shadow of unequal treatment, the Borinqueneers never faltered and never failed to prove just how valuable they are to the cause of freedom.

My favorite example is the story of Operation Portrex—a military exercise that occurred on the eve of the Korean war. It was intended to test how the Army, Marines, Navy, and Air Force would do as liberators of an enemy-controlled island. The Borinqueneers were tasked with playing the role of ''the enemy aggressors'' and attempting to prevent the more than 3,200 American troops from liberating the island in this exercise. It was a task that, quite frankly, they were not expected to accomplish. Yet, much to the surprise of the Army commanders, the 65th Infantry, badly outnumbered, was able to halt the offensive forces on the beaches.

So it is no surprise that after seeing the tremendous skill of the Borinqueneers, our Army commanders quickly deployed them into the heart of the Korean war, trusting them with numerous important offensive operations. One of those operations occurred on January 31, 1951. It is credited as having been the last battalion-size bayonet charge by a U.S. Army unit. Of that charge, the commanding general, Douglas MacArthur, later wrote:

> The Puerto Ricans forming the ranks of the gallant 65th Infantry regiment, on the battlefields of Korea, by valor and determination and a resolute will to victory, give daily testament to their invincible loyalty to the United States and the fervor of their devotion to those immutable standards of human relations to which the Americans and the Puerto Ricans are in common dedicated. They are writing a brilliant record of achievement in battle. I am proud indeed to have them in this command. I wish that we might have many more like them.

Throughout the storied history of the 65th, there are countless examples of valor that have distinguished this regiment. Today, Puerto Ricans serve in our military at some of the highest rates of any demographic group in the Nation, which is no doubt a lasting legacy of the Borinqueneers.

It has been one of my great honors as a Senator to be involved in the effort to secure the Congressional Gold Medal by cosponsoring the legislation that passed the Senate in 2014. I was also honored to stand in the White House as President Obama signed the bill into law.

Today, I want to thank two congressionally designated liaisons who worked tirelessly to make this day a reality: San Rodriguez and Javier Morales. Both of them are Army veterans. They made it their mission to ensure that through the design of the medal and its unveiling ceremony, these men who have honored our Nation receive the honor they deserve in return. I thank both of them for their work.

I would also like to say a special thank-you to the students at St. Luke's Lutheran School in Oviedo, FL, and to their teacher, Ms. Carla Cotto Ford, who is the granddaughter of two Borinqueneers. Ms. Ford and her students raised thousands of dollars in their community toward an ongoing national effort to ensure that every single living Borinqueneer would receive a replica of the Congressional Gold Medal.

The passionate efforts of Mr. Rodriguez and Mr. Morales and Ms. Ford and her students and so many others who have labored to make this day a reality are part of what makes this Congressional Gold Medal so special. It reminds us that the legacy of past Borinqueneers who have fought and died for America is indeed a living legacy.

Today that legacy, alive and well, reminds us that America truly is an exceptional country. Ours is a nation made up of people from all different backgrounds and all different cultures who came together as one Nation because we share a common idea: that everyone deserves the freedom to exercise their God-given rights. Each member of the 65th Infantry Regiment fought for that freedom not just for themselves but for every man and woman and child in these United States.

In closing, to the Borinqueneers, I would like to say congratulations on the unveiling of your well-deserved Congressional Gold Medal. More importantly, on behalf of my staff and my family and the people of Florida, I would like to say thank you. Thank you for your service. Thank you for your courage. Thank you for fighting to make this Nation the best it can be.

Mr. President, on another topic, I want to briefly discuss an amendment I now have pending on the bill before us, the bill on the FAA. It is an amendment that is drafted to the finance portion of this bill and that deals with welfare reform.

For two decades now, it has been the policy of the United States that new immigrants to the United States do not qualify for welfare and other public assistance programs for their first 5 years in the country. Just to lay out what that means, if you are a legal immigrant to the United States, for the first 5 years that you are in this country, you do not qualify for any Federal welfare or other public assistance programs. Of course, illegal immigrants do not qualify at all for Federal assistance programs. But there is an exception to this Federal law. The exception for this policy is for refugees and asylees who come to our shores seeking shelter from persecution. So while immigrants to the United States do not get Federal benefits, if you can prove you are a refugee fleeing persecution, then you do qualify for Federal assistance.

For those people who can prove they are fleeing persecution, our compassionate country makes this financial

commitment so they can get a new start on life and a leg up. But there is a provision of existing law that many people are not aware of. A provision of this existing law basically says that anyone who comes from Cuba—regardless of why they come to the United States, they are automatically and immediately presumed to be a refugee, and therefore they are automatically and immediately eligible for welfare and other public assistance. In essence, our existing law treats all Cubans categorically as if they are refugees, whether or not they can prove it.

As many of you know, I am the son of Cuban immigrants. I live in a community where Cuban exiles have had an indelible imprint on our country, on the State of Florida and in South Florida in particular. Yet I stand here today to say that this provision of law, this distinction, is no longer justified. This financial incentive, this notion, this reality that if you get here from Cuba, you are going to immediately qualify for Federal benefits has encouraged the current migratory crisis in which today thousands of Cubans are making dangerous trips to come to the United States of America. It is creating pressure for foreign governments—for example, in Central America—that simply cannot host them, and it is now adding pressure to our southwest border.

Just to outline what is happening, traditionally, Cubans come to the United States on a raft, on an airplane, or on a visa, but now many are making to trip to Costa Rica or Honduras and they are working their way up to Central America, through Mexico, and crossing our southern border.

It is my belief—and I think well-founded based on much of the evidence we have now received in testimony and in newspaper articles; the South Florida Sun Sentinel, one of our newspapers based in Broward County, has extensively documented this and other abuses that are going on—that a significant number of people are drawn to this country from Cuba because they know that when they arrive, if they can step foot on dry land, they will immediately receive status and they immediately qualify for a package of Federal benefits that no other immigrant group would qualify for unless they can prove they are refugees.

This current policy is not just being abused, it is hurting the American taxpayers. There are reports that indicate that financial support for Cuban immigrants exceeded $680 million in the year 2014 alone. Those numbers, by the way, have quite frankly grown since then.

On top of the fundamental unfairness of the policy, recent reports in the media indicate that there is gross abuse of this policy. In Florida, we are now hearing many stories of individuals coming to this country and claiming their benefits regularly and repeatedly returning to Cuba—in essence, the country you are supposed to be fleeing because you fear for your life and your freedom. If you are a refugee, it means you are seeking refuge. It is difficult to justify someone's refugee status when after arriving in the United States they are traveling back to the place they are ''fleeing'' from, 10, 15, 20, 30 times a year.

By the way, this places the Cuban act in particular danger. That is a separate topic not dealt with in my amendment and one that I have said publicly should perhaps be reexamined and adjusted to the new reality we now face. But I am not dealing with that right now. We are dealing with the benefits portion of this.

It is difficult to justify refugee benefits for people who are arriving in the United States and are immediately traveling repeatedly back to the nation they claim to be fleeing. Others who are immediately traveling back to the island are actually staying there.

Let me paint the picture for you. You come from Cuba on the Cuban Adjustment Act. You arrive in the United States because you crossed the southwest border with Mexico or you landed on a raft on a beach somewhere in Florida. You claim your status as a Cuban refugee, and then less than a year later or a year later, you travel back to Cuba and you stay there for weeks or months at a time. But because you qualify for Federal refugee benefits, you are receiving benefits from the Federal Government, but you are living in Cuba. And how this practice works is that while you are living in Cuba, relatives or friends in America are getting hold of your benefits, which are mailed to you or direct-deposited, and then they are making sure you get that money to subsidize your lifestyle.

I can tell you today unequivocally that there are people living basically permanently on the island of Cuba, with an occasional visit back to the United States, who are living a lifestyle that is being subsidized by the U.S. taxpayer because of this abuse.

This practice, quite frankly, is illegal under current law, but the responsible agencies seem to have failed to enforce this law. So I have offered an amendment to this bill that puts an end to this abuse and puts an end to the unfairness of the existing law. All my amendment would do is it would simply require those who come from Cuba—they would still be able, under the Cuban Adjustment Act, to receive permanent status in the United States, but they are going to be treated like every other immigrant. They are going to be ineligible for most Federal benefit programs for 5 years unless they can demonstrate and prove they qualify for refugee status.

Let me paint a picture of what that would look like. If you come from Cuba and you can prove that you are fleeing oppression, that you are involved politically, that you are a dissident, that you are someone who the government is persecuting, then you are a refugee and you will be treated like a refugee and you will qualify for refugee benefits. But if you simply arrive from Cuba because you are seeing a better life for yourself from an economic standpoint, you will still be able to benefit from the Cuban Adjustment Act in that status, but you will not qualify for Federal benefits and you will be treated like any other immigrant who comes to the United States.

We should be clear that the Castro regime does indeed repress hundreds of people every week. There is no question that there are many who still come here from Cuba who are refugees and are fleeing persecution. There is no doubt that there are people who will arrive this month and this year from Cuba who have left Cuba because they are being politically persecuted. There is no doubt about that. So we are not talking about excluding them. They will be able to prove they are refugees and they will be able to qualify for refugee benefits. While it is clear that there are still many people facing persecution in Cuba and fleeing, it is also clear that it is not everyone who is coming from Cuba.

So all this amendment would do is bring parity between Cuban refugees and every other refugee. I say this to you as someone whose parents came from Cuba. I propose this amendment as someone who lives in a community where Cuban Americans comprise a significant plurality of the population. I see firsthand these abuses that are occurring. It is not fair to the American taxpayer. It is costing us money. Quite frankly, it is encouraging people to come here to take advantage of this program.

By passing this amendment—if we pass it—Congress will not only save taxpayers millions of dollars, but I believe it will also help minimize the increase we have seen in migration of Cubans over the last couple of years by weeding out bad actors who only come to the United States in search of government benefits they can take advantage of for the first 5 years they are here.

I believe this is responsible. I believe this is the right approach for our Nation fiscally but also from an immigration standpoint. I hope I can earn bipartisan support for passing this very sensible proposal.

I encourage my colleagues to go on the Web site of the South Florida Sun Sentinel, a newspaper in South Florida. You can see they have extensively documented not just these abuses but a series of other abuses that are occurring as well as part of this overall program.

So it is my hope that I can earn the support of my colleagues to convert this idea into law.

With that, I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER (Mrs. ERNST). The clerk will call the roll.

The bill clerk proceeded to call the roll.

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

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

JESSIE'S STORY

Mr. MANCHIN. Madam President, I am rising to share Jessie's story. Jessie's story is the story of Jessie Grubb from Charleston, WV, who passed away. She was only 30 years old.

After years of struggling with heroin addiction, she had been doing well. Her parents and family members and all her close friends were very proud of the progress she was making. She had been sober since August, but last month she had surgery for an infection. The infection was related to a running injury, and she died a day after leaving the hospital.

Jessie's story with addiction is known to many. Her father David Grubb was a colleague of mine—a State senator, and a very good State senator, I might add. We worked together in the legislature. He shared their family's struggle with addiction with President Obama. I was very pleased President Obama came to a State where he probably has the least popularity but which has the greatest challenge with opioid addiction—West Virginia. He came there and he heard the struggles. He saw it firsthand, and I think it moved him and made him more committed to fighting this drug abuse that is going on in America.

As I said, David Grubb shared his family's story with President Obama when he came to West Virginia last October and, like I said, it has made a difference. In West Virginia, not unlike Iowa, we have been hit very hard. As a matter of fact, West Virginia has been hit the hardest by opioid addiction. It is an epidemic.

When we think about an epidemic, pandemics—we talk about Ebola and the Zika virus and all the things we hear about, but we haven't heard a whole lot about opioid addiction. It has been a silent killer. It is one where we are all ashamed if it happens to us or our family. We don't talk much about it. We think we can handle it within our own structure. Yet it is an epidemic. I say there is not a person in our country who doesn't know someone in their immediate or extended family who hasn't been affected. That is an epidemic, and it is something we have to cure.

Drug overdose in my little State of West Virginia has increased by more than 700 percent between 1999 and 2013. Last year alone, over 600 lives were lost to prescription drug abuse—overdose. Now that is legal. These are products produced by legal manufacturing companies, pharmaceuticals. These are products approved by the Food and Drug Administration, a watchdog responsible for making sure our food and all of our drugs are safe. So this is something that is legal and that our doctors prescribe. Our most trusted people in America—our doctors—are prescribing something they think will help us. Yet it is something that is killing Americans everywhere.

So this is Jessie's story and her family's pain, which is all too familiar and all too common in West Virginia and throughout the Nation. As I said, we lost 627 West Virginians last year, and 61,000 West Virginians used prescription pain medications for nonmedical purposes in 2014—nonmedical purposes. This includes 6,000 teenagers.

Our State is not unique. Every day in the country, 51 Americans are dying—51 Americans die every day from opioid abuse. Since 1999, we have lost almost 200,000 Americans to prescription opioid abuse. Think about that: 200,000 in a little over a decade. That is unheard of. In any other category we would be doing something monumental.

Jessie's story deeply impacted the President, and I spoke with him about her death and the pain her family is going through. When the President came to Charleston, Jessie was in a rehab facility in Michigan for the fourth time—for the fourth time. Before her life was taken over by addiction in 2009, Jessie's future was very bright. She was truly an unbelievable young lady. She was the beloved daughter of David and Kate Grubb, the beloved sister to her four sisters, and a beloved friend to family and to many others.

Jessie was an excellent student and scored in the 99th percentile on every one of her tests. She was a cheerleader at Roosevelt Junior High School and was an avid runner. At the time of her death, she was looking forward to running in her first marathon. The only trouble she had ever gotten into in school was when she protested the Iraq war. Needless to say, she was a natural born leader. She truly was. She was one of those girls who was captivating.

After graduating from Capital High School, she was thrilled and looking forward to her bright future at the University of North Carolina, Asheville. She was sexually assaulted during her first semester, which caused her to withdraw from school and return home to Charleston.

That traumatic event caused Jessie to turn to heroin to escape her pain. Over the next 7 years, Jessie would battle her addiction. She would overdose four times and go into rehab four times, but up until her death, she had been sober for 6 months and was focused on making a life for herself in Michigan, and one her parents were very proud of.

All of Jessie's hard work was ruined because of a careless mistake—one mistake. Jessie's death is particularly heartbreaking because it was 100 percent preventable—100 percent. Her parents traveled to Michigan for Jessie's surgery and told her doctors and hospital personnel that she was a recovering addict. Jessie was having hip surgery that was caused by all her running, and they were treating her for an infection. However, after her surgery, the discharging doctor who said he didn't know she was a recovering addict sent her home with a prescription for 50—50—OxyContin pills. She should never have been given one—not one—for opioid medication.

We must ensure this never happens again. Jessie passed away that night and think about how preventable this was. Because of a lot of the privacy laws, we can't tell. That doctor didn't know. Did someone mess up? We don't know. If you are allergic to penicillin or something, it is on your chart. They know all the way through if you are allergic to anything, but if you are an addict and you are allergic to opioids, because they will kill you, they can't reveal that.

So, Madam President, I will be asking for your help, as always, and I know you will be compassionate about this. Next week I will be introducing Jessie's Law to make sure this type of careless mistake never happens to another daughter, a son, a nephew, a niece, anyone in America.

The bottom line is, we need to go at this problem from every angle and with the help of everyone—family assistance, counseling programs, drug courts, consumer and medical education, law enforcement support, State and Federal legislation. We need to throw everything we have at this. With continued support and tireless work from everyone, we can beat this epidemic once and for all.

Jessie's death is heartbreaking to anybody who knew her or the family or their contribution to society every day. This is a tremendous family who gives so much back. We all know someone who has been impacted. We do, every one of us. Every one of our young interns here know. Our pages know. They see it in their schools. Everybody sees what is going on, but we have to speak up. This is a fight we have to win.

This opioid epidemic is claiming a generation and taking them away from us. I am committed to this more than I have been committed to anything. If I have one purpose of being in the Senate, it is to bring to light these young people whose lives have been changed, whose families' lives have been changed all over West Virginia, all over America. There has been silence for far too long, and we are not going to keep silent any longer.

People are sending me letters from Iowa, letters from my State of West Virginia, and they are saying: Please use my name. Put a face and a name to a tragedy. They want us to know in Congress that something has to be done. We don't need all these drugs on the market. We don't need the pharmaceutical companies putting out more and more powerful opioids. We don't need a business plan that is destroying people's lives.

I think this is something we agree on. This is something that will unite us like nothing else in Congress. It is not a Democratic or a Republican epidemic. It is not a disease that is killing Democrats and Republicans. It is killing Americans, and we are Americans.

So I am hopeful, and I have been very pleased with all of the support we are getting from both sides, Democrats and Republicans, coming together on this issue. We have important legislation coming forward. I believe this is going to allow us for the first time to make a monumental change. I thank VA Secretary Bob McDonald. He is trying very hard to change the culture of the VA, of treating pain with alternatives. There is so much more we need to do. I will be getting into that later.

I thank the Presiding Officer for the great job she does for the great State of Iowa.

Madam President, 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.

Ms. MURKOWSKI. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Ms. MURKOWSKI. Madam President, I ask unanimous consent that amendments submitted to the previous substitute, Senate amendment No. 3464, be considered to be submitted to the new substitute, Senate amendment No. 3679, as long as the instructions to the clerk are drafted properly.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

Ms. MURKOWSKI. Madam President, 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.

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

The PRESIDING OFFICER (Mr. TILLIS). Without objection, it is so ordered.

Mrs. BOXER. Mr. President, I am trying to get a vote on an amendment that Senator KLOBUCHAR and I have submitted. To explain it, I want to show you this graphic.

These are two airplanes that are exactly the same size, they are flying across the same sky, and they are flying over the same homes. But there is a difference—a difference that I am trying to fix. This one is a passenger plane. Due to an FAA regulation that Senator Snowe and I were able to get in place through a vote in this Chamber several years ago, the pilots in the passenger plane can fly only up to 9 hours a day. After that, they have to rest because pilot fatigue is a very dangerous situation facing not only our pilots but their crews and everyone that is in their vicinity.

What happened when Senator Snowe and I wrote our legislation? We assumed that the regulation that would be forthcoming from the FAA would cover both passenger and cargo planes because, again, these planes share the same skies, go over the same airspace, and go over the same homes. It is a straightforward point, and fatigue is fatigue. They are not less fatigued because they are carrying cargo rather than passengers. These pilots can fly up to 16 hours a day. We know from the pilots themselves—many pilots organizations have endorsed this—that this is a very dangerous disparity, and it needs to be fixed.

I am asking the majority for an up-or-down vote on this amendment. It is real simple. It simply says the FAA should get rid of this disparity and make the cargo pilots have the same rules as the passenger pilots—real simple.

According to the National Transportation Safety Board, the No. 1 safety issue is fatigue. This is what they cite as the No. 1 problem across the board. So we need to fix this. I have spoken to both of my friends, Senator NELSON, who supports this, and Senator THUNE, who has been a little more subtle about how he feels about this. I asked them if I could have the up-or-down vote. I hope I can have the up-or-down vote. I am not asking for anything special. A 60-vote threshold is fine.

If people want to vote against the amendment, fine; let them be held accountable. But it is a moral issue right now. The bottom line is, people are in jeopardy right now.

I don't know exactly what is going to happen. The reason we are at a standstill is partly because I said I want a vote, and that promptly stopped things. I do it rarely, but I know if we pass this, we are going to save lives. It is written somewhere in the Old Testament that if you save one life, you save humanity. Saving lives is one thing we should do, and since we know about this disparity and we have proof that we need to fix it, we need to fix it.

All I am asking for is an up-or-down vote. If people want to vote no, that is fine with me. Hopefully, most will vote yes, and hopefully we will get this done. We got it done before, and we should be able to get it done again.

What could be happening is that we could get that vote. Of course, what I would love to death is if Senator THUNE and NELSON just took our amendment and put it in the package. That would be wonderful. But if they don't want to do that, I want a vote.

What I hope doesn't happen is that they will say: OK. We will give you a vote, but we are going to take two really poison pill amendments and force everybody to vote on those.

This is not a game. I am not here to have a game. I am here to have a vote, up or down. This should not be tied to anything else.

I want to read to you the incredible words that were spoken. These are excerpts from UPS Flight 1354. This is a cockpit conversation that took place minutes before a crash. These words are coming from the grave. Listen to these words and make up your own mind as to whether I am being unreasonable here in wanting to have a vote.

Pilot 1: I mean I don't get it. It should be one level of safety for everybody.

Pilot 2: It makes no sense at all.

Pilot 1: No, it doesn't at all.

Pilot 2: And to be honest, it should be across the board. To be honest, in my opinion, whether you are flying passengers or cargo, if you are flying this time of day, you know fatigue is definitely—

Pilot 1: Yeah, yeah, yeah.

Pilot 2: When my alarm went off, I mean, I am thinking, I am so tired.

Pilot 1: I know.

''When my alarm went off, I mean, I am thinking, I am so tired.''

This photograph shows what happened to that cargo jet. It happened over Alabama in 2013. This is what happened. The NTSB said it was definitely fatigue that played a role in this crash. So am I being unreasonable to say this is the FAA bill—this is the bill we do every couple years about air safety? Am I being unreasonable to ask my colleagues to vote up or down on whether there ought to be parity between passenger pilots and cargo pilots? I don't think so.

Remember Captain Sullenberger, who was the hero? Captain Sullenberger was the hero who landed his plane in the water—the ''Hero of the Hudson.'' He is a superstar. He did this. He knows about safety. He knows it.

A passenger on that flight said: I could feel the water running over the top of my feet, and that is what really scared me. ''I thought, I survived the impact and now I am going to drown.'' That was a passenger who said that—how the pilot saved them all. We all know who saved 155 people as he landed the jet in the frigid New York Hudson River.

Let's see what Sully Sullenberger says about the situation of fatigue. If we cannot listen to this, who are we listening to? By the way, these comments are not aimed just at my colleagues; they are aimed at the administration that has not done this, which is wrong. They are wrong.

Listen to what Captain ''Sully'' Sullenberger, the hero of Flight 1549, said: ''You wouldn't want your surgeon operating on you after only 5 hours of sleep, or your passenger pilot flying the airplane after only 5 hours sleep, and you certainly wouldn't want a cargo pilot flying a large plane over your house at 3 a.m. on 5 hours of sleep trying to find the airport and land.''

So the question is: Who do we listen to? Do we listen to the companies that are afraid it is going to cost them a few dollars? Do we listen to the pilots? Do we listen to Sully Sullenberger, who is telling us fatigue kills? It is a killer. That is what he said at the press conference yesterday.

I ask unanimous consent to have printed in the RECORD two articles that appeared recently in the news.

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

[From the New York Daily News, April 12, 2016]

MIRACLE ON THE HUDSON PILOT PUSHES SAFE SKIES ACT TO GRANT CARGO PILOTS REST PROTECTIONS

(By Nancy Dillon)

Tom Hanks will play him in a Clint Eastwood-directed biopic due out this summer, but Chesley Sullenberger isn't leaning his seat back.

The Miracle on the Hudson pilot was in Washington, D.C. Tuesday, pushing lawmakers to pass the Safe Skies Act and grant cargo pilots the same rest protections as passenger pilots.

''This is not a partisan issue, it's a science-based, commonsense issue, Sullenberger told the Daily News.

He said cargo pilots generally fly at night and deserve the same sleep standards already guaranteed to passenger pilots—flights limited to eight or nine hours and minimum 10-hour rest periods.

''It's really just flat wrong (to exclude cargo pilots). They're the ones who need it most. They have their natural circadian rhythms disrupted the most,'' Sullenberger told The News.

''If you're home in the evening when hundreds of cargo airplanes are flying overhead, it doesn't matter if those planes are carrying people or packages. It matters that their pilots are alert enough to do their job safely,'' the retired U.S. Airways captain turned author and aviation safety consultant said.

Sullenberger joined Senators Barbara Boxer (D–CA) and Amy Klobuchar (D–MN) in Washington to close the ''dangerous loophole'' in prior legislation that carved out the exception for cargo pilots at the request of cargo carriers, he said.

The Safe Skies Act would be an amendment to the FAA reauthorization bill, according to a press release from Boxer's office.

Currently, cargo pilots can be on duty for up to 16 hours at a time, the release said.

At least one freight giant is against the proposal.

''Cargo and passenger pilots have very different schedules, and one size does not fit all when it comes to air travel safety. Forcing cargo pilots to fly according to a set of rules developed for distinct conditions in a different industry will make them less safe,'' FedEx said in a statement to the Daily News.

''Safety is our top priority. That's why we oppose legislation mandating passenger-pilot scheduling limits for cargo pilots,'' the statement said.

Sullenberger said its doubtful he and his crew could have landed U.S. Airways Flight 1549 in the Hudson River on January 15, 2009—saving all 155 souls—if they were deprived sleep.

''I've proven in the most dramatic way what I'm talking about,'' Sullenberger said. ''Had (copilot) Jeff (Skiles) and I been fatigued, we could not have performed at that level.''

The legendary landing on the frigid Hudson—caused by a bird strike the crippled the plane's engines after takeoff from LaGuardia Airport—is something he still thinks about constantly, he said.

''I get daily reminders of that remarkable day. So many people rose to the occasion—the crew, all the rescue workers,'' he said. ''It was the result of the efforts of many people, but I've become the public face.''

Asked about Warner Bros planned release of ''Sully'' this September—a movie based on his autobiography ''Highest Duty''—Sullenberger, 65, said he's grateful for all the continued attention.

''I'm doing very well. I've been saying that for a long time. If I was not doing well, it would be my own fault. I get to travel the world, meet world leaders and leaders in the fields of health, technology,'' and of course Hollywood, he said.

''It's really been a fascinating education.''

[From The Hill, April 12, 2016]

DEMS WANT PILOT-REST PROVISION IN FAA BILL

(By Melanie Zanona)

Senate Democrats want to grant cargo pilots the same rest standards as passenger pilots as a provision of a Federal Aviation Administration (FAA) reauthorization bill.

Sens. Barbara Boxer (D-Calif.) and Amy Klobuchar (D-Minn.) are leading the fight to attach an amendment to the FAA bill that would limit cargo plane pilots to flying no more than nine hours a day—the same standard for passenger pilots. Cargo pilots can currently fly up to 16 hours a day.

Captain Chesley ''Sully'' Sullenberger, the retired airline captain who safely executed an emergency landing in the Hudson River in 2009, is also backing the provision. He was spotted talking to members about the amendment in the Senate basement after a Tuesday press conference.

''Fatigue is a killer,'' Sullenberger said at the press conference. ''It's time to right this wrong. It's time to fix this rule.''

Boxer said she would filibuster the FAA bill if the pilot provision does not get a vote.

''I think this is an absurdity to block a vote on something as important at this,'' she said.

The comments come amid growing concern that pet interests could bog down the entire FAA bill, including a push to include renewable energy tax breaks. The agency's current legal authority expires July 15.

''There are other problems with the bill that people are weighing as well, so I think this bill has a very shaky future,'' Boxer added.

Boxer and Klobuchar first crafted legislation to make sure passenger and cargo crews had the same flight- and duty-time requirements after the Department of Transportation (DOT) wrote new rules to address pilot fatigue following a deadly passenger airline crash in 2009.

The DOT standards require passenger pilots to be limited to flying either eight or nine hours, with a minimum of 10 rest hours and the opportunity for at least eight hours of uninterrupted sleep. But cargo pilots were not included in the rules.

''This doesn't make sense,'' Boxer said Tuesday. ''It's dangerous.''

A group of shipping companies wrote a letter to Senate leadership explaining why they thought the amendment ''could actually make our operations less safe and put our pilots at risk.''

''Measures used to prevent fatigue must be different for passenger carriers than they are for cargo carriers because our work schedules are different,'' wrote FedEx, UPS, ABX Air and Atlas Air.

''We fly fewer legs, have longer layovers, and have better rest opportunities on our trips, including while technically 'on duty' waiting for our nightly sorts to occur.''

Boxer beat back against the letter, accusing special interests of intervening.

''The proof is in the pudding,'' Boxer said. ''Special interests are doing what they always do: trying to get a deal.''

Mrs. BOXER. Thank you, Mr. President.

Here it is. This one in The Hill is quoting Captain Sullenberger:

''Fatigue is a killer''. . . . ''It's time to right this wrong. It's time to fix this rule.''

Here is another quote in the New York Daily News, with a picture of Captain Sullenberger saying:

''This is not a partisan issue, it is a science-based commonsense issue.''

He said cargo pilots generally fly at night and deserve the same sleep standards already guaranteed to passenger pilots—flights limited to eight or nine hours and minimum of 10-hour rest periods.

''It is really just flat wrong (to exclude cargo pilots). They're the ones who need it most. They have their natural circadian rhythms disrupted the most.''

Just standing next to the guy was a thrill for me. Captain Sullenberger told the News:

''If you're home in the evening when hundreds of cargo airplanes are flying overhead, it doesn't matter if those planes are carrying people or packages. It matters that their pilots are alert enough to do their job safely,'' the retired U.S. Airways captain said.

Do you know what Sullenberger said? He said that ''it's doubtful he and his crew could have landed U.S. Airways Flight 1549 in the Hudson River on January 15, 2009—saving all 155 souls—if they were deprived of sleep.''

Look, we can all put ourselves in a situation, whether we are young—and the young can take lack of sleep a lot better. As we age, it is tougher. I used to take the redeye all the time, and I can state that I felt it for days. Do we want to have a pilot in a circumstance where he or she is sleep deprived and they find themselves in an emergency? I don't think so. None other than Sullenberger said that he is doubtful he and his crew could have landed that flight if they were sleep deprived.

He said again—this is in another article from the Daily News. He said:

''I get daily reminders of that remarkable day. So many people rose to the occasion—the crew, all the rescue workers,'' he said. ''It was the result of the efforts of many people, but I've become the public face . . . and had I been fatigued, we could not have performed at that level.''

This is the classic case of a no-brainer. The people who fly the airplanes are telling us that fatigue is a killer. They are telling us in a circumstance of emergencies that they will not be able to function.

We have an opportunity to fix it, but we don't have a vote right now. We don't have a vote. As I understand it, we might have a vote, but they may then say to vote on two other issues that are poison pill issues. That is the way it goes around here.

Someday I am going to write a book called ''How a Bill Really Becomes a Law.'' The truth is that is how it goes around here. If one wants to vote on something, then they say: Swallow a porcupine, and maybe we will give you a vote.

Now here is another one. ''Miracle on the Hudson Pilot Pushes More Rest for Cargo Crews.'' He and I are standing there, and all I am saying is:

We just need a vote on this, and you know if people want to come down in the well and vote the wrong way on safety, then they have shown themselves . . . [but], frankly, they are putting the lives of people at risk.

And I am asking for a vote. Again, Sully Sullenberger is quoted:

''Let me be very direct: Fatigue is a killer. . . . It's a ruthless indiscriminate killer that

our industry and our regulators have allowed to continue killing for way too long.''

This is not partisan. I have a Democratic administration who did the wrong thing on this. I have a Republican Senate that is not giving me a vote on this. Come on. When people die in an airplane crash, we don't know if they are Democrats or Republicans; we just know we cry our hearts out for the families.

I am going to show you the crashed plane again. This is what happens when there is fatigue. This is what can happen. There have been many of these crashes because the pilots are flying on 5 hours of sleep.

All I am asking for is a vote. Give us a vote. If you want to vote it down, vote it down. You will be judged. That is OK. That is your problem, not mine.

I want to praise Senator KLOBUCHAR, who is the coauthor of this amendment. She was very effective in her comments both in the committee and at the presser yesterday.

Sullenberger, the ''Hero of the Hudson,'' said this in this other article:

''This rule was written the way it was, not for scientific reasons, but for economic ones, by those who are more concerned about an additional burden that they consider an additional cost. It's time to right this wrong. It's time to fix this rule.''

You know, those of us who have been around a long time remember the Ford Pinto. That car exploded when there was a crash. I think a lot of us remember it. When discovery was done by the attorneys for the victims, they found out the cold and calculating ways the corporation viewed these accidents and losses of life. Oh, they said, we can stand X number of accidents a year, no problem, because we have insurance. It will not affect us. But, gee, it will cost us X number of dollars to fix the problem.

What could be more callous? What could be more cold? It is the same thing here. It is the companies.

Do you know what is fascinating? The airlines that now operate under the 9-hour rule—I will put up the chart that shows the two planes with the different times. The airlines that now fly their pilots up to 9 hours a day, compared to the cargo plane owners who permit their pilots to work up to 16 hours a day, they—the airline industry is doing great. They never said word one of a problem. They had rested pilots, they had happier crews, and they are doing fine. So why is it that we get letters from the corporations that fly these planes—God forbid we should tell them to give their pilots rest.

I want to tell you who is on our side. The Southwest Airlines Pilot Association—this thrills me—just sent us a letter:

On behalf of the more than 8,000 pilots—

This is actually to Senator THUNE—

I urge you to include Senator Barbara Boxer's Safe Skies Act in the FAA reauthorization.

They say:

It fixes a huge safety gap that exists in our air transportation today.

They talk about the Colgan Air crash in 2009. We took action to fix the problem on passenger planes, but it was inexplicable that it was left out of the cargo planes.

As pilots, they say safety is their No. 1 priority.

They say:

''We cannot do our job if we are not all held to the same safety standard. A tired and fatigued pilot is a danger to everyone in their path.''

That is the point. These passenger pilots are rested; the cargo pilots are fatigued. They fly in the same sky, in the same airspace. They try to land at the same airports. Having this disparity is a nightmare.

They say:

''Please, do not let another tragedy be the reason for action. This is your chance to fix the cargo carve-out and ensure safe skies in this nation.''

I thank these pilots for weighing in on this issue. It means a lot to me that they did it.

The Coalition of Airline Pilots Associations talks about the Klobuchar amendment, which is this amendment, and they ask us to please allow this vote.

They say:

''We cannot continue operating with two levels of safety and we sincerely hope you are able to fix the cargo carve-out once and for all.'' We urge your support for this amendment.

I thank so much Captain Michael Karn, president of the Coalition of Airline Pilots Associations.

You know, I want to say to my colleagues who might be listening from their offices: We get on planes all the time. We have 100-percent faith in the pilot. We all do. They have the responsibility of getting us to our families safely. Every single pilots association is saying to us: Fix this carve-out. It is dangerous.

Any of us could be on a passenger plane just doing great with the rested pilot, and somehow a cargo plane crashes into us because that pilot had 5 hours of sleep.

So we have all of these letters from the Independent Pilots Association, the Allied Pilots Association, the International Brothers of Teamsters, Teamsters Local 1224, Teamsters Local 357. They are all saying the same thing: We cannot do our job if we are not all held to the same safety standard. A tired and fatigued pilot is a danger to everyone. Don't let another tragedy be the reason for action.

Mr. President, I ask unanimous consent to have printed in the RECORD two letters I have referred to.

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

COALITION OF AIRLINE PILOTS ASSOCIATIONS,
Washington, DC, March 31, 2016.

Hon. JOHN THUNE,
Chairman, Committee on Commerce, Science and Transportation, U.S. Senate, Washington, DC.

Hon. BILL NELSON,
Ranking Member, Committee on Commerce, Science and Transportation, U.S. Senate, Washington, DC.

DEAR CHAIRMAN THUNE AND RANKING MEMBER NELSON: I am writing you today on behalf of 28,000 professional airline pilots in support of the Klobuchar Amendment to the FAA reauthorization bill. As you know, during the committee mark-up Senator Klobuchar respectfully withdrew consideration of her amendment with the hope and committee leadership would work with her to solve what is known as the cargo carve-out.

As you are aware, Congress passed legislation in 2010 following the deadly 2009 Colgan Air Flight 3407 crash that claimed the lives of 45 passengers, 4 crew members and 1 individual on the ground. As the details of the pilots' lack of training and fatigue came to light, the American public demanded that more be done to ensure safety in our skies.

Congress heard these concerns and included a requirement in the 2010 FAA reauthorization that the Department of Transportation promulgate rules on pilot duty and rest hours to prevent fatigue and ensure flights are safely operated by pilots with adequate rest.

As well-intended as those rules were, somehow through a cost benefit analysis and other inexplicable changes to the original rules as proposed, cargo pilots were carved out of these new regulations, apparently because it was too costly to ensure cargo pilots had adequate rest.

Time and time again we see tragic, and avoidable, plane crashes where fatigue is one of the factors contributing to, or out right to blame, for these accidents. In fact, the National Transportation Safety Board listed preventing fatigue related accidents as their number one most wanted improvement in transportation safety for 2016, citing a 2013 UPS plane crash in Birmingham, Alabama as an example.

When the FAA reauthorization legislation reaches the Senate floor for debate, we urge you to use this opportunity to protect your constituents and all Americans across this country. Please do not wait until faced with another tragic accident to address this issue.

We cannot continue operating with two levels of safety and we sincerely hope you are able to fix the cargo carve-out once and for all. We urge your support for the Safe Skies Act and Senator Klobuchar's amendment to the FAA reauthorization bill.

Thank you for your time and consideration on this important aviation safety issue.

Sincerely,

Captain D. MICHAEL KARN,
President.

APRIL 8, 2016.

Hon. JOHN THUNE,
Chairman, Committee on Commerce, Science & Transportation, U.S. Senate, Washington, DC.

Hon. BILL NELSON,
Ranking Member, Committee on Commerce, Science & Transportation, U.S. Senate, Washington, DC.

DEAR CHAIRMAN THUNE AND RANKING MEMBER NELSON: We the undersigned unions representing more than 30,000 pilots across the United States urge you to include Senator Barbara Boxer's Safe Skies Act in the 2016 FAA Reauthorization currently before the full Senate.

Senator Boxer's bill, S.A. 3489, fixes a huge safety gap in our air transportation system

today. After the Colgan Air crash in 2009, Congress took action to prevent future tragedies mandating that the Department of Transportation issue science-based regulations addressing pilot fatigue in our nation's airlines. After substantial research and review of undisputed scientific evidence on sleep cycles and fatigue, the draft rules created a new set of requirements related to duty and rest time for all pilots.

Ignoring these irrefutable facts and the recommendations from safety experts, the White House Office of Information and Regulatory Affairs removed all references to cargo airlines from the final rules suggesting that a cost of imposing this safety regulation did not outweigh the benefits to the public. Or more simply stated, preventing the death of two pilots and the loss of some cargo does not exceed the cost to a corporation to change their pilots' schedules.

As pilots, safety is our number one focus. Rather than argue and dispute the details of the process that created the cargo carve-out, we are more interested in fixing the problem. When we are behind the controls of an airplane trying to get from point A to point B, we do not think about the costs or the benefits of what we do in the cockpit. Our work before, during and after our flights is 100% focused ensuring safety. Our lives depend on it, the lives of those on our planes depend on it and certainly the lives of those who see us flying overhead depend on our commitment to safety.

We cannot do our job if we are not all held to the same safety standards. A tired and fatigued pilot is a danger to everyone in their path. Please do not let another tragedy be the reason for action. This is your chance to fix the cargo carve-out and ensure safe skies in this nation.

Sincerely,

Captain KEITH WILSON,
President, Allied Pilots Association.
Captain ROBERT TRAVIS,
President, Independent Pilots Association.
Captain DAVID BOURNE,
Director, Airline Division, International Brotherhood of Teamsters.
Captain DANIEL WELLS,
President, Teamsters Local 1224.
Captain JAMES CLARK,
President, Teamsters Local 357.

Mrs. BOXER. I know people are saying: BARBARA, why are you being so tough and not letting us vote on other things?

I have to say this: If we don't use this occasion to fix a problem that is listed as the No. 1 safety issue by the NTSB, and we can do it in 2 minutes—I have spoken my piece. You know, one of my staffers said she explained to her 6-year-old child what the issue is because he is always interested in what she is working on. She said: Jacob, the fact is, the planes are the same size, and the man who is flying this one and the lady flying this one get different hours of rest.

I see that my friend from Florida, the great ranking member of the Commerce Committee, might want to ask a question.

Mr. NELSON. Will the Senator yield?

Mrs. BOXER. Yes, I will.

Mr. NELSON. Mr. President, I thank the Senator for yielding. I just want to bring to the Senator's attention that I am very hopeful that we are getting an agreement that there will be a vote on the Senator's amendment and some other amendments. I thought the Senator would be happy to hear the news that it looks as if we are coming to an agreement where there will be a vote on the Senator's amendment.

Mrs. BOXER. Well, if I could respond through the Chair, the words of my colleague are very hopeful. I just hope it is not tied to some poison pills that other people have a problem with. You never know around here what is going to happen. In my view—and I know the Senator shares it because I know his passion is with me on this—the fact is, this should be an up-or-down vote. It should not be related to other things. It is the No. 1 safety issue of the NTSB.

My friend from Florida is like a brother to me, and we counsel each other on issues on which we have some expertise. I know he is in there fighting to get a vote. I am so grateful to him. I have added a whole bunch of support for this.

I will close at this point because I think my friend has given me some hope. I am going to close reading the recording. I don't know—I ask Senator NELSON, did you ever hear this? I want to make sure you did. This will take just a moment. This is from the excerpt from the flight deck before a plane went down:

Pilot 1: I mean, I don't get that. You know, it should be one level for everybody.

These are words from the grave.

Pilot 2: It makes no sense at all.

Pilot 1: No, it doesn't.

Pilot 2: To be honest, it should be across the board. To be honest, in my opinion, whether you are flying passengers or cargo, if you are flying this time of day, you know fatigue is definitely—

Pilot 1: Yeah, yeah.

Pilot 2: When my alarm went off, I mean, I'm thinking I'm so tired.

Pilot 1: I know.

Now, when this happened, I thought for sure that our administration would take care of this and change that rule. They didn't. That is why we are here.

I wanted everyone to know this: Sometimes it is hard to look at something like this, but it is harder to look at the final result of what happened from fatigue. This is what happened within minutes of that conversation. People could not function. Captain Sullenberger said it well: Fatigue is a killer.

We could fix it here today. We fixed it—Olympia Snowe and I—years ago for passenger aircraft. We need to fix it for cargo pilots. They deserve our support and the support of people who rely on them—all of us—because they share the sky with the passenger aircraft. We need to fix this.

I thank the Senator from Florida.

I yield the floor.

The PRESIDING OFFICER (Mr. SCOTT). The Senator from Georgia.

IRAN

Mr. PERDUE. Mr. President, I rise today to speak about an issue that we too often forget about here after the fact. We move on to the next topic of the day. But it was just 1 year ago, on April 2, that actually marked the framework for the Joint Comprehensive Plan of Action, the President's nuclear deal with Iran. That was the day it was announced. We were promised by this administration at all levels that this nuclear agreement would make the world a safer place. I have traveled the world quite a bit in the last year. I just got back from another trip to the Middle East. I believe the world possibly is more dangerous right now than at any time in my lifetime.

Unfortunately, the message that the world is safer did not resonate with Iran. The world was given a false promise that this nuclear deal would serve as a catalyst for change and a moderation within Iran. We have seen change, but it has only been for the worse. Iran is both enriched and emboldened by this dangerous deal. The President's deal provided Iran with over an estimated $100 billion, approximately, windfall.

The Secretary said just this January that Iran ''had massive needs within their country and we, the U.S., will be able to track where this money is going, what is happening with it.'' But instead of focusing these funds inward, as we were assured, on improving the lives of their people, Iran has chosen to use the money to bolster its conventional forces and cyber capabilities, to strengthen its proxies, to crack down on its own people, and to further destabilize the region.

Iran has test-launched four ballistic missiles since the nuclear deal was announced. Most recently, these missiles were launched with the words ''Death to Israel'' emblazoned on their side. The most recently launched missiles were more advanced, by the way, precision-guided and more sophisticated.

Iran has the largest inventory of ballistic missiles in the Middle East capable of delivering weapons of mass destruction. They continue in developing space-launch vehicles as well that are a transparent guise for seeking longer range missile capability.

Iran humiliated and detained at gunpoint U.S. Navy sailors, in violation of international law.

According to American officials, Iran is using cyber espionage and cyber attacks as a tool of influence with Iranian hackers, breaking into email and social media accounts of employees of our very own State Department who worked on Iran-related issues.

Iran used American hostages for strategic and economic leverage from this administration, only turning over innocent Americans when the administration freed 7 Iranian sanctions violators and dismissed charges on 14 other Iranians, including 2 men who helped transfer soldiers and weapons to the Assad regime and to the terror group Hezbollah.

Iran continues to spend millions to support the Houthi insurgency that is contributing to the security vacuum in Yemen. Just last week, the U.S. Navy confiscated another weapons cache from the Arabian Sea believed to be en route from Iran to Yemen in support of the Houthis. This shipment included about 1,500 Kalashnikov rifles, 200 rocket-propelled grenade launchers, and 21 .50-caliber machine guns. That would be bad enough if it were the only one, but this is the fourth such seizure in the region just since September of last year. I think it is very clear what Iranian intentions are with regard to the rebels in Yemen and also to the terrorists of Hezbollah, Hamas, and others in the region.

According to the State Department, Iran continues to be the world's leading state sponsor of terrorism. That is our own State Department. In its quest to dominate the Middle East and expel American influence, Iran has exploited terrorism as a tool of statecraft to oppose U.S. interests and objectives in Iraq, Bahrain, Lebanon, and Palestinian territories. Iran continues to spend an estimated $6 billion a year in support of Bashar al-Assad in Syria and millions of dollars and materiel to Hezbollah and Hamas.

On a recent trip to the Middle East just a few weeks ago, I heard these concerns from our friends and allies in the region firsthand. Iran's domestic repression has also gotten worse. The crackdown on dissent is at its worst since the 2009 Green Movement, according to the NGOs. Iran continues to imprison those who disagree with the mullahs and imprisons those who are at odds with the regime. Executions are at their highest level since 1989. Further, the regime disqualified thousands of reformist candidates in its recently held parliamentary elections.

When you look at the facts, it is clear the Middle East, and I would argue the world, is potentially worse off since the signing of the President's nuclear deal. What are we doing about it? I think that is the question the American people should keep their eyes on. According to Secretary Kerry, ''Iran deserves the benefits of this agreement that they struck.''

Despite the four ballistic missile launches, the administration will not call them a violation of U.N. Security Council resolution 2231. This is the resolution that includes the nuclear deal, arms embargo, and ballistic missile prohibitions. Just last week, Ambassador Shannon, the Under Secretary of State for Political Affairs, told the Foreign Relations Committee that he believes these ballistic missile tests ''violated the intent'' of the U.N. Security Council resolution but would not call it a violation. I am troubled by that. Iran's ever-increasing support for terrorism and instability is going essentially unchecked. This is no way to handle a rogue regime. Instead, we need to take a tougher stance on Iran now that we see their intentions postdeal.

On ballistic missile violations, we must go beyond the President's designation of 11 individuals and companies for the ballistic missile launches. The Iranians pay for that technology somehow. Yet no financial institution was sanctioned for this transaction. The technology arrived in Iran by boat or by plane. Yet no shipping line or airline or any logistics firm was included in the sanctions.

We need to codify sectoral sanctions on Iran for ballistic missiles and impose tougher standards for mandatory sanctions, including acquisition or development of ballistic missiles as activity requiring sanctions. We need to show Iran we are serious about stopping their continued support of terrorism and human rights violations. We should impose stricter sanctions on the Iran Revolutionary Guard Corps for their support of terrorism. We need to freeze assets owned by the IRGC, its members, and its affiliates. We should codify Executive Order 13599 which prohibits Iran's direct and indirect access to the U.S. financial system. We need to improve new sanctions against Iran as a money-laundering entity for terrorist groups and for its human rights abuses.

We need to reauthorize the Iran sanctions act. This vital legislation, which is one of the most important linchpins in U.S. sanctions architecture on Iran, is due to expire at the end of this very year. Without the authorization of ISA, the Iran sanctions act, the threat of snapback for Iranian violations of the nuclear deal doesn't carry much weight. We need to have these sanctions reauthorized so we can use them swiftly in the event of any future Iranian violation. President Obama has already admitted that Iran has violated the spirit of the nuclear agreement.

Finally, we must ensure that Israel is able to maintain its qualitative military edge—this is a standard that we have upheld for many years—and equip our gulf allies against increased Iranian aggression from proxies.

Iran's behavior over the past year has proven they are not worthy of the trust bestowed upon them by this administration. While the administration refuses to admit reality, Congress must hold Iran's feet to the fire to get a stronger U.S. policy toward Iran. We cannot afford to give this rogue regime the benefit of the doubt any longer.

Iran refuses to be an honest actor. It is clear from Iranian actions, just since the nuclear deal was announced, that they have not changed their behavior on missile testing, human rights violations, or support for terrorism. Our policies must change to reflect the dangerous reality.

The Obama administration should work with Congress to strengthen our sanctions, reauthorize the Iran sanctions act, and stand up to Iran's total disregard for international restrictions and the original intent of this nuclear deal.

The world is a very dangerous place. Iran needs to see a strong America stand up and lead again in the region. On this recent trip, the question we asked most of these leaders was: What do we need to do as America? The No. 1 answer by these heads of State was universal: America needs to lead again.

We have created these power vacuums. It is time now to close this one with Iran.

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

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

WELCOMING TEAM 26 FROM NEWTOWN, CONNECTICUT

Mr. BLUMENTHAL. Mr. President, the Senate has remarkable, even magic moments. Yesterday was one such time for my colleague from Connecticut and me. Senator MURPHY and I had the great honor and privilege to again welcome Team 26 from Newtown, CT, at the end of a truly extraordinary journey—their fourth bike ride from Newtown—to commemorate and remember the 26 beautiful children and educators who were killed at Sandy Hook Elementary School.

This incredibly searing and horrific moment in the life of our State in December of 2012 was marked by their first journey 3 years ago. This one was their fourth ride through rough roads and tough traffic, and snow and rain across the Northeast as they pedaled—literally pedaled—to Washington, DC, from Newtown.

We said goodbye to them on Saturday morning in some pretty cold weather. I was there. They braved some fierce storms to be here, but the memory they carried with them and the resolve and resilience they showed truly epitomizes the spirit of Sandy Hook and its wonderful people who not only survived that unspeakable tragedy of December 2012 but also showed America a lesson with acts of kindness, unceasing advocacy, resilience, resolve, and—most importantly—a message of peace, love, and hope.

I wear still on my wrist a bracelet I received then. Its lettering is worn out, so it is no longer readable, but it is that same message of hope, peace, and love they brought with them as they traveled here.

Today a number of them came to the Capitol. I was proud to greet them with their leader, Monte Frank, who organized that first ride. He is responsible for the extraordinary leadership in keeping that together and keeping them going over those rough roads.

With us at the Capitol today were Peter Olsen, Andrea Myers, Drew Cunningham, and Ken Eisner. They are among the 26 riders who came to Washington yesterday, met with us outside

the House of Representatives, then went to the White House and met with officials there—including Valerie Jarrett—and eventually with the Vice President of the United States, Mr. BIDEN.

The members of Team 26 chose to ride to Washington, DC, not only for their personal reasons but to deliver a petition with a very clear message that guns have no place on campuses. They have no place on school grounds. They have no safety reason to be there. In fact, they aggravate the danger of firearms and other kinds of peril on school property. They also ride on behalf of commonsense, sensible measures that can be achieved—and we have an obligation to achieve. That is what they said to us as we met with them in front of the Capitol yesterday.

Their message was that we can save lives, that we can work together. We can get things done across the aisle, on a bipartisan basis, to do what 90 percent of the American people want, which are universal background checks to keep guns out of the hands of dangerous people and criminals, making sure gun trafficking is a Federal crime and that straw purchases are against Federal law, ensuring that fewer guns get into the hands of dangerous people, particularly domestic abusers. When domestic abuse is combined with a gun in the home, death is five times as likely.

This message ought to also include limiting the use of high-capacity magazines that can prevent all kinds of terrible rampages with assault weapons that have become all too prevalent in this country. Providing protection when temporary restraining orders are issued in domestic violence cases can help some of the most vulnerable members of our society, victims of domestic abuse, at a time when they need it most, and making sure the gun-manufacturing industry is not given an exemption from liability that every other industry has to defend against when it breaks the law. PLCCA ought to be repealed, and I have introduced legislation that would do it.

This problem of gun violence affects all of us—not just through the mass shootings and massacres that occurred, such as Sandy Hook, but 30,000 deaths every year. Many of them are suicides, preventable, senseless, and avoidable if we take action to tackle the problem of gun violence in this country. That is the message of the riders who braved those storms, who traveled those rough roads, and reminds us that Congress has been complicit in these deaths by its failure to act. Congress is complicit in gun violence and its deadly toll in this country.

Monte Frank is a Sandy Hook resident who was one of the founders and leaders of Team 26. He rode here again this year and has ridden every year. I am proud he is a friend. He recently wrote:

> Team 26 will ride again because we promised the families in Sandy Hook that we would continue to honor their lost loved ones. We made the same promise to the many victims' families we have met since then in Baltimore; Bridgeport, Conn.; Harlem, N.Y.; and the District of Columbia. While we established Team 26 for Sandy Hook, Team 26 could just as easily be named for the victims of gun violence in Chicago on a given weekend. In fact, gun violence is so prevalent that we could be called Team 26,000 and that number would fall short of the number of gun deaths each year in America.

I have with me the petition they brought here, but more important, I am here to tell my colleagues we must act. We must cease our complicity in this body. If tens of thousands of people in this country were infected with Ebola or the Zika virus or the flu, there would be drastic and urgent action to meet that public health crisis. The epidemic of gun violence in this country is no less a public health crisis. It is equally an epidemic, and it can be stopped. It must be stopped.

I want to close with the words of Dennis Niez of Bethlehem, CT. Dennis rode here with Team 26 and wrote the following, entitled ''Why I Ride.''

> I ride for the kids who will never know the joy of riding a bike, the feeling of freedom, the visits of their best friends to their house. All of it taken away in a split second with a firearm left loaded in the same house where they're supposed to feel safe.
>
> I ride because the same people who have serious mental health issues are able to purchase deadly firearms without a background check because of a loophole.
>
> I ride because the same people who have a temporary restraining order because of domestic violence are sometimes able to keep a deadly firearm.
>
> I ride so our elected officials, regardless of affiliation, will feel shame when they look at themselves for not doing enough to keep guns away from people who should not have them.
>
> I ride because kids in the U.S. are nine times more likely to die from a gunshot than in any other western country.
>
> I ride because Dawn Hochsprung was my kid's principal in Bethlehem, CT, someone they will always remember. She was a friend to all the kids.
>
> I ride because doing nothing won't make the problems go away.

On that beautiful, sunny day yesterday, as remarkable and magic a time as it was, I thought of all those Sun-filled days that those 20 beautiful children and 6 great educators will never have and that others also will be deprived of having because Congress is failing to act. We must act, and I hope we will act and carry with us in our hearts always the message of Team 26.

I am proud to yield to my colleague and partner in this effort, Senator CHRIS MURPHY of Connecticut.

The PRESIDING OFFICER. The Senator from Connecticut.

Mr. MURPHY. Mr. President, I thank very much my colleague Senator BLUMENTHAL. I want to associate myself with all the remarks of my colleague from Connecticut.

Let me congratulate the riders from Team 26 for making it through such inclement weather, making it through such a challenging ride to bring these messages to the Halls of Congress and to the White House.

It strikes me that there are similarities between this ride and the challenges ahead of us. Every tough ride is a long stretch of both peaks and valleys. The challenge is knowing there is another hill coming before you and not giving up, knowing that at the end of that long ride, there is reward.

When we talk about the scope of our fight to change the laws of this country to try to put a dent in this epidemic of gun violence, we have to view our journey the same way. There are going to be peaks and there are going to be valleys. There will be moments of triumph where we change the laws for the better, where we see progress, as we have in Connecticut, where a new State law has resulted in a 40-percent diminution in the number of gun homicides. Then there are the valleys—moments like we had here in early 2013, where despite 90 percent of Americans supporting the idea that you should prove you are not a criminal before you buy a gun, we weren't able to pass that law because of a filibuster here. Every great change is defined not only by failures but by peaks and valleys, as was their ride. I join Senator BLUMENTHAL in thanking them for focusing on this particular issue of guns on campuses.

It is up to every individual as to whether they choose to buy a firearm, but they should make that decision imbued by the facts. And the facts are pretty clear that if you have a firearm in your home, it is much more likely to be used to kill you or to kill a family member than it is to kill an intruder, to kill someone trying to do harm to you.

Nancy Lanza had guns in the home for a variety of reasons, but one of the reasons, apparently, was that as a single parent, she wanted firearms for protection. Of course, her guns were used to kill her and then 20 small first graders and their teachers. Similarly, on campuses, the data tells us that in areas that have more guns, you are more likely to have higher rates of gun homicides. This fiction that if you just arm all the good guys, they will kill all the bad guys is not actually how it plays out in real life.

So I thank them for bringing these petitions here to shed focus on this movement to make sure we don't have students walking around campuses with concealed weapons. That doesn't make for a safer campus environment.

Lastly because I know others want to speak, I want to talk about two things that struck me from our meeting at the White House at the end of the day yesterday. The first was when all the riders on Team 26 got to tell their stories about why they decided to join this ride. Many of them, frankly, were doing it for deep love and affection for Monte Frank, but they all shared a common cause with him. Around that table were individuals who had suffered gun violence in their immediate family. One woman's son committed suicide shortly after the murders in Sandy

Hook. Another husband and wife lost close friends in a mass shooting. But many of the individuals who were there were simply there because they had children who were in school, and they knew that there but by the grace of God, it could be their child.

I have a first grader I drop off every morning at school, and I know there is nothing different about my child's school than Sandy Hook Elementary School. And I think about Nicole Hockley almost every morning when I drop off my 7-year-old. She said she never imagined that it would be her, and she doesn't know why more parents don't step up and try to do something about this before it is their child.

The second thing I was struck by was their experience along the road. They noted that in over 4 years, they haven't run into anybody who has disagreed with their mission or who has given them a hard time about their advocacy. And that is really not surprising given the fact there is broad consensus among the American public as to what we should do.

There really is no disagreement in any of our States—regardless of geography, race, or political ideology—on whether we should make sure that criminals don't buy guns, make sure that people who have a serious mental illness can't get their hands on firearms. This appears to be controversial and politically toxic, the way we talk about it, but the way it is talked about on the Main Streets that Team 26 rode down, it is not controversial at all. It is a settled issue: Criminals shouldn't buy guns. And there is no justification, in most Americans' minds, for a Federal law that today, on average, allows for four of six guns to be sold without a criminal background check. They want the law changed. We shouldn't pretend this issue is politically controversial. It might be amidst lobbying circles in Washington, but it is not in the communities Team 26 rode through, and they can tell you that because they were cheered everywhere they went.

It is no small feat to organize this ride. It makes a difference in the communities in which they do events, the communities through which they ride, and it will ultimately make a difference here. Every great movement for change is a long journey made worthwhile at the end when, after you have ridden up lots of hills and down into valleys, you end up at the finish line.

I thank Team 26 for their work.

I yield the floor.

The PRESIDING OFFICER. The Senator from Texas.

Mr. CORNYN. Mr. President, while my friend from Connecticut is on the floor, let me say that I have been here long enough now to realize it is hard to change things with just a speech. Indeed, it is hard to change things by just voting up or down on bills. The way we actually solve problems is by trying to find consensus.

I know the Senator from Connecticut and I have different views on the Second Amendment, and that may be because there are different views around the country based on our experiences and the culture in which we were raised. I realize that in urban areas, particularly in the Northeast, the idea of people being raised around guns as a sort of way of life for recreation and self-defense and the like is just not their experience, but in other parts of the country—where the Presiding Officer lives and where I live—it is, and people feel very strongly about their rights under the Second Amendment.

There is a common ground here, and the Senator from Connecticut and I have talked about this, and that has to do with the mental health issue, where I hope we can find that consensus because as long as we are talking past each other, we are never going to resolve any of these issues, and I do think there is some common ground. In the end, a gun is an inanimate object. The fact is, if we continue to ignore the fact that mental illness is very often a factor in acts of gun violence, I think we are going to continue to talk past each other.

As the Senator and I have discussed, I actually have a bill that I have introduced—the safer cities and mental health reform bill—which includes a provision allowing people like Adam Lanza's mother to go to court and get a civil court order that would mandate that Adam Lanza take his prescribed anti-psychotic drugs.

I don't know in this instance if it would have changed the course of events, but I do know it would have given Adam Lanza's mother—whom he murdered, and he stole her guns and then killed these poor, innocent children at Sandy Hook—an additional tool and may have just possibly averted the tragedy.

I know there are many families in America today who would welcome additional tools by which they could then help loved ones become compliant with their doctors' orders to take their medication and become productive people.

There is a gentleman named Pete Earley whom I know the Senator knows and who has testified here often. He is a journalist, but he wrote a book called ''Crazy.'' It is a book about his son's experience, who had mental illness. It is not about his son. The title is not for his son. It is about the so-called system that fails people like Pete Earley's son because it doesn't provide the options they need in order to deal with their mental illness.

So I do think there are ways we can work together, but as long as we just keep making speeches to our respective constituents back home, we are never going to do that.

I know we are working on the mental health issue now, and I would just say to my colleague: I am more than happy to try to find some common ground on this issue because I do think we need to improve the background check system for people who are adjudicated mentally ill, such as the shooter at Virginia Tech. This was a failure of the current system, where the Virginia law did not require that this mental health adjudication be uploaded into the background check system and then this terrible tragedy occurred.

There are things we can do to improve the current background check system. There are things we can do to arm parents and families with new tools to help their mentally ill loved ones and maybe, just maybe, change the course of some of these incidents of mass violence, which are a terrible tragedy. So I make that offer.

I know the Senator is not ready to cosponsor my legislation as currently written, but I would invite him to take a copy of it, mark through in a pencil the things he doesn't like and can't live with and give me what he can live with, and then we can perhaps begin that conversation.

I thank the Senator for listening.

BANKRUPTCY, NOT BAILOUTS BILL

Mr. President, I came to speak on the FAA bill, the Federal Aviation Administration reauthorization bill, but I first want to commend our colleagues in the House for passing some important legislation yesterday called the ''Bankruptcy, Not Bailouts'' bill—a bill that will put to rest once and for all the concept that it is somehow the taxpayers' responsibility to bail out financial institutions when they fail, putting our financial system in jeopardy. Of course, the idea of too big to fail was an unfair and, I think, an erroneous concept made part of the law in the Dodd-Frank legislation that prioritizes large financial institutions over the needs of American families.

We need to do everything we can to protect taxpayers from having been called upon to bail out banks. We need to let banks go bankrupt and use existing laws to restructure their debt and then to get back on track. So this is actually a very important step in the right direction.

I commend Chairman HENSARLING in the House of Representatives for passing this important piece of legislation. It is similar to legislation that I have introduced here in the Senate with Senator TOOMEY, the junior Senator from Pennsylvania, and I hope we can move forward soon.

I have one other interjection on the whole idea of bankruptcy versus bailouts. I read in the press and I hear from some of our colleagues in the House that they think the bankruptcy laws are somehow a bailout. It is the antithesis of a bailout. It is the opposite of a bailout because what it does is it authorizes a court of law under established rules and laws to restructure the debt of the bankrupt person or business. In doing so, it allows them to get it behind them and then to get on and continue to live a productive life as an individual or to deal with a productive business if you are a business.

But the idea that somehow taking advantage of the bankruptcy laws is a taxpayer bailout is flat wrong. I hope our colleagues in the House have the courage, particularly as we look at the Puerto Rico situation, to realize that at some point, unless we act in the House and the Senate to deal with the impending crisis in Puerto Rico, unless we act in advance of that crisis, we are going to be presented with an emergency situation, and we are going to be asked to bail out Puerto Rico using taxpayer dollars, and I want none of that.

I think all of us who were here during the financial crisis in 2008 would say the same thing: We want none of that. So let's do our work, whether it is ending too big to fail for large financial institutions or dealing with the impending bankruptcy and financial crisis in Puerto Rico.

Mr. President, to the topic of the day, for the past few days we have been working on this legislation to reauthorize the Federal Aviation Administration. Chairman THUNE of the Commerce Committee and his staff have been doing some good work and making a lot of progress toward completing the bill. I hope that cooperation continues and that we are able to conclude this legislation tomorrow.

This legislation would do some very important things. It would streamline critical new investments in airport infrastructure and aviation safety to protect passengers and to help them get where they need to go more efficiently. It would also include the most comprehensive airline security reforms since President Obama took office. For example, it strengthens the vetting process for airport employees and addresses a growing number of cyber security threats facing aviation and air navigation system.

Most important of all, it puts American consumers and safety first. It does so without raising taxes or adding fees to customers that feel like a tax. You may call it a fee. But if it costs money, it really doesn't feel any different than a tax.

I would also like to point out the benefits to States like mine, Texas. It protects air traffic partnerships that supports dozens of Texas airports and directly responds to requests that I have gotten from Texas communities looking for new opportunities to improve regional air traffic management or expand service in order to meet demand—all crucial measures that help Texas communities move people and goods safely through airports.

I have introduced an amendment to this legislation with the two Arizona Senators and the junior Senator from Nevada, Mr. HELLER, that would do even more to help our ports of entry by strengthening public-private partnerships at air, land, and sea ports. The fact of the matter is that financial resources—money—is always in short supply, and rather than always coming back to the taxpayer and saying you need to pay more, what we need to do is become more creative. That is why public-private partnerships are important.

Local communities are willing to join in a partnership with the Federal Government to deal with these critical infrastructure needs at land, air, and sea ports, and that is what this amendment would do.

We have already seen in my State time and again how important these partnerships can be to help reduce wait times at ports of entry—at the land-based ports of entry such as Laredo, which is the largest land-based port of entry in the United States. If you have ever been there, you have seen the trucks stacked up coming from Mexico. There is important trade that goes on between our two countries that supports 6 million jobs in the United States alone. But these public-private partnerships have been very successful in helping to deal with our infrastructure needs. It is not just about convenience. It has an economic impact as well.

I mentioned that the 6 million people who benefit because of their jobs depend on binational trade between the United States and Mexico. For example, according to one study, each minute a truck sits idle at the border waiting to come to the United States, even though they are legally authorized to come here to bring goods manufactured or produced in Mexico, more than $100 million in economic output is lost or forfeited.

Let me say that again. For every minute a truck sits at the border because we don't have the infrastructure to process the truck into the United States, more than $100 million in economic output is lost or forfeited.

So this amendment would authorize more of these partnerships, which would also facilitate staffing and better protect legitimate trade and travel and keep our economy running smoothly and keep jobs being created. I hope my colleagues will consider this amendment and vote to build on the success of similar programs in the past, both in Texas and across the country.

I want to mention one last amendment, one introduced yesterday, as well, that would target the world's foremost sponsor of terrorism. That is the country of Iran. Mahan Air is Iran's largest commercial airline, and it has repeatedly played a role in exporting Iran's terrorism.

We all know Iran as being the No. 1 state sponsor of international terrorism, and Mahan Air is one of the ways they export that terrorism. We might call Mahan Air ''Terrorist Airways.'' That would perhaps be more precise. It not only supports the efforts of the Quds Force, a special unit of Iran's Islamic Revolutionary Guard, but of another Iranian-backed terrorist group, Hezbollah.

To put it simply, Mahan Air enables the reach of Iranian personnel and weapons throughout the Middle East, as well as Iran's proxies, as the regime continues unabated to undercut the interests of the United States and our allies in the Middle East, such as Israel. Unfortunately, today Mahan Air is working to expand its international operations now that the Obama administration has lifted sanctions as part of the misguided Iran nuclear deal.

Mahan Air is expanding its operations and adding more international airports to its flight patterns, including several in Europe in an effort to increase its bottom line. Mahan Air's unfettered support of terrorism in the worst aspects of the Iranian regime should give us all pause. I am concerned about the security risks of Americans who fly in and out of the same airports serviced by a Mahan Air aircraft.

My amendment would require the Department of Homeland Security to compile and make public a list of airports where Mahan Air has recently landed. I think the public has a right to know that the airports they are flying into are being used to service an airline of the Iranian Government used to export terrorism. It would also require the Department of Homeland Security to assess what added security measures are needed. We must protect our country and our citizens from an airline that is complicit in terrorist activity.

I hope my colleagues will join me in supporting this commonsense amendment to the FAA reauthorization bill to help shine a light on this bad actor.

I will close with this. Under new leadership, the 114th Congress has actually gotten the Senate back to work again. It is not just for the benefit of the majority party. It is not just for the benefit of the minority party. It is actually for the benefit of the constituents we serve, because they are the ones who benefit when we can try to work and find common ground and move legislation forward where we can find agreement, knowing that there are many areas where we will never find agreement because of fundamental principle differences of opinion. But this is another example of an important piece of legislation that will benefit the entire country. It definitely isn't a partisan piece of legislation. So it is something I am glad we have been able to move forward on, and I look forward to concluding this legislation tomorrow.

It is time we upgrade our air transportation system for the entire country, and it is time to put the safety of airline customers first. This bill does that.

I yield the floor.

The PRESIDING OFFICER. The Senator from Wyoming.

AMERICA'S COAL INDUSTRY

Mr. ENZI. Mr. President, I rise today to talk about something very dear to me and to so many of my fellow Wyomingites, particularly those in Gillette, WY, where I used to be the mayor. It is the third largest town in

Wyoming. It has 30,000 people. That would be a very small town to the rest of the Nation, but here is an effect it is having. This administration has made no secret about its continuous efforts to whittle away at America's coal industry. Well, very sadly, 2 weeks ago those efforts resulted in unprecedented layoffs, as two of Wyoming's biggest coal mines let go of 15 percent of their workforce. My wife and I were heartbroken to see these 456 miners suddenly out of work.

Besides the mines, there are railroad layoffs because that is how Wyoming coal is delivered to the other 40 States in the Nation. Outside of Gillette, there are 130 coal engines parked, not to mention trains. That means 1,200 railroad workers are out of jobs. Today, Peabody coal announced that they are filing chapter 11 bankruptcy. We will see more of that.

I know the suffering of the 456 people and the 1,200 railroad people suddenly out of work may not sound so bad in places such as California or New York, but in Wyoming, whole communities feel that kind of impact. Folks I talked to in Wyoming are depressed and angry, and it is because the energy industries they support and rely upon have for too long been the target of bad Federal policies.

People have been mining coal in Wyoming since the mid-1800s, but it wasn't until the 1970s that the industry really took off. The Clean Air Act of 1970 implemented the original restrictions on sulfur dioxide emissions, and, suddenly, the low sulfur content, the clean coal from Wyoming's Powder River Basin was in high demand. Wyoming went from producing just under 2 percent of our Nation's coal in the late 1960s to producing 9 percent by the end of the 1970s. That number rose to 31 percent by the end of the 1990s.

By the end of 2014, 39 percent of the Nation's electricity was generated by coal, according to the Energy Information Administration, and 40 percent of that coal was generated in Wyoming. That year, Wyoming's 20 mines directly employed over 6,500 workers who earn an average salary of nearly $84,000—almost twice the statewide average. The industry indirectly employs tens of thousands more contractors in jobs that support the coal industry. The coal industry paid over $1.14 billion to Wyoming in taxes, royalties, and other revenue in 2014. That is money that was used for schools, roads, and community colleges across the State. Those are all in jeopardy.

With all of this affordable energy, with all of these well-paying jobs, how did Wyoming find itself losing jobs last week? How did Wyoming wind up with the fastest growing unemployment rate in the Nation? Well, I recently ran across this 2011 editorial cartoon that I think helps explain how this administration is bringing down the coal industry.

This cartoon was drawn and dedicated to the Wyoming Legislature when they were talking about some similar things. It is still pertinent, but we have to change the tattoo on the arm to say administration, and the dates need to be changed to 2012, when the Environmental Protection Agency issued its final Mercury Air Toxics Standard rule. This needs to be changed to 2015, when the Department of Interior piled on with its proposed stream protection rule and the EPA leased its final Clean Power Plan. We need to change this to 2016, when Interior froze the Federal Coal Leasing Program. If we imagine those changes, this cartoon can explain how we got where we are today. We are killing the golden goose, the producer of low-cost energy for the United States.

Let me expand on those issues a bit further. It is a little hard to understand with only the titles. In 2012 the EPA finalized a standard that required a strict reduction in air emissions from electric-generating units. It was known as the Mercury Air Toxics Standards—or MATS—rule, and like many of the rules from the EPA, the cost of this regulation was immense and the benefits were limited, even if the benefits are calculated over a much longer period of time than the costs. The EPA estimated that the rule would create $500,000 to $6 million in benefits related to this mercury reduction. It would cost—remember that this is $500,000 to $6 million in benefits—nearly $10 billion annually to implement the rule.

Luckily the Supreme Court rejected the MATS rule last year, stating that the EPA should have considered costs before setting out to regulate mercury from fossil-fuel fired power plants. But the administration wasn't deterred. Last year Congress disapproved of both the Stream Protection Rule and the Clean Power Plan—disastrous rules aimed at eliminating the extraction and use of low-cost energy—by using the Congressional Review Act. We did so with bipartisan support. Yet the President did not listen and instead chose to veto those bills.

I believe U.S. Presidents should first and foremost seek to help the citizens of the United States, and that means the President must have a deep understanding of the people and the challenges they face. President Obama and others in his administration—and some seeking to replace him—have demonstrated how woefully little they understand about coal, the jobs that are related to coal, the people who produce it, and even the people who use it.

Many folks in Wyoming who produce and use coal have reached out to me, and I want this administration to hear from them. The administration needs to hear from people like Nancy from my hometown in Gillette. She wrote last week to tell me about losing her job at a mine where she worked for 9 years. She is 64 years old, single, and takes care of her elderly father. She has a house payment—a house she worked very hard to keep after going through a divorce. Now she is worried about her house and just wants a job so she can keep her house and retire with a little money in her pocket.

To understand the impact these policies have on not just energy workers but the communities in which they live, the administration needs to hear about Sarah from Newcastle, which is about 70 miles from Gillette and about 50 miles from any coal mines. Sarah and her husband started a carpet and flooring store and had been successfully managing it for over three decades. She is sad to see so many in her community out of work and fearful that the economic downturn will mean the end of a business she has devoted her life to creating.

The administration needs to hear from Robert, again from Gillette, his and my hometown. He recently lost his job at a smaller coal mine and had to uproot his family to move to another State in order to find work. He knows that out West the media markets are small and the national news will never cover the heartbreaking stories of his colleagues and neighbors in this coal market. Robert needs to know that maybe the media won't cover his family's story, but I won't forget about him, and I won't stop fighting the bad policies this administration has created.

America has the resources, America has the manpower, and America has the reserves to provide the energy we need for a strong economy and a healthy environment. Nobody knows that better than the folks in Wyoming, where people for generations have made a good living extracting energy from the same lands on which they love to hunt, fish, hike, and camp. People are dedicated stewards of the land and want their children and grandchildren to enjoy it in the same way. That is why Wyoming coal mines are recognized year after year for their outstanding reclamation efforts. You can see that in this photo of the beautiful land in Wyoming where a short time before a coal mine existed.

On occasion, I take people out to view the coal mines, and usually, as we get close to the coal mine, they say: Oh, don't let them tear up that land over there. It is beautiful.

We have to explain to them: That is where the mine used to be; this is where it is headed.

They say: Oh. If you can change that into this, do it.

There are some difficulties with replacing it like this. This hill had to be exactly the same as it was before the coal was removed. If there are stones in there, they have to be put back where they were before.

The ranchers who border on these coal mines think, why would anybody move that much dirt and put it back the way it was?

Well, it is the law, and they have been following the law and getting phenomenal results.

What Wyoming and other States that produce and rely on fossil fuels need is

innovative policies that will encourage new ways to continue to develop and use America's huge reserves of coal, oil, and gas. We are the Saudi Arabia of coal, and that can displace some of what Saudi Arabia has been thrusting on us for decades. One of those options is carbon sequestration, which Senators from both sides of the aisle in this Chamber have historically supported. Using that technology, carbon dioxide emitted from combusting fossil fuels can be captured and routed to secure geological storage, preventing it from being released into the atmosphere, although plants need that. The carbon dioxide can also be used for enhanced recovery of oil and natural gas to help ensure that America efficiently utilizes these resources.

When a well is drilled and pumped, you get about 25 percent of the oil out of the ground. There is some enhanced recovery that has been invented and since that time, and they can get about another 20 percent out of the ground. That means that 55 percent of our value is still underground. People are working to invent ways to take care of that and take care of the energy we are going to need to be energy independent.

Even the White House supports investment in research and development projects to make carbon capture more accessible, deployable, and affordable.

I hope my colleagues from any State that uses or produces fossil fuels will join me in supporting policies to encourage carbon sequestration and the use of carbon. There are a number of uses, and one of those is to get that enhanced oil recovery.

Last week was a tough one for Wyoming, but I am proud to be from a State that has always found a way to bounce back from any bust. Actually, what we have is a leveling out, but it is a difficult leveling out because for the first time coal prices, oil prices, and natural gas prices are all down at the same time. When you have an economy that is building for growth and it levels out, it seems like a dramatic bust.

This is not the end of coal's chapter in Wyoming history. I will keep working to make sure of that.

Mr. President, I ask unanimous consent that an article that just came out today entitled ''The Powder River Basin: Creating a new future in Wyoming's biggest coal town,'' which talks about some of the innovative things people are doing and how it will help Gillette, be printed in the RECORD.

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

POWDER RIVER BASIN: CREATING A NEW FUTURE IN WYOMING'S BIGGEST COAL TOWN

(By E&E reporter, Brittany Patterson, April 13, 2016)

GILLETTE, WY.—Laura Chapman's best-selling cupcake is the ''Coal Seam Overload,'' a decadent chocolate cake topped with rich chocolate frosting and dark chocolate toppings.

It's a tribute to her home state's top export, a product that eventually is used by 1 out of every 5 homes or businesses in the United States.

''It does permeate the whole lifestyle here,'' she said, from inside Alla Lala Cupcakes and Sweet Things, Gillette's first and only cupcake shop, which Chapman opened in the town's downtown district in 2013.

On its face, a specialty store like Chapman's might seem out of place in a town that since its founding has been strongly rooted in producing coal, oil, natural gas and methane.

Located in the heart of the Powder River Basin, Gillette is surrounded by 12 coal mines, some of the largest in the country, employing some 5,600 people, according to 2014 data. In a county just shy of 50,000, the mines provide jobs for 1 out of every 10 residents.

On a recent March morning, charter buses, similar to the ones that ferry tech workers to the Google and Facebook campuses, head out of Gillette. Yet these buses aren't filled with coders and app designers, but with miners. Pickup trucks sporting long poles topped with bright orange flags follow suit. The flags are to make sure those operating the living room-sized coal trucks don't accidentally engage in an unintentional monster truck brawl.

On the south side of town at mining parts supplier L&H Industrial, a 13,000-square-foot mural is devoted largely to an image of inky black coal being scooped into a coal truck, a train filled with coal passing by.

Since 1990, the town's population has doubled to a little more than 30,000, a respectable size in a state where pronghorn antelopes outnumber people. But the promise of plentiful, good-paying jobs has not only brought people to the self-styled, ''Energy Capital of the Nation,'' but also brought tax revenues and prosperity.

Wyoming produces 39 percent of the nation's coal, or about 382 million tons in 2014, according to the Bureau of Land Management. Because Gillette is so interconnected with coal and other fossil energy resources, it faces a barrage of assaults, both economic and regulatory. Production of Wyoming coal has declined 14 percent since 2011. Late last month, mass layoffs were announced.

At the largest mine in the region, Peabody Energy Corp.'s North Antelope Rochelle mine, 235 workers were told not to come to work. Arch Coal Inc. cut 230 jobs. The reductions represent about 15 percent of each company's workforce in the state.

A boomtown since its founding, Gillette is acutely aware of the central role that natural resources, especially coal, have played in its existence. And yet Gillette seems determined to survive in a world that is pushing coal out. It has invested in itself and planned for a future where coal is not king.

The question now facing Gillette is whether it has done enough: Can this boomtown weather this bust?

Shedding a boomtown stigma.

Founded in 1892, the city was named after railroad surveyor Edward Gillette. Today, between 80 and 100 trains speed out of the region daily, carrying Wyoming coal to more than 30 states.

In the 1960s, oil development about doubled the city's population from about 3,500 to more than 7,000. The rapid population growth spurred violence and crime, so much that psychologist Eldean Kohrs in 1974 coined the term ''Gillette Syndrome'' to describe the social problems that accompany a boomtown.

With the passage of the Clean Air Act in 1963 and subsequent amendments in the years after, power plants began turning to Powder River Basin coal. Gillette officially became a coal town.

It wasn't until the mid-1970s that then-mayor and now U.S. Sen. Mike Enzi (R) crafted a city expansion plan aimed at changing the public perception about Gillette. A major component included investing in infrastructure to support the growing population.

Built on a 19-mile grid, present-day Gillette is an amalgamation of strip malls newly filled with chain stores like Petco and Buffalo Wild Wings. Rows of hotels and motels advertise weekly rates, and newly constructed subdivisions rise out of the hilly landscape. Shiny trucks, boats and campers litter driveways. There are two frozen yogurt shops and two golf courses.

Recent growth has been steady since the mid-2000s, which Chapman said has led to more boutique shops like hers opening downtown.

About a decade ago, the city and county began investing a sizable portion of revenues from the energy sector back into services for the community. For $53 a month, residents can use the state-of-the-art recreation center featuring a six-lane indoor track and a 42-foot climbing wall designed to resemble aspects of the nearby Devils Tower National Monument.

The Gillette that Chapman grew up in hardly resembles the one that exists today, she said.

''Hell, when Applebee's opened 10 years ago, it was like the town wanted to throw a party, because before then, the only chains we had were fast-food restaurants,'' she said, laughing. ''And I know that sounds weird, but that's an exciting thing to realize, 'Hey, we've gotten to this point they're going to build an Applebee's.' ''

REIMAGINING A CITY WITH FEWER PEOPLE

But as the coal industry feels the pinch, the city's investments are being tested. Gillette is losing people as mines make layoffs, supporting service companies shutter their doors, and oil and gas production falls, said Wyoming state Sen. Michael Von Flatern (R). About 1,500 people have packed up and left in the last year, and he expects another couple of thousand to move on before the summer is out.

''I expect we'll lose 10 percent of our population over the next year,'' he said. Charlene Murdock, executive director of the Campbell County Chamber of Commerce, embodies the interconnectedness of the energy industry and business community in Gillette. She spent nearly eight years with the chamber in the 1990s and then did communications work for energy companies, most recently working for four years with Peabody Energy.

She is generous with her laughter but also gives off a no-nonsense vibe, and she is quick to shoot down the word ''bust'' as a descriptor for the current situation in Gillette, preferring to call it a ''softer economic period.''

''Bust, to me, says something like 'We have no jobs, we have no people, we have no income,' '' Murdock said, noting that Gillette's latest ''boom'' was more like steady growth for the last 12 years.

Murdock sees this period as one of ''leveling off'' in Gillette, even a chance for the community to catch its breath.

At the height of the energy boom in the 2007–08, unemployment was less than 2 percent. Houses were on the market mere hours before being snapped up.

And yes, she said, this downturn might mean the end of some businesses and services. For example, Gillette might lose one of its frozen yogurt shops. Perhaps, this year, housing development will not occur, she allowed. But whether it's growth or decline, she said, those who have made roots in Gillette are aware that energy commodities drive the economy and uncertainty isn't new.

''I really don't see us not having an energy industry in two years' time,'' Murdock said. ''While I think certainly people are apprehensive about what the future looks like, I think they also are resilient, and we'll see that resiliency really pay off for us.''

Not everyone is convinced.

Greg Cottrell, owner of the Big O Tires in Gillette, falls into the worried camp. He worked for 14 years in the Cordero Rojo mine when it was owned by Kennecott Energy, and he said this downturn feels different.

''We've never had a war on coal before coming from the administration,'' he said. 'We've had coal companies since the '70s. So for 40 years, they've been a very big part of this community and the growth and the reason we have very good schools and hospitals and recreation centers for kids.''

LOOKING FOR A PLAN B

That phrase ''the war on coal'' isn't uncommon in Wyoming.

Many in Gillette feel President Obama's environmental policies targeting carbon emissions have doomed the industry.

Concerns abound about a decision earlier this year by the Department of the Interior to pause federal coal leasing for three years while the agency conducts a review of the program. All of the mines near here are part of the federal coal program.

Another fear is U.S. EPA's Clean Power Plan, which which is expected to reduce carbon dioxide emissions from power plants 32 percent below 2005 levels by 2030 nationwide.

Gillette is surrounded by, and in some cases part owner of, three coal-fired power plants. Some could be on the chopping block in order for the state to meet its emissions cuts under the rule.

Some of the worry is tied to Gillette's deep financial dependence on coal. Revenues from the resource are the second-largest cash stream for state and local governments in Wyoming. In 2014, the total amounted to $1.14 billion.

In addition, since 1992, Wyoming has received more than $2 billion in coal bonus bids, which are paid to BLM and the state over a five-year period once a lease is issued. The money has been used to fund schools, highways and community colleges across the state.

Right now, Cottrell said, companies that supported the energy industry, especially the oil industry, have closed shop or aren't spending money, at least not on new tires.

He concedes that the city is different, bigger.

''We don't have so much of an up-and-down economy now because Gillette is a little more diversified,'' he said, but added, ''I wouldn't call it self-sustaining yet, though.''

Last month, the Wyoming Department of Workforce Services reported that Campbell County had experienced one of the largest jumps in unemployment across the state. From January 2015 to January 2016, unemployment rose from 3.6 percent to 6 percent. That was before the huge mine layoffs were announced.

A population exodus means a loss of sales tax revenue for the city, but a downturn in the energy sector also affects the tax base significantly. Each living room-sized coal truck, road grader or shovel is purchased by the mines from businesses on the south side of town.

The city, for its part, has recently re-evaluated how it will invest in major capital projects over the next five years, according to Gillette City Administrator Carter Napier, but with no way to know if revenues from the energy sector might rebound, the city is facing tough decisions.

''The further questions we need to have are with regard to what services we may need to cut and what programs we may need to curtail until we can feel comfortable that revenue is back to at least an understandable level,'' he said.

But if it doesn't come back, there might be a plan B.

MEET THE MAN TRYING TO DIVERSIFY GILLETTE

Soft-spoken, with wire-rimmed glasses, Phil Christopherson's current job is engineering, but of a different kind than the former Boeing employee was trained to do.

As CEO of Energy Capital Economic Development, his job is to help diversify the city's energy-intensive economy. The two-person entity is both publicly and privately funded and tasked with promoting, retaining and expanding business in Gillette.

The state-of-the-art sports complex, events center and other niceties in Gillette were part of that calculation, the idea being that they would foster community and help provide reasons to stay even when times get tough.

Expanding the community college is another form of economic diversification, one that required the city, the county and private industry to step up financially. Inside the Technical Education Center, part of Gillette College, students can earn associate's degrees in welding, industrial electricity, mining machine tools and diesel technology. There's a popular nursing program, as well. Inside the Peabody Energy Hall, students rehearse for an upcoming musical performance. The college is expanding and adding an arena, and more dorms are under construction.

In 2010, the group partnered with the city to revitalize the downtown shopping district now home to the cupcake shop, a brewery, boutique clothing stores and a meadery, among others. Public art adorns the corners of South Gillette Avenue. Art is also sprinkled throughout town—a lustrous palm tree, a polar bear sculpture and a larger-than-life spider.

''There's never not something to do,'' added Mary Melaragno, director of business retention and expansion with Energy Capital Economic Development.

The group's newest endeavor, with help from a grant from the Wyoming Business Council, is to purchase office space it could then rent to new businesses looking to relocate, like an incubator.

In the wake of the historic layoffs, Christopherson sees the role of diversifying Gillette as even more important.

''It's interesting,'' he said. ''You have some people that are quite worried and quite fearful, but there's a segment of the population that has stepped up.''

Some residents have even started a ''Stay Strong Gillette'' movement, he said.

And why not Gillette, supporters say. The city has the rail and road infrastructure, access to cheap and plentiful electricity and a workforce that is used to working hard.

Already, one company, Atlas Carbon LLC, has moved to town with a business plan that includes using coal—in this case manufacturing activated carbon (the stuff found in water filters)—but not burning it for energy.

Christopherson said he hopes it's enough. He concedes that if the community had prioritized this effort five or 10 years ago, ''we could have helped insulate against some of this.''

Still, he doesn't see Gillette existing without coal mining.

And he's not alone. Most people in Gillette don't believe coal will disappear from their lives anytime soon, if ever. Instead, the consensus seems to be that the peak of coal production in Campbell County has come and gone.

''There is a way to continue Gillette's economic success and move us into a future that is not dependent upon coal and oil and methane,'' said Chapman, back at the cupcake shop. ''I just feel like there's a way to do it right, a way that lessens the impact on the people who live and work here and a way that lessens the impact on our future.''

For now, Chapman said business is good and she is content to continue whipping up cupcakes and baking birthday cakes. Her husband is in the process of opening a whiskey barber shop across the street.

''Of course I'm optimistic,'' she said laughing. ''I opened a cupcake shop, didn't I?''

Mr. ENZI. If we eliminate coal, it will force people across the Nation to pay more for their energy.

Coal has a good base load. It runs all the time. It is not like wind. If the wind doesn't blow, you don't have it. It is not like solar. If the sun doesn't shine, you don't have it. Coal can work 24 hours a day, and it is low cost. There has also been more done to clean up coal-burning power plants than anywhere else.

We invite people to come to Gillette, WY, and look at the power plants and clean air that we have. The only time we get regional haze is when the forests burn in Oregon or Washington and blow into Wyoming and make our mountains disappear. You won't find coal dust around there, either, because people don't let anything blow away that they can sell.

We hope everyone will come and take a look at the environment and the power plants so you, too, can say: You know, coal is not bad, and America needs it.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. TOOMEY). The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

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

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

WASTEFUL SPENDING

Mr. COATS. Mr. President, this is now my 39th edition of ''Waste of the Week.'' For 39 weeks I have been back on the floor when the Senate has been in session to talk about unnecessary, fraudulent, wasted, abusive spending of taxpayer dollars.

We have run up quite a toll—more than I thought we would—but the more I dig into this and the more information we get from the agencies that are looking at how we spend taxpayers' dollars, the more alarmed I have been and the public should be and our colleagues should be over how these hard-earned tax dollars are spent in a wasted and abusive way or a fraudulent way. So I am going to keep doing this to alert my colleagues and alert the American people—in particular, people in my State—that there are ways we can better and more efficiently use their tax dollars or not require them in the first place.

This week I am focusing on documented abuse of the Department of Agriculture's Supplemental Nutrition Assistance Program. Most Hoosiers and

other Americans know this as the Food Stamp Program. The Food Stamp Program has had some ups and downs in terms of our support, and there has been a lot of bad publicity about the abuse of this program. I get many letters and contacts in my office describing standing in the grocery line and seeing someone use food stamps not for milk for their children or cereal or nutritious food but for junk food or tobacco or alcohol. The program is not supposed to be used for that kind of thing, but somehow we keep reading about potential misuse of what this program is intended to do.

Now, the SNAP program, as it is now called—Supplemental Nutrition Assistance Program, S-N-A-P, the SNAP program—exists to provide low-income individuals with their nutrition needs and food items. It is funded by the Federal Government, and it is administered by the States.

Let me begin by saying I am not here to do a critique of the program. That is a topic for a different discussion. I am here to talk about whether this program is being effectively run by the States and effectively funded by the Federal Government. What we have learned is that—no surprise—as with so many other Federal programs, there has been gaming and fraudulent use of the program. There clearly are people who don't qualify and are not eligible for receiving these food stamp vouchers but are nevertheless receiving them through this program.

The government has become modern with the digital age, and instead of food stamps they issue an electronic benefits transfer card. It is like a debit card that people carry in their wallet. Money is added to that card electronically and it can be used at grocery stores. People swipe it. Hopefully, it works better than Secretary Clinton's card worked at the subways of New York. Anyway, you can swipe this card, and it will deduct the amount you have, in terms of the cost of the food provided, and it is refreshed on a monthly basis.

In looking at the program, the General Accountability Office got some tips about the fact that a lot of replacement cards were being sent out. We all leave our license on the counter in the kitchen or our credit card and we wonder, ''Where is that credit card,'' and then we need a replacement. This happens. We understand that. So there is a replacement card program available through SNAP. You say you lost your card and they send you a new one. The problem is that GAO—the Government Accountability Office—learned from the program that a tremendous amount of replacement cards were going out to people—sometimes over four. Then, they say: Wait a minute. Maybe we ought to look at this because this person has been asking for replacement cards on a regular basis. Are they really losing those cards or are they using them for other purposes?

So they set up a trial program. They looked at three States—Massachusetts, Michigan, and Nebraska—and found that more than 7,500 households receiving these SNAP benefits had suspicious transactions and were using four or more EBT cards in a year during key times, such as when cards were credited with benefits, and all of a sudden the request came in, saying: I lost my card—and by the way this is the fifth time or sixth time or whatever.

In totaling all of this, the General Accountability Office said this accounted for more than $26 million of suspicious transactions. Now, that was just from the three States. These are sizable States—Massachusetts, Michigan, and Nebraska—but they pale in comparison to say Florida, Texas, California, and New York. So if it was $26 million of suspicious transactions for just these three States that were looked into, imagine what it would be if they checked all 50 States.

So we did some calculations using the same proportion of SNAP households as those identified by GAO as affecting the whole country, and we came up with roughly $3.2 billion of waste over a 10-year period of time. That is not small change. A lot of people work awfully hard to accumulate the kind of money needed to total $3.2 billion and then only to see it wasted.

People said: Maybe these suspicious transactions were legitimate. So we did a quick search on Craig's List. Craig's List is this list you go into—I know all of the young pages understand this. We old people aren't necessarily up to speed on all of these new electronic transactions and processes and so forth. I got into it with the help of my young staff. We got into Craig's List and we found that what was being advertised—see, on Craig's List you put up something that others will want to buy, and it can be anything from a washing machine to a lawn mower, to a picture frame or whatever. We found some people advertising these SNAP cards, these EBT cards. For instance, a mechanic named Marco could—this was not MARCO RUBIO, by the way—a mechanic named Marco will accept EBT cards as payment for auto care, he said. In other words, if you have a problem with your car, come over to my shop. I will fix it for you, and instead of cash, you can give me EBT cards. So probably that is pretty tempting. How much to fix my automobile? Thirty-five bucks. I have an EBT card. It has $33.47 left on it. How about I pay you with that? He says: OK. I can take that in payment. Then they apply for a replacement card. That is probably one of the ways it adds up.

Another person advertised two Beyonce tickets. I haven't been to a Beyonce concert, but I actually know who she is. I actually realize, even at my age, that she is a star and everybody wants these tickets. So they advertised two tickets for $1,200 and said: We can accept EBT cards for payment. Somebody has to accumulate a lot of these cards to come up with a payment for two tickets to a Beyonce concert.

Another post on Craig's List reads: ''I have around $1,300 in food stamps and have no need for it at all.'' I will sell this card with $1,300 in credits if you will send me $300. I guess that raises questions about how these cards are being used, and these are just a few examples.

This kind of fraud obviously needs to be addressed. As all of the other 38 weeks of ''Waste of the Week'' I have put up here continues to accumulate, these cards obviously are not being used—all of them—for those who need it and for its intended purpose. It is clear that we ought to be adopting GAO's methodology of tracking both the number of recipients that receive more and more EBT cards at specific times of the year and those with suspicious transactions, and I think a lot of this abuse could be eliminated.

So what we are doing today is we are adding another $3.2 billion of waste, and we continue to raise the amounts. It is now $162 billion of waste, fraud, and abuse. This is going to continue as we alert the American people, inform my colleagues in the Senate and the Congress, and inform the administration that there are ways to better use, and hopefully not even have to request in the first place, the kind of tax dollars we are paying for a clearly dysfunctional Federal Government program.

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

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

Mr. HATCH. Mr. President, I rise today in support of the FAA reauthorization legislation before us, as well as the managers' amendment filed yesterday on this key piece of legislation.

This is an important bill that will ensure the airport and airway trust fund will remain solvent and that our Nation's airway system—and the countless jobs that are impacted by the system—do not have to deal with a funding shortfall or a lapse in authorization.

The airport and airway trust fund finances many of our national aviation programs. Currently, expenditures from the trust fund are authorized through July 15 of this year. The provisions that ensure adequate funding for the trust fund expire at the same time. That means that, absent congressional action, national airway programs and projects will come to a screeching halt about 3 months from now.

Make no mistake, this bill is about protecting jobs and consumer interests across the country. No one would benefit from a lapse in funding or authorization as either one would threaten

the livelihoods of people throughout the country. While from time to time the passage of what should be considered routine legislation can get weighed down by unrelated issues, no one seriously disputes the need to get the bill over the finish line.

As the Presiding Officer knows, the Senate Finance Committee, which I chair, is responsible for the tax title of the FAA bill. The trust fund is paid for through a number of tax provisions that are set to expire in July along with the authorization of expenditures from the trust fund. These provisions include longstanding taxes on domestic and international airfares, taxes on jet fuel, and others.

In years past, the Finance Committee has introduced and debated legislation to renew and, if necessary, update those provisions. We typically have a markup and report the legislation out of committee. I had intended to follow a similar course with this year's FAA bill. Unfortunately, that isn't how things worked out.

As we were working through the process in committee to set up an FAA markup, it became clear that my friends on the other side of this aisle saw the bill as an opportunity to add a number of extraneous items—provisions that had nothing whatsoever to do with the FAA—to the bill and set the stage for a politically charged debate in the Finance Committee.

Now, I am not one to shy away from controversy, but with an item of this importance—one that is a priority for Members on both sides—I didn't see the benefit for either side in turning the FAA tax title into another wide-ranging tax extenders bill and reducing the robust debate process in the Finance Committee to a series of controversial votes. Moreover, given the small lead time before the authorizing bill was to be up for floor debate, a markup that addressed anything more than the Finance Committee's basic responsibility to fund the FAA would have prejudiced Members on both sides in terms of preparation. For all of these reasons, we decided not to mark up the bill in committee, and, instead, to resolve the matter here on the floor.

It appears that it has been resolved. There will be voting before the end of the week on a simple extension of the taxes dedicated to the airport and airway trust fund through the end of Fiscal Year 2017. Ultimately, a clean extension of the FAA taxes like the one before us is probably the best approach. My main priority in developing this legislation was to ensure adequate funding for the FAA and airway projects and programs throughout the country and to do so in a fiscally responsible manner.

Over the past few weeks, we heard a lot of talk about adding additional provisions to the tax title and there were some efforts to once again stack this legislation with extraneous items. Indeed, leading up to yesterday, lobbyists and special interest groups all over town were waiting with baited breath to see what was in the tax title.

Don't get me wrong. I am not a purist or foolhardy idealist. While I have made it clear that I would prefer that the Senate pass a clean FAA bill, I know that none of us can reasonably expect to get everything we want out of every piece of legislation, particularly when the goal is bipartisan compromise. I am very much in favor of practicing the art of the doable, which sometimes means accepting things I don't want to see happen. I have been willing to work with my colleagues to include other provisions in the tax title in order to get a deal on the overall FAA bill.

I will leave it to others to characterize what happened in those negotiations, as none of the items under discussion were high priorities for me. I will just note that after weeks of discussion, finger-pointing, and a little bit of grandstanding, the decision was made to move forward on a clean 18-month extension of the FAA funding provisions, which once again, was my preference from the outset.

Needless to say, I am pleased with the outcome. I wish we could have taken a less contentious path to arrive at this conclusion.

Still, this is a good outcome for the American people and for all the industries that rely on a fully functional airway system. The legislation before us will extend the programs for a year and a half and provide greater certainty for people and businesses around the country. On top of that, it will improve security on planes and in our Nation's airports while also providing much needed improvements to help consumers and airline passengers.

I know that the people of Utah in my home State are particularly interested in seeing Congress finish its work on the FAA reauthorization. Over the last few months, I have heard from many groups and businesses from Utah and elsewhere on a number of issues addressed by this bill, including airport funding, drone safety, rural airport needs, and general aviation.

Many people, when they think about Utah's airways, probably think that we just have the one airport in Salt Lake City. Make no mistake, that is an important airport, not only to Utah but to air travel and shipping all across the country and other parts of the world. But my State's interest in the FAA bill extends well beyond the Salt Lake City International Airport. All told, we have 47 total airports in the State of Utah, varying greatly in purpose, size, and overall capacity, all of which would benefit from this legislation. Many of these airports have new development or expansion projects either underway or in the planning stages. The legislation before us will give assurances to these airports and allow them to plan for future needs.

The bill also includes important provisions from the Treating Small Airports with Fairness Act, which constitutes section 5028 of the FAA bill. This legislation will help a number of smaller rural airports, such as some of those in Utah, to bring back TSA staff and security screening equipment if certain conditions are met.

Under subtitle F of the bill, we have language taken from Pilot's Bill of Rights 2, a bill that the Senate passed with unanimous consent last year but was not yet passed in the House. The general aviation community in Utah will benefit tremendously from these provisions, which could potentially help thousands of general aviation pilots in Utah, saving them time and money in managing their health and fitness to fly. There are other provisions in the bill that will benefit Utah and most States throughout the country.

In short, this is a good bill. From the FAA reauthorization provisions to the tax and funding title, it is the right approach to addressing these particular needs, and we need to get it done. Therefore, I urge my colleagues to support Senator THUNE's managers' amendment as well as the overall FAA bill.

ENSURING PATIENT ACCESS AND EFFECTIVE DRUG ENFORCEMENT ACT

Mr. President, I would like to talk for a few minutes on S. 483, the Ensuring Patient Access and Effective Drug Enforcement Act. The Senate unanimously passed this crucial legislation last month, and just yesterday the House passed the bill as well. The bill now goes to President Obama for signature.

I would like to begin by thanking Senator WHITEHOUSE for his important work on this legislation. He and his staff have been crucial partners in helping to move it forward. I am also grateful for the support of our other cosponsors—Senators RUBIO, VITTER, and CASSIDY.

S. 483 is not a long bill, but it is an important one. It clarifies several key provisions of the Controlled Substances Act in ways that will strengthen efforts to fight prescription drug abuse while ensuring patients retain access to needed medications.

As we all know, prescription drugs play a crucial role in treating and curing illness, alleviating pain and improving quality of life for millions of Americans. Unfortunately, these drugs can also be abused. A balance is necessary to ensure that individuals who need prescription drugs for treatment receive them but that such drugs are not diverted for improper purposes. To this end, S. 483 makes three important changes to the Controlled Substances Act.

First, it clarifies the factors that the Attorney General is required to consider when deciding whether to register an applicant to manufacture or distribute controlled substances. The current text of the Controlled Substances Act instructs the Attorney General to consider factors that ''may be relevant to and consistent with the public

health and safety,'' but it does not provide any guidance as to what those factors might be. This vague language creates uncertainty among advocates regarding the standards they must meet to obtain a registration.

S. 483 reduces this uncertainty by tying those standards to Congress's findings in section 101 of the Controlled Substances Act regarding the benefits, harms, and commercial impact of controlled substances. This change will bring clarity to the registration process and provide better guidance to regulators as they consider applications to manufacture or distribute controlled substances.

The second change S. 483 makes is to delineate the standards under which the Attorney General may suspend a Controlled Substances Act registration without a court proceeding. Under the terms of the Controlled Substances Act, the Attorney General may suspend a registration to manufacture or distribute controlled substances without court process if she determines there is an imminent danger to the public health and safety. But the Act does not define what constitutes an imminent danger, leaving the Attorney General's authority under this provision essentially open-ended. This in turn leads companies to operate in the shadow of uncertainty regarding when and whether a registration might be summarily suspended.

S. 483 clarifies the Attorney General's authority to immediately suspend a registration by specifying that such a suspension may be appropriate where there is a ''substantial likelihood of an immediate threat that death, serious bodily harm, or abuse of a controlled substance will occur in the absence of an immediate suspension of the registration.'' This will permit the Attorney General to issue immediate suspension orders when necessary to protect against an imminent threat of harm, while at the same time ensuring that this power does not become a sword constantly hanging over the head of law-abiding companies.

In addition to these important clarifications, S. 483 will also facilitate greater collaboration between distributors, manufacturers, and relevant Federal actors in combatting prescription drug abuse. In particular, the bill provides a mechanism for companies that violate the Controlled Substances Act to correct their practices before the Attorney General suspends or revokes their registration. Even inadvertent violations may lead to suspension or revocation, disrupting the supply chain for the company's prescription drugs. This in turn can cause hardship for patients who rely on the company's drugs for treatment and cure.

S. 483 alleviates this problem by allowing companies to submit a collective action plan to remediate the violation before suspension or revocation, thus ensuring that supply chains remain intact. This provision will also encourage greater self-reporting of violations and promote joint efforts between government and private actors to stem the tide of prescription drug abuse.

S. 483 takes a balanced approach to the problem of prescription drugs. It clarifies and further defines the Attorney General's enforcement powers while seeking to avoid situations that may lead to an interruption in the supply of medicine to suffering patients. It reflects a measured, carefully negotiated compromise between stakeholders and law enforcement that will enable both to work together more effectively. Most importantly, it will make a meaningful difference in our homes and communities.

I want to thank my colleagues for their support of this legislation, and I urge the President to sign it into law.

With that, I yield the floor.

The PRESIDING OFFICER. The Senator from Arkansas.

REMEMBERING RAY THORNTON

Mr. COTTON. Mr. President, Arkansas lost a political legend today when former Congressman Ray Thornton passed away at the age of 87.

Ray Thornton grew up in Sheridan, the child of two teachers. Ray's intellect and quick wit was evident from an early age. He graduated from high school at just 16 years old. He then headed off to the University of Arkansas, eventually winning the Navy Holloway Program scholarship to attend Yale University. After college, Ray heeded what would be the first of several calls to serve his country and joined the U.S. Navy, where he served 3 years with the Pacific Fleet during the Korean war.

After leaving the Navy, Ray returned home to Arkansas, earned a law degree from the University of Arkansas, and married Betty Jo, with whom he raised three daughters.

Ray began a successful legal career before being elected attorney general in 1970. After one term, Ray was elected to the House of Representatives from Arkansas's Fourth District. Ray served with distinction, including on the Judiciary Committee, where he helped draft the articles of impeachment against President Nixon.

In 1978, he narrowly lost an epic Senate primary fight, featuring him, fellow Congressman and later Governor Jim Guy Tucker, and Governor, later Senator, David Pryor. He then returned to the family business of education, becoming the only man to serve as president of both Arkansas State University and the University of Arkansas.

Ray returned to politics in 1990, winning election to the House of Representatives again, this time from Arkansas's Second District, serving another three terms. Representing the Little Rock area, Ray was President Clinton's Congressman, yet he voted against the President's signature budget in 1993. Also, around this time, Arkansans passed an amendment to our State's Constitution limiting the terms of Federal officeholders.

In the ensuing landmark case, U.S. Term Limits, Inc. v. Thornton, the Supreme Court held that States cannot add additional qualifications to Federal offices, including a limitation on terms. Ray was the named defendant and believed in this constitutional principle. But shortly after the decision, he announced his retirement from Congress, proving that the case was never really about him but rather his devotion to the Constitution.

On a personal note, I got to know Ray as he prepared to retire from Congress. Thanks to the recommendation of a family friend who worked for Ray, I interned at Ray's Little Rock office for a few weeks in the summer of 1996. Rather than the usual intern routine of ''clips''—for you pages down front, that is when interns literally clip stories out of the newspaper—I spent days and days at a storage unit in southwest Pulaski County, sorting through more than a quarter century of Ray's public papers and preparing them for the archives under the supervision of his longtime, matchless advisor, Julie Baldridge.

It was a fascinating history lesson in Arkansas politics, and it highlighted a common theme of Ray's career: his commitment to do the right thing, as he saw the right, even when it was the tough thing. Whether it was impeachment, that 1993 budget vote, or the term limit case, Ray stood his ground. But Ray did not leave public life after Congress, for he answered another call to service, this time on the Arkansas Supreme Court, where he served until 2005.

Now Ray has gone home to his Maker. While we join his family and friends in mourning the loss, we also celebrate his long, well-lived life in service to our country and Arkansas. Rest in peace, Ray Thornton.

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

The PRESIDING OFFICER (Mr. GARDNER). Without objection, it is so ordered.

The Senator from South Dakota.

(The remarks of Mr. ROUNDS pertaining to the introduction of S. 2796 are printed in today's RECORD under ''Statements on Introduced Bills and Joint Resolutions.'')

Mr. ROUNDS. Mr. President, I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

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

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

Ms. MURKOWSKI. Mr. President, as we are trying to determine whether we

have a path forward for an energy bill we have been working on for months, as well as the FAA reauthorization, I thought I would take the time to come to the floor to speak about the importance of this much needed Federal Aviation Administration reauthorization, recognizing the importance of what the FAA does. It is just a reminder to us that when we delay needed reforms and those initiatives that provide some certainty of funding for airport improvements, it doesn't help us out here, and that making sure we are attending to these matters in a timely manner is important.

I think it is fair to say that all of us in this body travel a fair bit. Most everyone, seemingly, will fly home to their respective States, visit with their constituents, and be with their families on weekends. Some of us who are from farther away make efforts to be back home as often as we can, but the distances might complicate it a little bit more. But I think it is fair to say that we see firsthand the inside of many of our Nation's airports and see firsthand those areas where improvements can certainly be made.

In my State of Alaska, for some of us the airport is almost as common and matter-of-fact as going to the grocery store. It seems as though we are in and out of our small airports so much because it is how we get around. In a State where 80 percent of our communities are not connected by a road, how do you get around? How do you get to Dillingham? How do you get to Fort Yukon? Well, you can take a boat. You could take a snow machine in the winter. But the fact is, we fly. We are a flying State. And it is not a matter of flying because it is a vacation or a business trip. It is to go see the doctor. It is to go to high school. It is to go to the grocery store—literally to the grocery store. So many of the people in the outlying rural parts of the State will fly to Anchorage so they can shop at Costco, and instead of taking luggage back home with them, they take toilet paper, diapers, canned goods, and their grocery items. In one community, we have kids who literally instead of a schoolbus to get to school, they take a small plane to fly across the river that separates their community from the school.

We are working to get them a bridge. Some might suggest these are bridges to nowhere. We think this is about connecting people. Right now it is pretty limited in our ability to move in and out. When we talk about flying, for us in Alaska, it is a very matter-of-fact way to travel. It is no frills.

You come from a cold State, Mr. President. You know that if you and your family are going on a long trip out on the road and you are going to be in the high mountains and the roads might be treacherous and it is cold, you will be smart and you will pack some snow gear in the trunk. You might have some emergency supplies there. We do that when we are flying on the airplanes too. Make sure you have snow pants and boots on because sometimes these airplanes are cold, and unfortunately sometimes things happen. This is a fact of life, and I think the Alaska delegation probably logs as many miles as any Members out there—perhaps our friends from Hawaii just a little bit more. It is a part of who we are. We have come to rely on that access with a pragmatism that perhaps some others don't necessarily appreciate.

I can be at Reagan National, and if a plane is canceled or there is a mechanical problem, the tension is almost so thick you can cut it with a knife. People are so frustrated. If your flight gets grounded in Alaska, it is like, well, the weather has set in. My sister lived on the Aleutian Islands for many years in a community called Unalaska. When she needed to take her family into Anchorage some 800 miles or so away for medical care or any other issues that presented themselves that she would have to go to town, she basically planned for 3 days on either end of her trip because weather shuts you in.

I was in Fairbanks, AK, on a field hearing for the Energy and Natural Resources Committee 2 weeks ago, and it was a quick day trip up and back, but there was no plane that came my way. In fact, all the planes were grounded in Fairbanks because a volcano blew about 800 miles to the south and the winds were strong. It picked up the volcanic ash and deposited it all the way from Pavlof Volcano, down in the Aleutians, up to Barrow and down into the interior of Fairbanks. So what do we do? We don't panic. I was able to spend the night with my sister, catch up on family stuff, rent a car, and drove the 7 hours to Anchorage the next day. It messed up my schedule, but it is a matter-of-fact part of flying in Alaska. At the end of that week, I took a quick supposedly day trip to Kodiak to attend our commercial fishing symposium. Halfway through the day, weather kicked up again. It wasn't a volcano, but it was pretty tough winds, rain, and fog. While the airport wasn't shut down, the airplanes weren't flying. You find a friend's house to go camp out for the evening, and you hope the skies are favorable the next day. You don't want to press the weather because when you are in the air and you are flying, you want to be safe.

I don't tell you these stories to be dramatic about what happens with volcanos and weather in Alaska but to speak to how integral air transportation is to people in my State. A good airport, a reliable flight schedule, this is the equivalent of having a good road and a good car on the road.

I look very critically and very carefully at things such as the FAA Reauthorization Act because some of what we deal with in this measure is effectively a matter of life safety for many of my constituents. Some of those for whom flight is the only option in my State live in the small community of Little Diomede. Little Diomede is about 16 miles off the coast of Alaska. It is in the middle of the Bering Strait. You may have heard of Little Diomede because it is 2½ miles from Big Diomede. Little Diomede is owned by the United States. Big Diomede is owned by Russia. So when you hear that statement about you can see Russia from Alaska, when you are on Big Diomede, that is a true statement.

When you are sitting in this small island community of some 110 people, your hub community for food, for health care, for pretty much anything is Nome, AK. That is where you go. During the summertime, during the time when the ice is not frozen over in the Bering Strait, literally the only way to get in and out is by helicopter because the island is so small and it is such a peaked island—basically a big rock coming out of the water—there is no flat space for a runway. So you have a helicopter that provides for medical in and out and travel in and out. In the winter, the residents will actually carve a runway into the ice so planes can land on the ice to deliver essential products, whether it is food or medicine or the such. Sometimes you can't put the runway on the ice because the ice has been so compressed and jumbled and you have ice ridges that don't allow for a place to land. Again, you are back to helicopter.

The good news for the residents of Little Diomede—and this is thanks to the good work of my colleague Senator SULLIVAN—Little Diomede will be joining the other 43 communities in the State that are part of the Essential Air Service, and this will help provide funding to keep the airport open so people can continue to live in a place they have lived for generations.

Nowhere in this country is Essential Air Service so vital. The reason they call it Essential Air Service is because it is essential. In a place like Little Diomede, it is essential. Forty-three communities in the State of Alaska, compared to 113 across the rest of the country, are in Alaska. Many of these locations are only accessible by air. As with Little Diomede, you don't have a road in, you don't have a road out. It truly does make the phrase ''Essential Air Service'' have meaning.

Another community you have heard me speak about at great length—and in fact we are going be having a hearing focused on King Cove, AK. King Cove is a community that is at the beginning of the Aleutian chain. This is a community that has no road access in or out. It is accessible only by plane. It is an area that suffers from some very difficult weather conditions because of where it sits on the peninsula—the mountains, the ocean. The dynamics are such that it doesn't allow their small airport to be open for about one-third of the year. Think about that—getting goods in and out, getting people in and out, getting to safety if there is a medical emergency. There is a small airstrip there in King Cove. It

is about 3,500 feet long. It is made of gravel. We have been working to try to get access for the people of King Cove for about 25 years, access to the State's second longest runway, which is in Cold Bay.

We have an opportunity tomorrow morning in the Committee on Energy and Natural Resources to shine a spotlight on this issue, to remind people that since 1980 we have had 19 people die due to plane crashes or injured residents who have waited for a safe way out. I have brought up this issue with Secretary Jewell so many times I can't count it, but she continues to be a blockade and refuses to allow a road to be built so these people can gain safe passage.

Since 2013, there have been 42 medevacs out of King Cove; 16 of them carried out by the Coast Guard. This is one of those examples where if you have people who live in a place where the elements and their geography dictate a level of concern for safety, where we can provide for safe transportation systems, where we can provide them the access to the best air transportation possible, which is over in Cold Bay, then we should be trying to do that.

The last issue I want to raise with the FAA bill that is very important is all that is going on with unmanned aerial systems. Alaska is home to one of the six official FAA sites for unmanned aerial systems. It is managed by the University of Alaska Fairbanks. The Pan-Pacific UAS Test Range Complex is huge. It covers an area from the Arctic all the way down to the tropics. In Alaska, we have six test ranges. I think it is fair to say that provides some pretty unique range for an opportunity to conduct experiments.

In addition to incredible range, the Arctic itself offers a unique opportunity for testing our UAS. It is vast. It is remote. You are away from the congestion of the lower 48. You are in different climate conditions. So this is something where Alaska truly has been leading and pioneering, and we are very proud of that.

I am encouraged that this bill requires the Department of Transportation to develop a plan allowing UAS to operate in designated areas of the Arctic 24 hours a day and beyond line of sight. I think this is important not only from the research perspective but hopefully for the commercial purposes as well.

I think it is fair to say there is good work, strong work that has gone into this FAA reauthorization. I commend the chairman of the Commerce Committee, Senator THUNE, for his leadership, and I look forward to its passage in the very short term. I will certainly stand in support of that measure.

I yield the floor.

The PRESIDING OFFICER. The Senator from Minnesota.

MS. KLOBUCHAR. Mr. President, I rise to speak in support of the Federal Aviation Administration Reauthorization Act of 2016. I wish to thank Senators THUNE and NELSON for their work on this bipartisan bill. The Presiding Officer also serves on the Commerce Committee. Thank you.

I also thank Senator MURKOWSKI because in 2013 we worked together to pass the Small Airplane Revitalization Act, and the law requires the FAA to move forward with modernizing the Part 23 safety certification process for small airplanes. Updating the Part 23 process—why we brought the bill together and passed it—will improve safety, decrease costs, and encourage innovation for American small airplane manufacturers.

The bill before us actually builds on those efforts by requiring the FAA to finish the Part 23 rulemaking by the end of the year and make further reforms to the certification process. It will also help to ensure greater coordination with FAA regional officers when they interpret and implement FAA rules and regulations so that the aviation industry has certainty. There are also are provisions to help the FAA and industry maintain global leadership on safety at a time when the aviation market is becoming increasingly competitive and global.

Senator MURKOWSKI and I have similar but different interests here. In Alaska, of course, people fly on a lot of small planes to get places, and in Minnesota we do the same thing, but we also make planes. We have one of the biggest domestic manufacturers, Cirrus, in Duluth, MN, and so we share an interest in the safety of small planes and also in expediting these safety regulations and getting them approved. It has been taking the FAA a while to do that, so we are really glad this bill before us, the FAA reauthorization, actually includes a deadline so that this can get done.

Last week I spoke about the security elements of this bill. I am a cosponsor of the amendments that we passed to strengthen airport security, improving security in nonsecure areas of the airport, such as the check-in and baggage claim, and also tightening airline employees' access to secure areas of our airport. Those are important security advancements and show how we can make bipartisan progress on an important issue.

My airport has been experiencing significant delays in processing passengers. There has been a bit of an improvement since the Homeland Security TSA Administrator actually came out and saw for himself what was going on, and as a result, they gave us additional dog teams—similar to what we are talking about in this bill—to help us with security. In this case they also walk the longer lines of passengers. Once they are able to use the dogs, which are highly efficient and good, it will help to expedite the lines because the passengers become the equivalent of a precheck passenger, and they can move them along faster.

When I first heard we were getting a few dog teams, I wasn't sure if that would actually solve our problem when the average line was up to 45 minutes, and as a result many people would miss their planes. We have seen some improvement, including adjusting to the reconfiguration at our airport.

Another issue the bill addresses that I think is really important is human trafficking. During the Commerce Committee markup, we adopted my Stop Trafficking on Planes Act as an amendment. This bill, which Senator WARNER and I introduced, will require training for flight attendants so they can recognize and report suspected human trafficking. Flight attendants are on the frontlines in the battle against trafficking, and this amendment will ensure they have the training they need to help prevent the horror and violence women and children suffer as victims of human trafficking. Obviously, Senator CORNYN and I led a significant bill last year on this issue to give our law enforcement some better tools to be able to go after these perpetrators, and this is really a continuation of that work.

There is another important safety priority which I am concerned this bill does not address. I filed an amendment with Senators MORAN and INHOFE to clarify that the Oklahoma City aircraft registry office provides essential services and should remain open during a government shutdown. One might wonder why the Senator from Minnesota is concerned about the Oklahoma City aircraft registry office. The reason for the concern is that every aircraft sold domestically, exported, or imported to the United States must be registered and obtain FAA approval. These registrations are vital to the safety of our national airspace system, and they are all processed by the Oklahoma City aircraft registry office.

In addition to the safety risk from closing the registry office—and that is what occurred during the shutdown—we saw that it had a devastating economic impact. The company I am talking about, Cirrus, which makes these jets, had jets lined up in a warehouse for weeks and weeks and weeks—multimillion dollar products that were supposed to be sold around the world. They were unable to ship them out because this particular office in Oklahoma had been shut down. The General Aviation Manufacturers Association estimates that $1.9 billion worth of aircraft deliveries were delayed during the last shutdown, putting a severe strain on many general aviation manufacturers and their employees.

The Oklahoma City aircraft registry office is vital to the safety of our national airspace system and the economic well-being of our aviation sector. An entire sector was shut down because they couldn't get approval to keep selling their planes for a number of weeks. I urge my colleagues to support my amendment to ensure that this important office remains open in case we have another shutdown, which we all hope does not occur.

The last issue I came to the floor to speak about in terms of a grouping of provisions in this bill is the Safe Skies amendment. I am on this amendment with Senator BOXER. She is leading this amendment, which is based on her bill, the Safe Skies Act. This bill will close the so-called cargo carve-out. There is absolutely no reason to exempt cargo pilots from the stronger pilot fatigue rules that we all passed and Congress mandated after the tragic 2009 crash of Colgan Flight 3407 outside of Buffalo.

I met those family members, I have seen the tragedy, and I have talked to others who have been in other crashes that were the results of pilot fatigue. We had our own tragic air crash in Minnesota when Senator Paul Wellstone and his wife Sheila died in a small airplane, not a commercial airplane, due to pilot error. That pilot supposedly had not slept for a long time, and so we have seen this in my own State.

Cargo airline operations share the same airspace as passenger airplanes, the same runways, and the same airports as the rest of the airline industry and the flying public. A tired pilot is a danger not only to himself or herself but to others in the air and to those on the ground.

This issue is a top priority at NTSB. They want to have this loophole closed, and I don't know how it could be more telling than this dialogue. This happened in 2013 when two cargo airline pilots were tragically killed in a crash near the airport in Birmingham, AL. I will read an excerpt, which is right here on the chart, from the cockpit voice recorder on that flight. These were the two pilots speaking to each other just 20 minutes before this flight went down.

Pilot 1: I mean, I don't get that. You know, it should be one level of safety for everybody.

They are actually discussing the fact that these rules don't apply to them. They are not protected. They don't have the 8-hour flying rule, and then they can rest.

Pilot 2: It makes no sense at all.

Pilot 1: No it doesn't at all.

Pilot 2: And to be honest, it should be across the board. To be honest in my opinion whether you are flying passengers or cargo . . . if you're flying this time of day—

They often fly in the evenings—

you know fatigue is definitely . . .

Pilot 1: Yeah . . . yeah . . . yeah . . .

Pilot 2: When my alarm went off I mean I'm thinkin' I'm so tired.

Pilot 1: I know.

Twenty minutes later, this plane crashed, and both of the pilots were killed. We shouldn't have to wait for more tragedies before we close this gap in aviation safety.

I urge all my colleagues to support Senator BOXER's amendment and create a uniform rest standard for all pilots. I don't know how much clearer it can be when the actual pilots who crashed were discussing the fact that they were too tired because of the way the cargo rules work.

This bill—the general bill that is before us—makes great strides in aviation security and safety. I think there are some things we can add to this bill. By the way, Captain Sully Sullenberger did an event yesterday with Senator BOXER and me. He feels strongly about this issue. He was the one who made that miraculous landing in New York. He stood with us and a bunch of pilots and said there is absolutely no difference between flying cargo and flying people; it is just a different kind of cargo.

I look forward to continuing to work on these amendments, and I urge my colleagues to support this long-term FAA reauthorization and avoid the uncertainty of further short-term extensions. I hope we will be able to have a vote on this very important safety amendment.

I yield the floor.

The PRESIDING OFFICER. The Senator from Ohio.

COMPREHENSIVE ADDICTION AND RECOVERY BILL

Mr. PORTMAN. Mr. President, I rise once again to talk about the urgency of our passing the Comprehensive Addiction and Recovery Act in the House of Representatives. This is legislation that passed the Senate with a 94-to-1 vote about a month ago. In fact, the Senator from Minnesota, who just spoke, Ms. KLOBUCHAR, is one of the four original cosponsors of this legislation. She is one of those who feels so passionately about it, along with Senator WHITEHOUSE and Senator AYOTTE.

When this came bill came up for a vote, all but one Senator said that this is important, it is urgent, and we need to address it. Passing it in the Senate with that kind of a vote meant that the House of Representatives would likely take it up quickly, partly because over the last 3 years we worked with the House. We didn't just make this bipartisan, we made it nonpartisan. We didn't just make it a Senate project, we made it a House-Senate project. It was bicameral. We introduced the same legislation in the Senate that they introduced in the House. I believe there are 119 cosponsors of that bill in the House.

It has been subject to a lot of hearings over here. It has been subject to five different summits here in Washington, DC. We brought experts from all over the country to tell us what to do. We don't have all the best ideas here in Washington, so we got the ideas from around the country. One reason the legislation got this strong vote of 94 to 1 in the Senate is that it does address the problems people see in their communities.

I want the House to act on this because it is so urgent. This legislation will help right away in terms of helping to prevent drug abuse, helping young people to make the right decisions, and helping people get into treatment and recovery which is evidence-based and works, rather than people overdosing and dying from this heroin and prescription drug epidemic.

It has been more than a month since we voted on this bill in the Senate. Every day it is estimated that 120 Americans die from drug overdoses. That means we have lost more than 3,800 Americans to drug overdoses since the legislation passed the Senate. We can't wait. We have to move, and we have to move quickly on this because it is an epidemic.

The experts say that from 2000 to 2014, the rate of overdose deaths doubled, leaving nearly half a million Americans dead from drug overdoses. That is why we call it an epidemic.

In Ohio alone, we have lost 160 Ohioans since the Senate passed CARA. Since 2007, drug overdoses have killed more Ohioans than car accidents. Car accidents used to be the No. 1 cause of accidental deaths in Ohio, and now it is drug overdoses. It is probably true in your State too.

According to the Centers for Disease Control, CDC, Ohio now has the fifth highest overdose death rate in the country—top five, not something to be proud of. Statewide, overdose deaths more than tripled from 1999 to 2010. We have been told that over 200,000 Ohioans are addicted to opioids right now. It is not slowing down. Unfortunately, this crisis continues, and therefore our response cannot slow down. In fact, it needs to speed up.

Washington is not going to solve this problem. It will be solved in our communities back home, but we can help. We can be better partners, and that is what the Comprehensive Addiction and Recovery Act, CARA, does. It makes Washington a better partner to be able to save lives.

Last week I talked about how it is affecting one of our cities in Ohio—Cleveland, OH. I would like to update everybody here and my colleagues in the House about what is happening in Cleveland, OH. From March 10, which was the day we passed CARA, to March 27, the latest date for which we have statistics, 29 people died from overdoses, and that is in one 17-day period in one city. Over the course of one long weekend during that period, eight men and four women died of overdoses. During one long weekend in one city, 12 Ohioans overdosed, which included a 21-year-old and a 64-year-old. Some of the victims were White, some of the victims were African American, some of the victims were from the suburbs, and some of the victims from were from the inner city. This is affecting all ages, all races, all backgrounds, and all ZIP Codes.

Some of you may have heard the story of Jeremy Wilder. He is from Portsmouth, OH, one of the areas that is hardest hit in Ohio.

In Portsmouth, OH, we had a townhall meeting 6 years ago. I brought in the drug czar and law enforcement officials to deal with the prescription drug epidemic that was exploding at that point. As we made more progress on

prescription drugs, heroin started to come in, which is a cheaper alternative, and unfortunately more and more people got into the grip of that heroin addiction.

Jeremy Wilder of Portsmouth, OH, said he became addicted to heroin and sold drugs to pay for his own use. He told National Public Radio this:

> I sold dope to cops, I sold dope to lawyers, I sold dope to doctors. I had a cop that used to drive me to my drug connection—rich kids. I had two good friends that were very wealthy, and because of their addiction, their parents have nothing today because their children just drained them.

That was on National Public Radio.

There is no demographic, no State, no city, no county that is safe from this epidemic.

One of the big issues we have now in Ohio is heroin laced with what is called fentanyl, which is an even more powerful drug. In 2013, five people in Cleveland died of overdoses of fentanyl, which we are told is up to 100 times more potent than heroin, depending on the fentanyl. In 2014, that number increased by more than 700 percent. So from 2013 to 2014, a 700-percent increase to 37 people dying. Last year, by the way, that number more than doubled to 89 people dying of fentanyl overdoses.

Over the weekend—4 weeks after the Senate passed CARA—in the middle of the day, a man overdosed and died at a McDonald's in a suburban community outside of Cleveland in front of a lot of people, and there was a lot of media coverage as a result.

In Franklin County, annual overdose deaths have nearly quadrupled in the last decade.

In Toledo, we lost 214 people to overdoses last year—a 50-percent increase in just 1 year. We think now that some 10,000 people in the area are addicted to heroin or opioids.

People in Akron have been heartbroken over the story of Andrew Frye. Andrew's mom was a heroin addict. Andrew, his mom, and his grandmother all did heroin. Last week, Andrew's mom found him dead at the age of 16 in a Summit County hotel room. That was his last week, 16 years old.

Summit County, by the way, where Akron is located, has seen its overdose death rate double in just 5 years.

I think we get the picture. This is clearly a growing epidemic. It is a problem that must be addressed. As I have said, no ZIP Code, no congressional district is safe from this threat. In Ohio, we understand that. Just in the last few weeks, there have been summits on this issue in Cincinnati, in Middletown, in Cedarville, OH. Again, suburban, rural, and inner city communities are all affected.

On March 23, nearly 2 weeks after CARA passed, the Franklin County coroner, Dr. Anahi Ortiz, convened the Franklin County Opiate Crisis Summit. She says she has seen children as young as 14 die of drug overdoses. She has seen toddlers and seniors alike die of overdoses as the coroner in that community.

There is a sense of urgency across Ohio about this, a sense that it has gotten out of control. It is in the headlines. People understand it. Washington could use that sense of urgency too. Communities are taking action. Ohio is taking action. Other States are taking action. The Senate has taken action by a 94-to-1 vote. That means it is now time for the House of Representatives to take action. Right now, the House version of CARA has 113 cosponsors.

This bill was written together with us, on a bipartisan, bicameral basis, to ensure that we could get this legislation through to the President for signature and get it out to our communities to begin helping to avoid not just these overdose deaths but all the dislocations occurring because of this epidemic, all the families and all the communities that are being torn apart and devastated. Prosecutors in Ohio told me 80 percent of crime is related to this opiate addiction issue.

I know the House majority leader has said he wants the House to take on this drug epidemic and pass legislation sometime this month. I appreciate that, and I know he is sincere. I watched the Republican weekly address by Congressman BOB DOLD of Illinois. He did a very good job. It is clear to me that he is passionate about this issue, and I appreciate his advocacy on behalf of those who need our help. But I would say that I didn't notice any hearings or markups this week.

We passed this legislation in the Senate. It has been subject to all kinds of scrutiny and hearings, and it passed with a 94-to-1 vote. Are there other ideas? Of course there are, and that is fine. But we know these ideas work: better prevention; better education; more people in treatment and in recovery that is actually evidenced-based, and it works; helping police officers to have the Narcan they need to save lives—this miracle drug that can stop an overdose from turning into a death; helping to ensure that prescription drugs are taken off the bathroom shelves; stopping this overprescribing by having a drug-monitoring program because most people who are hooked on heroin started with prescription drugs. We know these things. This legislation does this.

It provides around $80 million in additional funding going forward. That funding is needed, again, to be a partner with State and local governments and nonprofits, not to take their place. We know this.

Let's get this legislation passed. Let's move this legislation separately. It can be sent to the President's desk next week. We can begin to make progress now. If there are other ideas, that is great; send them over here and we will work on them. We will work on our own ideas. There is always more to do on this issue. Unfortunately, there is always more to do.

We know the bill we passed here works. We know it is bicameral, and we know it has cosponsorship in the House to be able to get it done. We hope the House will simply put CARA on the floor, pass it by a large bipartisan margin, just as the Senate did, and get it to the President's desk for his signature. This is close to being a historic achievement for this Congress and, much more importantly, for the American people. It is really one vote away—one vote away—on the floor of the House of Representatives.

I will tell my colleagues why it is going to pass. It is going to pass because Senators from every State in the Union representing every single congressional district supported this bill. It has the support, more importantly, from groups all over the country, including 130 different organizations, stakeholders, the people who represent those who are in the trenches dealing with treatment, in the trenches dealing with prevention. Our law enforcement community—the Fraternal Order of Police, the National Sheriffs' Association—they all endorse this legislation. These groups understand what is needed, and they want this help now.

This is a unique opportunity for us to move forward. In this political year, in this partisan atmosphere, this is one issue that should not have any partisanship to it at all. It should just get done.

Senator WHITEHOUSE and I crafted this legislation together, again working with others in the Chamber, as we talked about earlier. We drafted it with a lot of different stakeholders from around the country, holding five forums on various aspects of this debate. These forums were here in Washington, but we brought in experts from all over the country, knowing that is where the best ideas are going to be.

The best practices around the country are represented in the legislation. We have done this. We have done the factfinding. We have consulted with the experts—with the doctors, law enforcement, the patients in recovery, with the drug experts in the Obama administration, including the White House Office of National Drug Control Policy, including the Department of Health and Human Services and the Department of Justice. We brought in people from all over, and they agree that this is where we can make progress and make progress now.

That work is important. It should not be ignored. But much more important is the fact that people out there are waiting for us. They are waiting for us to act. Thousands of veterans, pregnant women, and first responders are waiting because this legislation affects all of them. Every single one of these groups would benefit from CARA, and they want it now.

Think about the peace of mind we could give parents by expanding prevention and educational efforts to prevent prescription and opioid abuse and the use of heroin so that their kids

don't make that tragic mistake of experimenting one time—one time—which is sometimes all it takes. CARA could give them some peace of mind.

CARA would increase drug disposal sites to keep these medications—these prescription drugs and pain killers—from getting into the wrong hands. We are already told by the Centers for Disease Control that the amount of prescription opioids sold in the United States nearly quadrupled since 1999; yet there has not been an overall change in the amount of pain Americans report. So how do we explain this dramatic increase in prescriptions? Some of these drugs are being abused, or sold on the street to addicts. A survey in 2013 found that 4.5 million Americans use opioids for nonmedical purposes. CARA would help make sure that prescription drugs don't get into the wrong hands. And set up the drug-monitoring program to better know who is getting these drugs and why and be able to stop the inappropriate use.

CARA would create law enforcement task forces to combat heroin and methamphetamine and expand the availability of naloxone and Narcan to our law enforcement and first responders. They know how important that is. They know that if they had more training and more availability, they could save more lives. Again, that is why law enforcement, including the Fraternal Order of Police, supports this legislation. Thank God we have them out there. If you talk to your police officers and firefighters, you will find that they are doing this work every single day. They are intervening and saving lives every single day in your community.

They know that this addiction epidemic is driving lots of other crime too. It causes thefts, violence, and human trafficking. Last month in Columbus, I met with a group of trafficking victims. These were women. They all told me the same thing, which is that their pimps, their traffickers, got them hooked on heroin and then trafficked them, and in each case they were trafficked on this Web site: backpage.com. This drug issue and human trafficking are definitely related.

We are told by law enforcement that so much of the crime—the majority of the crime in our State has been driven by this drug addiction.

There are so many heartbreaking stories, but there are also stories of hope. I have heard them firsthand. I have met people who have been in recovery, who have made it through to the other side. So part of what this legislation is saying is that this addiction issue is an illness. Addiction is an illness and, like other illnesses, needs to be treated that way. It is a disease. But also, part of our legislation is saying that there is hope. We have seen where treatment and recovery that is evidenced-based can work to get people's lives back on track, to bring families back together.

I have heard so many stories. I was in a treatment center in Athens, OH, a couple of weeks ago meeting with women who are now reunited with their children for the first time in years because they have taken the brave and courageous step to get into treatment. This grip of addiction is very difficult. It is very difficult to escape from, but they have done it. They are now in long-term recovery. They are back at work. They have the dignity and self-respect that come with taking care of their family and being at work.

On March 29, 19 days after we passed CARA, the President spoke at the National Prescription Drug Abuse and Heroin Summit in Atlanta, GA. At that summit we heard from Crystal Oertle of Shelby, OH. She told her story of trying Vicodin because someone offered it to her. She became addicted because she tried it once. Eventually she needed something stronger and stronger, and pills weren't always available and they were more expensive. Heroin was more readily available and cheaper, so she started using heroin. She would drive an hour to Columbus, OH, with her 2-year-old daughter every day to get her heroin. Her addiction drove her to theft. Her family supported her and begged her to get help. She is now being treated. She is more than 1 year sober. She is part of an outreach program, the Urban Minorities Alcohol and Abuse Outreach Program. She is taking opiate blockers, drugs that actually block the effects of opiates. This is exciting new medication. She is getting counseling. She is part of a support group with other people in treatment. It is working. It is working for her, and it is working for many other Americans. She is dedicating herself to eliminating the stigma around addiction to get more people to step forward and to get into treatment because she knows that if you treat addiction like other diseases, it will have an impact on that stigma, more people will come forward, and more people will be able to get their lives back on track.

There is hope. Addiction is treatable. We are told that 9 out of 10 people who need treatment aren't getting it. Again, this is one reason CARA is so important: It will get more people into treatment.

As I said before, I take the House leadership at their word when they say they would like to move this legislation and move it through regular order. I understand that, but I will say this: They need to move and they need to move quickly because of the urgency of this issue, because of the fact that in their communities and in the communities represented here on the Senate floor, which is every community in America—every single State here has a U.S. Senator who supports this legislation.

People are waiting. They need the help. We can provide the help. We can make the Federal Government a better partner. We can deal with this crisis.

I am going to do everything in my power to protect the people of Ohio, even if that means continuing to come out here on the floor every week and continuing to do everything I can, including making calls, as I did yesterday, over to the House of Representatives; including talking to my colleagues personally; and including telling some of these stories I have told today. People's lives are at stake. We have to move this legislation. We need to get it to the President's desk. He will sign it. And it can then begin to make a real difference for the families we represent who are so affected by this epidemic.

Thank you, Mr. President.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. LEE). The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

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

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

UNANIMOUS CONSENT REQUEST—S. 2200

Mrs. FISCHER. Mr. President, yesterday many Members of the Senate came down to the floor to discuss the importance of equal pay for equal work.

Republicans remain committed to enforcing our equal pay laws and preventing discrimination. We all believe wage transparency is an important tool, and we agree that employees have a right to freely discuss their compensation without the fear of retaliation. This transparency will allow employers and employees to identify what trends or factors exist and how they are actually contributing to wage disparities.

No meaningful change to overcoming the opportunity gap can occur without this knowledge. We have bipartisan agreement that preventing retaliation will empower American workers and will enable them to negotiate more effectively for the wages that they have earned. Protecting employees from retaliation is an issue that all of us, Democrats and Republicans, can agree on. Today we have a unique opportunity to pass a bill that will strengthen our Nation's equal pay laws for the first time in over 50 years. Today we have a chance to make a difference for American workers.

Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 278, S. 2200. I ask consent that the bill be read a third time and passed and that the motion to reconsider be considered made and laid upon the table.

The PRESIDING OFFICER. Is there objection?

Mrs. MURRAY. I object.

The PRESIDING OFFICER. Objection is heard.

The Senator from Washington.

UNANIMOUS CONSENT REQUEST—S. 862

Mrs. MURRAY. Mr. President, the bill my colleague from Nebraska is

asking to bring to the floor falls far short of closing the wage gap. I want to speak for a few minutes about why. At the end of my remarks, I have a unanimous consent request.

If we really want to offer working women solutions for wage discrimination, we should instead pass Senator MIKULSKI's Paycheck Fairness Act because today women across the country make just 79 cents for every $1 a man makes. This is an issue that Democrats have been focused on for years. I am glad at least some Republicans finally recognize there is a wage gap problem, and I welcome their support for fixing this systemic problem. Unfortunately, the Republican proposal that is offered today will not provide the solutions working women need.

Many companies prohibit workers from discussing their pay. So if a woman talks with her male colleague about their salary and discovers there is a wage gap, her employer could fire her or retaliate in some other way. The Republican bill would make it illegal for an employer to retaliate against workers for discussing salary but only when those conversations are for the express purpose of finding out if the employer is providing equal pay for equal work.

Nonretaliation is only one small part of the wage gap problem. It doesn't provide nearly enough protections to actually make a difference in closing the pay gap. In today's workplace, many workers find out about pay discrimination by accident. Maybe they see a spreadsheet that was left on a copy machine or maybe a male colleague's salary comes up in casual conversation, but in these circumstances, any worker who attempts to address the problem would have no protections from retaliation under this bill. The only way to qualify for these limited protections is if a woman uses the magic words that pass a legal test when discussing equal pay with her colleagues.

It is even worse than that. This bill can give workers a false sense of security that their conversations about equal pay are protected, when instead women can still be reprimanded or, worse, lose their jobs altogether for finding out their male colleagues earn more than them. So this Republican bill wouldn't even solve the one narrow problem it is trying to address.

Thankfully, we do have a bill that would address the wage gap. It is the Paycheck Fairness Act that Senator MIKULSKI has championed. The Paycheck Fairness Act would make it unlawful for employers to retaliate against workers for discussing pay, period. It wouldn't involve a complicated legal test like the Republican proposal, and the Paycheck Fairness Act would help close the wage gap in so many important ways.

If a woman finds out her male colleagues are paid more for the same work, the Paycheck Fairness Act backs her up. It would empower women to negotiate for equal pay, it would close loopholes in the Equal Pay Act, and it would create strong incentives for employers to provide equal pay.

I want to make one thing very clear. The Republican bill being offered today has zero Democratic cosponsors. It is not bipartisan. By contrast, before Republicans politicized equal pay for equal work, the Paycheck Fairness Act actually passed the House of Representatives in both 2008 and 2009 with bipartisan support. Unfortunately, since then, some Republicans have decided to make the wage gap about politics and blocked it in the Senate. So today I am glad Republicans do agree with us that this is an urgent problem. We need real solutions to address it.

That is why I object to the Fischer bill, and I urge my colleagues to support the Paycheck Fairness Act that would tackle pay discrimination head-on.

Therefore, I ask unanimous consent that the HELP Committee be discharged from further consideration of S. 862, the Paycheck Fairness Act; that the Senate proceed to its immediate consideration; that the bill be read a third time and passed; and that the motion to reconsider be considered made and laid upon the table with no intervening action or debate.

The PRESIDING OFFICER. Is there objection?

The Senator from Wisconsin.

Mrs. FISCHER. Mr. President, reserving the right to object.

I have heard many times from my friends on the other side of the aisle that my proposal doesn't go far enough. Respectfully, I believe some of the provisions of the Paycheck Fairness Act go too far. I take issue with the accusation from those who wrongly assert that my bill will make it harder for women to discuss wage discrimination. I understand that my nonretaliation language is different from the Paycheck Fairness Act, but the intent and the effect are the same. My bill will protect women and men from retaliation when they learn about or seek out information about how their compensation compares with other employees.

It is clear there is common ground to make progress on equal pay when it comes to wage transparency. Every Senate Republican is on board with this proposal. It is a needed update to our equal pay laws. In 2014, every Senate Democrat welcomed a more limited but similar Executive order that was issued by President Obama that pertained only to Federal workers.

My Workplace Advancement Act goes further. It protects all Americans. Moreover, it is bipartisan. Five Senate Democrats are already on the record in support of this plan. So why do my friends from the other side of the aisle not now support my bill?

Colleagues, this is an issue we can agree on. It is clear my legislation enjoys bipartisan support, and it can make meaningful progress for American women. While I am disappointed in today's objection to my bill, I hope we can move beyond sound bites because this issue is too important to politicize year after year.

The Paycheck Fairness Act that my colleague speaks of will inhibit employers' ability to establish merit-based pay systems, and it will inhibit employees' ability to negotiate flexible work arrangements.

The Independent Women's Forum recently conducted a study on what matters to women when they choose a job. They found that flexibility was a common theme. Whether providing flexible scheduling or offering alternatives like telecommuting, women value flexibility, and they value it at about the same level as receiving 10 paid vacation and sick days or receiving $5,000 to $10,000 in extra income. This is important to women. We should be doing it.

The survey showed what many of us already know. Every situation is different, and by providing more options, workers can negotiate work arrangements that can suit their own particular needs.

With these concerns in mind, I object.

The PRESIDING OFFICER. Objection is heard.

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

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

Mr. COONS. Mr. President, I ask unanimous consent to enter into a colloquy with the Senators from Minnesota and Connecticut.

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

IRAN

Mr. COONS. Mr. President, in the months since world powers reached an agreement to block Iran's pathway to building a nuclear weapon, Iran's behavior has given the international community reasons for both some optimism and continuing, serious concern. The positive news has been that Iran has taken some real steps to restrain its nuclear programs. It has disabled two of its short-term pathways to producing weapons-grade material by shipping nearly its entire stockpile of enriched uranium out of the country and by filling its plutonium reactor with concrete.

Iran has reduced its number of functioning uranium-enrichment centrifuges by two-thirds, and the country has provided international inspectors 24/7 access to continuously monitor all of Iran's declared facilities. These are positive developments. Yet, at the same time, Iran continues to engage in deeply concerning activities, such as support for terrorism and efforts to foment instability in the Middle East, to

conduct illegal ballistic missile tests, and to continue to violate its citizens' most basic human rights.

Today, my colleagues and I come to the floor to draw attention to some of the more grave, more concerning developments of recent weeks. I am honored to have the company of my friend, the senior Senator from Connecticut, Mr. BLUMENTHAL, who joins me in addressing why Russia's refusal to condemn Iran's bad behavior—and, in fact, in some ways encouraging it—poses huge security risks for our allies in the Middle East.

I would now like to yield, if I could, to my colleague from Connecticut.

The PRESIDING OFFICER. The Senator from Connecticut.

Mr. BLUMENTHAL. Mr. President, I want to express my gratitude to my friend from Delaware, who is truly an expert on this issue, as a member of the Foreign Relations Committee. He has been a leader in this area, and I am delighted and honored to join him on the floor today to discuss the ever-evolving and concerning cooperation between Russia and Iran, particularly in recent months. He has very eloquently and persuasively described a number of the concerns that we share. I want to associate myself with what he has said here this afternoon.

As we all know, Iran has conducted multiple ballistic tests in the last several months. That is beyond question. I have continuously condemned both Iran's ongoing ballistic program and Iran's failure to uphold its international obligations under the U.N. Security Council resolutions by calling for sanctions enforcement at the Armed Services Committee hearings and in letters to the administration and in public statements.

We have been steadfast in this effort. While the administration has heeded my calls by enforcing sanctions against 11 entities and individuals supporting Iran's missile program, clearly more must be done. The United States and the international community must vigilantly enforce sanctions on Iran's ballistic development, as well as its state sponsorship of terrorism and human rights violations which continue day in and day out.

These steps must be taken to hold this regime accountable and prevent Tehran from believing it can violate international law with impunity. Nothing less is at stake here than that principle. Yet Russia has refused to punish Iran. As a world power and permanent member of the U.N. Security Council, Russia can and must be doing more to counter Iran's destructive deeds, including ensuring that Iran abides by U.N. Security Council Resolution 2231.

This resolution calls on Iran ''not to undertake any activity related to ballistic missiles designed to be capable of delivering nuclear weapons, including launches, using ballistic missile technology.'' That is a quote. That mandate applies for up to 8 years from the JCPOA's adoption day, October 18, 2005.

In March, one of Iran's defiant tests notoriously involved a missile that had a disturbing and alarming message scrawled on the side: ''Israel must be wiped off the face of the Earth.'' This explicit message, by the way, written not only in Persian but in Hebrew, was designed to directly threaten Israel. That is hardly speculation.

It should not be tolerated by any Nation. Even worse than Russia's refusal to condemn Iran's ballistic missile tests, is that Russia has essentially rewarded Iran for its bad behavior by continuing—even increasing—its cooperation with Iran through military deals.

In February, Iran's Defense Minister visited Moscow to discuss purchasing an array of weapons. Any sale of major combat systems to Iran in the next 5 years would require approval by the U.N. Security Council under Resolution 2231. But the United States has made it clear that such a sale will not be supported. Therefore, it will not be approved by the U.N. Security Council.

Media reports in recent weeks have highlighted Russia's shipment of parts of an S–300 air defense system to Iran. In addition, Russia and Iran are supposedly in talks over Sukhoi fighter jets. If such sales are finalized and the systems are delivered, Russia would be directly defying U.N. Resolution 2231.

Supplying weapons to Iran is particularly dangerous and potentially damaging because it is not done in a vacuum. Russia's growing partnership has far-reaching ramifications because Hezbollah, Iran's terrorist proxy in Lebanon, also benefits, at least indirectly, from Russian arms and military operational experience in Syria.

The flow of support from Russia to Iran to Hezbollah feeds into yet another threat that deeply concerns me and our greatest ally in the Middle East and one of our greatest in the world, Israel. Coupled with continued chaos in the region, the Russian-Iranian cooperation, which strengthens Hezbollah, only adds to the urgency and importance of ensuring that Israel remains secure, stable, and independent.

Last November, Senator BENNET and I co-led a letter to the President concerning the need to renew the memorandum of understanding on U.S. military assistance—the MOU, as it is known—with Israel to help that nation prepare for, respond to, and defend against threats in an uncertain regional environment and to ensure its qualitative military edge. There is nothing original or novel about that policy or principle.

The current MOU provides $30 billion in assistance to Israel through fiscal year 2018. As threats in the region continue to evolve, including Iran's malign influence, reinforced and enabled by Russia, the administration must engage at the highest levels to continue to develop a shared understanding of threats confronting Israel by strengthening the MOU that serves as the foundation of our bilateral security efforts. Those efforts support not only Israel, they are in the national interests of the United States of America. Indeed, they are essential to our national interests in the region and in the world.

While negotiations remain ongoing between the United States and Israel regarding the historic renewal of the MOU, I want to express that I continue to support making the MOU a truly transformational investment to deepen the U.S.-Israel strategic partnership. It is based on a shared understanding of the environment that confronts Israel and the United States together. Russia is only exacerbating the threats in the region to our partnership—the United States and Israel—as well as to each of our nations.

The Russian-Iranian cooperation legitimizes and strengthens Tehran's adventurism, as well as the Assad regime in Syria, and threatens international security. Moscow's affair with Tehran and beyond has brought Russian military might to a network of terrorism that we must continue to monitor closely and work to combat for the safety and security of the United States. It is our security and it is Israel's security that is at stake, and the entire international community's security.

I again thank my colleague from Delaware for giving me this time and his patience in hearing me out. I look forward to working with him and other colleagues who are concerned about the Russian-Iranian cooperation. They are certainly deeply concerning. I thank him again for his leadership and vision on this topic.

Mr. COONS. Mr. President, I thank my colleague from Connecticut—who has been determined, engaged, and thoughtful—for his wise words today and for his persistence and his efforts in making sure that our colleagues on both sides of the aisle are aware of alarming developments in the region and continuing to do everything we can in a responsible and bipartisan way to support Israel's security through the MOU, which he has referenced and on which he led a letter about the importance of a prompt and supportive renegotiation of that MOU, and calling attention to Russia's destabilizing actions.

As Senator BLUMENTHAL just referenced, recent reports convey that Iran is reporting that Russia has already delivered parts of this S–300 weapons system—a defense system, they claim, but a weapons system that would significantly change the regional balance of power.

I again thank my colleague from Connecticut for being shoulder-to-shoulder with me on the floor today and in the months and years behind us and the months and years ahead of us because it will be a longstanding challenge to keep the Members of this body and folks in Washington focused on the very real threat to America's security and Israel's security that is presented by Iran and its actions.

As Senator BLUMENTHAL mentioned, when it comes to countering Iranian aggression in the Middle East, a number of Russia's recent actions do threaten to do more harm than good.

Last summer, when the United States came together with the United Kingdom, France, Germany, and Russia to reach an agreement with Iran to block their pathway to build a nuclear weapon, the international community was clear that the success of this deal relied on every signatory keeping its word and doing its part to prevent Iran from violating the deal.

The responsibility to enforce the terms of the JCPOA goes hand-in-hand with an understanding that world powers must also push back on Iran's bad behavior outside the four corners of this agreement—specifically, its support for terrorism, its continued illegal ballistic missile tests, and its human rights violations.

Despite its participation in the negotiations that led to the agreement, Russia reportedly plans to sell missile systems to the still-dangerous Iranian regime, as well as—as referenced by Senator BLUMENTHAL—advanced fighter jets. Russia also continues to block the U.N. Security Council from taking action—necessary and responsible action—after Iran's recent illegal missile tests, which contravene its commitments under U.N. Security Council resolution 2231.

Despite the divisions that have brought Congress to a standstill in recent years, I am confident that we all agree on one thing: that Iran must not be allowed to develop a nuclear weapon. I continue to believe the JCPOA represents the least bad option for blocking Iran's pathway to a nuclear bomb.

In recent months, as I have said, Russia has repeatedly undermined the spirit of that agreement, using the JCPOA as an excuse to proceed with dangerous and provocative sales of allegedly defensive equipment to Iran. According to news reports, as I said, Russia has begun delivering parts of the S–300 surface-to-air missile system to Iran. Although it is unclear how much of that system has already been delivered, the five S–300 systems Russia has promised to Iran would contain 40 launchers, which could shoot down missiles or aircraft as far as 90 miles away. One version of the S–300 currently in use by the Russian military can travel nearly 250 miles at five times the speed of sound. In a worst-case scenario, if Iran backs out of the nuclear deal, this S–300 system would substantially limit the international community's options to act to prevent Iran from developing a nuclear weapon.

That is not all, though. Recent news reports indicate Russia and Iran are actively negotiating an agreement to allow Iran to purchase an unknown number of Sukhoi Su-30 fighter jets—similar to the one pictured here—some of the most advanced fighter jets available in the world. Although it is unclear what specific version of this aircraft Iran is seeking to obtain, these advanced weapons would significantly enhance the capabilities of Iran's Air Force.

Currently, Iran fields an outdated mix of antiquated Russian, Iraqi, American, and Chinese-built aircraft. Many of these planes date from the Cold War. One particularly advanced variety of this Russian jet, for example, is armed with air-to-air, anti-ship, and land attack missiles and bombs—precision munitions that would significantly increase the performance capabilities of the Iranian Air Force. They could target other fighter aircraft, stationary military facilities, and naval vessels. In the hands of Iran, these fighter jets would fundamentally change the balance of power in the Middle East and pose a threat to U.S. facilities and our local allies.

More concerning, according to some reports, Iran is seeking not just to buy these aircraft but also to license their production in Iran, which would greatly strengthen Iran's industrial base and its technical knowledge. It would also leave the international community with even fewer options to prevent Iranian access to this technology in the future.

At a recent Senate Foreign Relations Committee hearing, Tom Shannon, the Under Secretary of State for Political Affairs, said the United States would ''block the approval of fighter'' aircraft sales from Russia to Iran. I urge the Obama administration to use all diplomatic measures available to it to ensure that we fulfill Under Secretary Shannon's commitment.

As my colleagues know, Iran could use these weapons to threaten U.S. assets in the Persian Gulf region, challenge the safety of our vital ally Israel and other close partners, or to protect illicit nuclear sites within Iran's borders. These threats are not just hypothetical. Iran remains a rogue and unpredictable regime that supports terrorism in the region and is publically committed to the destruction of valley.

The international community cannot stand by while Iran continues to threaten our allies and destabilize the Middle East. Its illegal ballistic missile tests in March served as yet another example that the Iranian regime is not a responsible member of the international community. These tests help Iran to further develop missiles capable of reaching most of the Middle East and even parts of Europe, and they destabilize the region and belie Iran's supposedly peaceful intentions, stated often by both its President and Foreign Minister. They claim Iran's intentions are to serve as a responsible member of the international community, but these provocative missile tests clearly contradict their commitments under U.N. Security Council resolution 2231 and demand a response.

Last week I met with Vitaly Churkin, the Russian Ambassador to the United Nations. While Ambassador Churkin reiterated Russia's commitment to the JCPOA and our shared goal of preventing Iran from acquiring a nuclear weapon, I left our conversation convinced that Russia will continue to stand in the way of the international community's efforts to penalize Iran for its ballistic missile tests.

Russia's military sales to Iran and intransigence at the U.N. Security Council are disappointing, to say the least, in light of Russia's agreement to the terms of this nuclear deal and the importance of all of us working together in the international community to constrain Iran's bad behavior.

The challenge for American diplomacy is to convince Russia that its military sales to Iran, its refusal to engage in multilateral action to punish Iranian ballistic missile tests, and its hesitancy to sanction Iran for supporting terrorist groups harm not only American interests but Russian interests as well.

Enabling Iran to strengthen its military capabilities makes it easier for Iran in the future to one day return to an effort to develop a nuclear weapon. Ballistic missile tests foment instability in the whole Persian Gulf and southern Europe, both of which lie close to Russia. As we have tragically seen in recent weeks, the scourge of modern terrorism does not abide by international borders and poses a real threat to Russia as well.

In the coming months and years, the United States must continue to pursue action at the Security Council and work with our European allies to punish Iran for its bad behavior.

With that, I yield to my friend the senior Senator from Minnesota, who has just joined me for the colloquy. Senator KLOBUCHAR has joined me to talk about the importance of continuing to work to hold Iran accountable under the JCPOA, to urge a need to confirm senior national security nominees, and the imperative to support our regional partners, especially of our ally Israel.

Senator KLOBUCHAR.

The PRESIDING OFFICER. The Senator from Minnesota.

Ms. KLOBUCHAR. Mr. President, I thank Senator COONS for his work. As he stated, Russia's actions are very harmful in the effort to bring peace in the Middle East. Russia reportedly plans to sell advanced aircraft and missile systems to Iran, as Senator COONS noted, and may begin making these shipments in the next few days. These weapons could be used to destabilize the region and threaten the security of our allies, especially Israel.

Russia also continues to block the U.N. Security Council from taking action in response to Iran's recent illegal missile tests. These actions can only embolden Iran and encourage Iran to disregard its commitment.

Russia, as a JCPOA country, a world power, and a member of the U.N. Security Council, needs to be convinced that it is in its best interests and in

the interests of the international community that Iran stick to its commitments under the JCPOA. I thank Senator COONS for making those points.

As he noted, I also stress the need to enforce Iran's commitments under the Joint Comprehensive Plan of Action and also to confirm nominees for positions vital to national security and to support our allies in the Mid East. Preventing Iran from obtaining a nuclear weapon is one of the most important objectives of our national security policy.

I strongly advocated for and supported the economic sanctions that brought Iran to the negotiating table over the last few years. Those sanctions resulted in a nuclear nonproliferation agreement between Iran and the United States, the United Kingdom, France, Germany, Russia, and China that was implemented in January. But our work is clearly not done. As we have seen over the past few months, Iran continues to conduct ballistic missile tests and continues to support terrorism and threatening regional stability. Now we are reading news reports, as I noted, that Russia is selling a long-range surface-to-air missile defense system to Iran.

All of this means we have to remain vigilant in our monitoring and in our verification. That is why I sponsored the Iran Policy Oversight Act and encourage my colleagues to pass it. The bill does three important things to hold Iran accountable. First, it allows Congress to more quickly impose economic sanctions against Iran's terrorist activity. Second, the bill expands military aid to Israel. Third, the bill ensures that agencies charged with monitoring Iran have the resources they need.

We also have to reauthorize the Iran Sanctions Act in order to ensure that we can hold Iran accountable if it violates the deal. The Iran Sanctions Act is up for reauthorization this December and has been a pivotal component of U.S. sanctions against Iran's energy sector, and its application has been steadily expanded to other Iranian industries. Given Iran's history, we can anticipate that it will continue to test the boundaries of international agreements, and we have to be ready to respond when it does so.

In summary, we must hold Iran accountable every step of the way. Imposing harsh sanctions, as the administration must do, against those responsible for Iran's ballistic missile program, which threatened regional and global security, is, of course, a good start, but we must continue to sanction Iran's ballistic missile program as well as its sponsorship of terrorism and abuse of human rights.

Any person or business involved in helping Iran obtain illicit weapons should be banned from doing business with the United States, have their assets and financial operations immediately frozen, and have their travel restricted. Minimizing the threat Iran poses also means working to ensure that the money flowing into Iran now that nuclear sanctions are lifted is not used to further destabilize the region and spread terrorism. We must monitor the flow of terrorist financing and use every tool available to punish bad actors who seek to do harm. But it is also important for Iran to understand that we will not hesitate to snap back sanctions if Iran fails to comply its commitments under the JCPOA. Sanctions were effective at getting Iran to the table and they will continue to be a tool that allows the United States and our allies to minimize the threat posed by Iran.

We must also continue to work with our partners, including the United Kingdom, France, Germany, the European Union, and Russia to ensure that the agreement is strictly enforced. Iran must know that if it violates the rules, the response will be certain, swift, and severe. As Senator COONS mentioned, when the agreement was reached, its success is ultimately dependent upon every country keeping its word to keep Iran from violating its commitments under the agreement. We need the support of the international community to ensure that Iran sticks to its commitments. As we just heard from Senator COONS, Russia's actions are harmful to this effort.

Russia reportedly plans to sell advanced aircraft and missile systems to Iran and may begin making these shipments in the next few days. These weapons could be used to destabilize the region and threaten the security of our allies, especially Israel. Russia also continues to block the U.N. Security Council from taking action in response to Iran's recent illegal missile tests. These actions can only embolden Iran and encourage Iran to disregard its commitments. Russia, as a JCPOA country, a world power, and a member of the U.N. Security Council, needs to be convinced that it is in the best interest of the international community that Iran sticks to its commitments under the JCPOA.

We also need to make sure that we fill vacant frontline positions that hamper our ability to protect our country and work with our allies. While I was pleased that the Senate Banking Committee voted 14–8 last month to approve the nomination of Adam Szubin as undersecretary for terrorism and financial intelligence at the Department of Treasury, the fact remains that it should not have taken 325 days for the committee to vote. This position is essential to national security as it tracks the source of terrorist funding around the world and should be filled as soon as possible.

We cannot delay confirmations if the reasoning has nothing to do with policy and everything to do with politics. Senator SHAHEEN came to the floor several times to call for swift action on his confirmation, and I join her to urge my Senate colleagues to vote on his confirmation as soon as possible. Our allies and our enemies need to see a united and functional American frontline. And in order to hold Iran accountable, we have to have these positions filled. It is that simple.

The United States needs to limit Iran's destabilizing activity in the region. We need to give our allies in the region the support they need. As the Administration negotiates a new Memorandum of Understanding for security assistance to Israel, I, along with many of my colleagues, support a substantially enhanced agreement to help provide Israel the resources it requires to defend itself and preserve its qualitative military edge. Israel remains America's strongest ally in this troubled region. A strong and secure Israel remains a central pillar of our national strategy to achieve peace and stability in the Middle East.

Those of us who supported the Iran nuclear agreement have a special responsibility to ensure that it works. In fact, this whole Senate has a responsibility, regardless of whether Members supported it or not. It is in the best interest of our country. We cannot shirk from our duties and we must be vigilant. We owe it to the American people, to Israel, and to our allies.

Our mission here is clear: We must protect our own citizens by exercising our authority to enact strong legislation to ensure that Iran does not cheat on its international commitments. Because we know from experience that Iran will test the international community, we must be ready to respond when it does. We must also minimize the threat Iran poses to our citizens and the world by doing everything in our power to stop Iran from funding the world's terrorists.

It is critical that we take additional steps to stop countries like Iran from funding terrorism and destabilizing the world. Stopping Iran's support of terrorism protects us here at home, but it also helps millions of refugees fleeing Syria, the children that are starving in cities like Madaya, and the families fleeing mortar fire in Yemen. Our values of justice, democracy, and freedom for all demand nothing less.

I yield the floor.

Mr. COONS. Mr. President, I want to thank Senators KLOBUCHAR and BLUMENTHAL for joining me in this colloquy, and I yield the floor.

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

UNANIMOUS CONSENT AGREEMENT—S. 2012

Mr. MCCONNELL. Mr. President, I ask unanimous consent that at a time to be determined by the majority leader, in consultation with the Democratic leader, the Senate proceed to the consideration of S. 2012 and that it be in order to call up the following amendments en bloc, and that the amendments be called up and reported by number: amendments Nos. 3276, Cantwell, striking certain provisions; 3302, as modified, Klobuchar, modifying a provision; 3055, Flake; 3050, Flake; 3237, Hatch; 3308, Murkowski; 3286, as

modified, Heller; 3075, Vitter; 3168, Portman-Shaheen; 3292, as modified, Shaheen; 3155, Heinrich; 3270, Manchin; 3313, as modified, Cantwell; 3214, Cantwell; 3266, Vitter; 3310, Sullivan; 3317, Heinrich; 3265, as modified, Vitter; 3012, Kaine; 3290, Alexander-Merkley; 3004, Gillibrand-Cassidy; 3233, as modified, Warner; 3239, Thune; 3221, Udall-Portman; 3203, Coons; 3309, as modified, Portman; 3229, Flake; 3251, Inhofe.

I ask consent that immediately following the reporting of the amendments, it be in order for the Senate to vote on these amendments en bloc, as well as the Murkowski amendment No. 2963, with no intervening action or debate; further, that it be in order to call up the following amendments en bloc and that the amendments be called up and reported by number: amendments Nos. 3234, as modified, Murkowski-Cantwell; 3202, Isakson-Bennet; 3175, Burr; 3210, Lankford; 3311, Boozman; 3312, Udall; 3787, Paul; that there be 2 hours of debate, equally divided in the usual form, on the amendments concurrently; that no further amendments to these amendments be in order; and that following the use or yielding back of that time, the Senate vote on the amendments in the order listed, with a 60-affirmative-vote threshold for adoption of each of the amendments with no intervening action or debate; further, that following the disposition of the Paul amendment No. 3787, the Senate vote on the Cassidy amendment No. 2954, with a 60-vote-affirmative threshold for adoption; that following the disposition of the Cassidy amendment, the substitute amendment No. 2953, as amended, be agreed to, and that notwithstanding rule XXII, the Senate vote on the motion to invoke cloture, upon reconsideration, on S. 2012, as amended; that if cloture is invoked, all postcloture time be yielded back, the bill be read a third time, and the Senate vote on passage of S. 2012, as amended; finally, that budget points of order not be barred by virtue of this agreement.

The PRESIDING OFFICER. To clarify, amendments Nos. 3055 by Flake and 3229 by Flake.

The majority leader.

Mr. MCCONNELL. Mr. President, I want to take a moment here to congratulate Chairman MURKOWSKI for what could best be described as a long march. Her persistence and determination to pull this very important bill together with a lot of Senators with different views at points along the way has been a really extraordinary accomplishment and, frankly, has been fun to watch because she certainly knows how to manage a bill, how to get to a conclusion, and she did that in an extraordinary fashion.

I also want to thank Senator CANTWELL, her ranking member. The two of them worked well together, and I think we are on the cusp here of something very important and very much worth doing for the American people.

The PRESIDING OFFICER. The minority leader.

Mr. REID. Mr. President, I am very happy we are at this point. This legislation has taken 3 years. It has been hard to get to where we are today. We can go back to a lot of hurdles that we have had to jump to get to where we are now, and we can affix blame to a lot of different people, but there is no need to do that today. We are where we are, and we should accept that with glee.

I am gratified we are able to reach this agreement, and that is an understatement. It is an important piece of legislation. Is it perfect? Of course not. But nothing we do legislatively is. We are trying to work things out through compromise. This is a good opportunity for us to show we can do that.

We have tried to move this legislation for 3 years, and I really appreciate the patience of JEANNE SHAHEEN from New Hampshire. She has worked on this and has been so disappointed so many times. I hope she feels as good as the rest of us.

I also want to thank the ranking member of the Energy Committee. She has had other responsibilities before, but those of us who have worked with Senator CANTWELL know how persistent she can be. She is tireless in advocating for what she thinks is appropriate. So I appreciate what she has done in the last few days to get us to this point.

I am grateful that we are done with this and that we are going to finish this bill. We will have to work it out timewise. It will not be the easiest thing, but we should be able to do that. We have other things we need to do. We have an appropriations bill coming up. We are going to finish with the FAA, I hope, pretty soon. I hope nobody is going to be demanding a lot of postcloture time on that.

So I would hope, Mr. President, we can use this as a pattern for what we can do in the future to get things done for the American people.

The PRESIDING OFFICER. The Senator from Alaska.

Ms. MURKOWSKI. Mr. President, I would like to acknowledge and thank the majority leader and the minority leader for their cooperation and their help in getting us here and specifically recognize the good work of Senator CANTWELL. You do not get to a point in this body with significant legislation if you don't have a willing partner on the other side.

We have not taken up energy reform or any real energy legislation in over 8 years now, and in those intervening 8 years, much has happened in the energy space. Our policies as they relate to energy, whether it is LNG exports or renewables, haven't advanced. And the commitment that Senator CANTWELL and I made to one another over a year ago to try to move legislation—not just to move messages but to move legislation—was a commitment that held us through a lot of hearings, a lot of discussion, a lot of debate going back and forth, but to the point where we are today with an agreement to move forward to final passage on a very significant energy bill for the country.

So I thank Senator CANTWELL, and I would also like to recognize her staff, led by Angela Becker-Dippmann, and my energy team, led by Colin Hayes, who have put in yeoman's work to get us to this point.

I would like to think we could kick this whole thing out tonight, but we are not going to be doing that. We do, however, have the glidepath forward, and I thank not only those on our respective teams but also those here on the floor who have helped us with this as well.

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

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

CONGRATULATING THE UNIVERSITY OF NORTH DAKOTA MEN'S HOCKEY TEAM

Mr. HOEVEN. Mr. President, I rise to talk about the University of North Dakota men's hockey team, which won a national championship last Saturday. Undoubtedly, like everybody else, the Presiding Officer was glued to his TV set watching the exciting game between the University of North Dakota men's hockey team and Quinnipiac. The UND hockey team prevailed 5 to 1 in an exciting game in front of about 20,000 fans. It was just fantastic.

So I am here to read a resolution into the record from the United States Senate congratulating the University of North Dakota men's hockey team for winning the 2016 National Collegiate Athletic Association's Division I Men's Hockey Championship.

Whereas the University of North Dakota (referred to in this preamble as ''UND'') Men's Hockey Team won the 2016 National Collegiate Athletic Association (referred to in this preamble as the ''NCAA'') Division I Men's Hockey Championship Game in Tampa, Florida, on April 9, 2016, in a hard fought victory over the Quinnipiac University Bobcats of Connecticut by a score of 5 to 1;

Whereas the UND men's hockey team and Coach Brad Berry had an incredible 2015–16 season and became the first head coach to win the National Championship in his first season as head coach;

Whereas UND has won its eighth NCAA Frozen Four Championship—

Second only to Michigan. Michigan has won nine. We hope to remedy that next year and get our ninth, and then pass by the University of Michigan—

ending the season with a 34–6-4 record;

Whereas Coach Berry and his staff have instilled character and perseverance in the UND players and have done an outstanding job with the UND hockey program;

Whereas the leadership of Interim President Ed Schafer and Athletic Director Brian Faison has helped further both academic and athletic excellence at UND;

Whereas thousands of UND fans attended the championship game, reflecting the tremendous fan base of the University of North Dakota that showcases the spirit and dedication of UND hockey fans, which has helped propel the team's success; and

Whereas the 2016 NCAA Frozen Four Division I Hockey Championship was a victory not only for the UND men's hockey team, but also for the entire State of North Dakota—

We take great pride in our hockey and our tremendous UND hockey team—

Now, therefore, be it

Resolved, That the Senate—

(1) congratulates the University of North Dakota men's hockey team, the 2016 National Collegiate Athletic Association Division I Men's Hockey champions;

(2) commends the University of North Dakota players, coaches, and staff for their hard work and dedication; and

(3) recognizes the students, alumni, and loyal fans for supporting the UND men's hockey team on their successful quest to capture another NCAA National Championship trophy for the University of North Dakota.

We are very proud of our university, of the leadership there at the university, of the coaches, the staff, and these tremendous student athletes. They conducted themselves so well both on and off the ice. They had an absolutely impressive run through the postseason.

I think Quinnipiac only lost about three games all year, so they had an incredible record. They were rated No. 1 in the country. Our hockey team came in and played a fantastic game. It was an exciting game to watch, but on both sides tremendous athletes. Congratulations to Quinnipiac on a great year and on an outstanding program.

We played Denver in the semifinals. They also had a great year. Boston College was in the other bracket. They were outstanding hockey programs. It was a great hockey tournament. There was a fantastic fan base from all the schools. Again, back to the quality of the athletes, the student athletes who were competing—great character. They handled themselves well and had great sportsmanship. It is exactly the kind of thing we like to see not only for our State but the other States that were there and the teams that were representing.

It was a great tournament all around. Also, thanks and congratulations to everyone in Tampa for hosting the tournament and doing an absolutely fantastic job. We had thousands of fans outside the arena after the game savoring the victory and having a great time. The city of Tampa and the arena could not have been more hospitable, so we want to say thank you and express our appreciation. Again, congratulations to a great team on a great year.

I yield the floor.

The PRESIDING OFFICER. The Senator from Rhode Island.

Mr. WHITEHOUSE. Mr. President, I ask unanimous consent to speak for up to 20 minutes as in morning business.

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

CLIMATE CHANGE

Mr. WHITEHOUSE. Mr. President, this is the 133rd climate speech that I have delivered, and it has been an amazing week. On Saturday, the New York Times posted its cover story about dying coral reefs in our oceans. On Sunday, the cover story in the Providence Journal was about drowning salt marshes in Rhode Island. Both are the handiwork of climate change.

Even more amazing, listen to what a Koch brothers operative said last week: ''Charles has said the climate is changing. So, the climate is changing.'' That was Sheryl Corrigan speaking, of Koch Industries, the massive fuel conglomerate led by Charles and David Koch, and the Charles was Charles Koch.

She went on: ''I think he's also said, and we believe that humans have a part in that.''

Climate change is real, it seems, and manmade if even they say so.

What this really means is that the denial shtick has collapsed entirely. We saw this coming with the oil and gas CEOs. In the runup to the Paris climate summit, the chief executive officers of 10 of the world's largest oil and gas companies declared their collective support for a strong international climate change agreement.

''We are committed to playing our part,'' they professed. ''Over the coming years we will collectively strengthen our actions and investments to contribute to reducing the GHG intensity of the global energy mix.''

So if the oil and gas CEOs will not do it and now even the Koch brothers will not do it, it looks like denying climate change is no longer acceptable—even to those who most cause it.

As we know, Big Coal took another path, denying to the end, and for many players in the coal industry it really is the end. The industry is being devastated by market forces and is in precipitous decline. As I noted in my last climate speech, the Wall Street Journal reported that the ''war on coal'' was a war on coal by the natural gas industry, and the natural gas industry has won.

Appalachian Power president and CEO Charles Patton told a meeting of energy executives last fall that coal was losing a long-term contest with natural gas and wind power. Today we learned America's largest coal company, Peabody Energy, filed for bankruptcy, as Arch Coal did in January.

In recent years, one report found 26 U.S. coal companies have gone into bankruptcy. Some of the most notable bankruptcies include James River Coal and Patriot Coal Corporation, which had combined assets that totaled $4.6 billion.

Denial was not a winning strategy for the coal industry. If outright denial of manmade climate change is no longer a viable strategy, what is left? It is an old classic: Dissembling—saying one thing and doing another. The polluters say climate change is real and they say that a carbon fee makes sense, but they put their entire massive lobbying and political operations to work to prevent Congress from actually acknowledging that climate change is real or from working on legislation to establish a carbon fee—even a carbon fee that would dramatically reduce the corporate income tax rate.

For example, USA TODAY reported this week that oil titan Chevron has pumped at least $1 million into the super PAC set up to keep the Senate in the hands of the climate denial party. I don't know of a penny that Chevron has put into supporting climate action in Congress. Say one thing; do another.

A new report from the nonprofit research organization Influence Map shows that two other major oil companies, along with three of their industry trade groups, spend as much as $115 million a year to lobby against the very climate policies they publicly claim to support. Say one thing, do another.

This chart shows the streams of money from ExxonMobil and Royal Dutch Shell—whose CEO, by the way, signed the oil-and-gas Paris declaration—as well as the American Petroleum Institute, the Western States Petroleum Association, and the Australian Petroleum Production & Exploration Association. That is Shell and that is Exxon.

This money deluge—total spent, $114 million—includes advertising and public relations, direct lobbying here in Congress and at State houses, and political contributions and electioneering. Don't think any of this goes to support a solution to climate change.

What this chart doesn't show is the dark money these corporate behemoths funnel through phony-baloney front groups, often untraceable, to undermine public understanding of the climate crisis and to undermine action in Congress. Front groups have been testifying this very week in the Environment and Public Works Committee against climate action. Was there any pushback from Charles Koch or from the oil CEOs? No. Nor does this chart show the undisclosed fossil fuel millions dumped into our elections thanks to the regrettable Citizens United Supreme Court decision.

Academic researchers like Robert Brulle at Drexel University, Riley Dunlap at Oklahoma State University, Justin Farrell at Yale University, and Michael Mann at Penn State University, among many others, have studied and are exposing the precise dimensions and functions of the corporate climate denial machine. It is quite a piece of machinery. Investigative writers like Naomi Oreskes, Erik Conway, Naomi Klein, and Steve Coll are also on the hunt.

Jane Mayer of The New Yorker has put out an important piece of legislation—her new, aptly titled book ''Dark Money,'' about the secret but massive

influence-buying of rightwing billionaires led by the infamous Koch brothers. Mayer's book catalogs the rise and the expansion into a vast array of front groups of this operation and the role in it of two of America's more shameless villains Charles and David Koch.

If you want a little more history on this unholy alliance, you can read ''Poison Tea,'' a new book out by Jeff Nesbit. Mr. Nesbit was a Republican who worked in the Bush 41 White House. He was there at the creation. He has reviewed an enormous array of documents and he has written an amazing exposé.

The Koch brothers' say one thing, do another strategy is every bit as bad as the say one thing, do another strategy of their oil and gas allies. Remember, here is what they now say:

Charles has said the climate is changing. So, the climate is changing. . . . I think he's also said, and we believe that humans have a part in that.

Again, that is the Koch Industries' rep.

Here is what they still do: They threaten that Republicans who support a carbon tax or climate regulations would ''be at a severe disadvantage in the Republican nomination process. . . . We would absolutely make that a crucial issue.''

That is the President of Americans for Prosperity, the juggernaut of the Koch brothers-backed political network, which has promised to spend, believe it or not, $750 million just in this 2016 election. What on Earth could they possibly want to spend $750 million on?

Americans for Prosperity's president also takes credit for the ''political peril'' they are proud to have created for Republicans who cross them on climate change. This threat is not subtle. Step out of line and here come the attack ads and the primary challengers all funded by the deep pockets of the fossil fuel industry, powered up by Citizens United.

The result? The issue of climate change is completely absent from the Republican campaigns. They really don't want to talk about it. Every Republican candidate has gone into silence or outright denial. Their silence or outright denial is exactly paralleled on the floor of this body.

Just this week, a bipartisan effort to extend tax incentives for renewable energy fell apart after it was reported that the Kochs and an array of their front groups told the Senate majority to cease and desist from allowing an extension of renewable tax credits the majority had already agreed to.

So down came the FAA bill compromise. Of course, the Big Oil tax credits have been baked into the Tax Code, and there is no contesting them that is allowed. We now have a field in which renewable tax credits that were agreed to are not in place, but Big Oil protects its own tax breaks as the fossil fuel industry attacks the renewable tax breaks.

Look at what fossil fuel influence has done to the business lobby groups. The Chamber of Commerce, which is probably more accurately defined now as the chamber of carbon, the American Petroleum Institute, even the National Association of Manufacturers, the National Federation of Independent Business, and the Farm Bureau—Big Oil and the Koch brothers have locked them all down. It is a wall of opposition among those groups to any sensible conversation about carbon pollution.

I have spoken before about the well-defended castle of denial constructed by the big polluters to attack and harass their opponents and to keep out the unwelcome truths of climate science. Built as it is on a foundation of lies, the denial castle is bound to crumble. We have seen cracks begin to appear in the edifice. This revelation on the part of the Koch brothers that they finally see that climate change is real and manmade is another collapse. It is a big collapse. But don't believe they are surrendering their position entirely. What we see here in Congress is that they are still fighting as hard as ever. They are just conceding some of their more extreme positions because they know some of their nonsense is now simply beyond the pale and is not acceptable. This is just a strategic retreat from a preposterous stance.

Every major scientific society in America agrees on the cause and urgency of climate change, and, I think, so do every one of our major State universities—certainly every one I have looked at—all of our National Labs, NASA, NOAA, America's national security and intelligence community, and all the corporations that signed the American Business Act on Climate Pledge, which includes major corporations from a lot of our Republican colleagues' home States. That is a lot of information to deny and ignore, and that is an awful lot of legitimate people to claim our part of the hoax.

Here it comes—the whole structure of deceit and denial erected by the fossil fuel interest is creaking and crumbling. More than a dozen attorneys general are starting to poke and probe. My Republican colleagues may want to consider getting out of the way of this because the day is coming—and soon—when the whole denier castle collapses, and that day cannot come too soon.

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. INHOFE. 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

CRIME VICTIMS' RIGHTS WEEK AND THE JUSTICE FOR ALL REAUTHORIZATION ACT

Mr. LEAHY. Mr. President, every year in April, we pause to observe National Crime Victims' Rights Week, and this year marks its 35th anniversary. Since 1981, in communities across the Nation, people have observed this week with candlelight vigils and public rallies to renew our commitment to crime victims and their families. Vermonters have always banded together to help crime victims and their families. That is just who we are, and I am proud of that long tradition. It is vitally important that we continue to recognize the needs of these survivors and work together to promote victims' rights and services.

One of our most important tools to do so is the Victims of Crime Act of 1984 and the crime victims fund that it created. I strongly supported passage of this critical legislation, which has been the principal means through which the Federal Government has supported essential services for crime victims and their families for more than three decades. It is time to review and renew that law, and I have been working closely with Senator GRASSLEY in that effort. Next week, the Senate Judiciary Committee will hold a hearing to assess the crime victims fund and discuss how to ensure that it continues to meet the changing needs of victims.

The Justice for All Act is another important law that promotes victims' rights. I am working with Senator CORNYN to reauthorize this vital legislation. Our bill will further strengthen the rights of crime victims; improve the use of forensic evidence, including rape kits, to provide justice as swiftly as possible; and protect the innocent by improving access to post-conviction DNA testing.

The Justice for All Reauthorization Act builds on the work I began in 2000, when I introduced the Innocence Protection Act, which sought to ensure that defendants in the most serious cases receive competent representation and, where appropriate, access to post-conviction DNA testing. I served proudly as a prosecutor in Vermont for 8 years, and I believe that we must find those responsible for crimes and prosecute them. But we must also ensure that our system does not wrongly convict those who are innocent. DNA testing is often necessary to prove the innocence of individuals in cases where the system got it grievously wrong. ''Innocent until proven guilty'' is a hallmark of our criminal justice system, but when a person who has been found guilty is truly innocent, we cannot stand idly by. We must act to exonerate that person.

The Innocence Protection Act passed as part of the original Justice for All Act in 2004, and since that time, at

least 26 people have been exonerated through DNA testing funded by the legislation. In North Carolina, for example, a man was released after spending 37 years in prison for a double murder he did not commit. In Virginia, a man was released after spending 27 years in prison for violent rapes he did not commit. And in New Orleans, a man was released after spending 20 years in a State mental health hospital for an abduction and rape he did not commit. We must continue funding this critical post-conviction DNA testing since we know our system does not always get it right. It is an outrage when an innocent person is wrongly punished, and this injustice is compounded when the true perpetrator remains on the streets, able to commit more crimes. We are all less safe when the system gets it wrong.

As we begin this year's Crime Victims' Rights Week, I look forward to working with Senators on both sides of the aisle to update and reauthorize both the Victims of Crime Act and the Justice for All Reauthorization Act. Survivors and their families deserve nothing less.

OBSERVING WORLD HEMOPHILIA DAY

Mr. CASSIDY. Mr. President, today I wish to celebrate April 17 as World Hemophilia Day where we recognize the serious challenges of the 20,000 Americans who suffer each day from hemophilia and where we raise awareness to fight for a cure.

Hemophilia is a rare genetic disorder that prevents an individual's ability to form a proper blood clot. Patients with hemophilia need immediate access to care and lifesaving therapies. There is currently an enormous discrepancy in the level of care available to patients with hemophilia. While some are diagnosed very young and have medical care throughout their life, most do not or do not have the access to diagnosis and treatment they need. As a physician, I have treated patients with hemophilia, and I know how debilitating the health problems endured by those living with hemophilia can be. If left untreated, a bleeding episode can lead to terrible pain, chronic joint and muscle damage, serious injury, or even death.

I am hopeful that through attention, diligence, and raised awareness we might prevent more complications, unnecessary procedures, and disabilities so often caused by these diseases. As we increase our understanding and awareness of hemophilia, we also increase our ability to find treatments and eventually, a cure for this disease. I'm proud to stand today in support of all Americans with hemophilia on World Hemophilia Day.

70TH ANNIVERSARY OF THE DEPARTMENT OF VETERANS AFFAIRS VOLUNTARY SERVICE

Mrs. MCCASKILL. Mr. President, I ask the Senate to join me today in recognizing, celebrating, and highlighting the significance of the 70th anniversary of the Department of Veterans Affairs Voluntary Service, VAVS, this year. This program is one of the largest centralized volunteer groups in the Federal Government with approximately 75,000 volunteers providing more than 9.7 million hours of service for our Nation's veterans during their hospital stay.

It has been 70 years since this program started in 1946. Since then, the volunteers have donated more than 782.2 million hours of service to support our veterans. More than 7,400 national and community organizations support the volunteers, including support by a national advisory committee, comprising 55 major veteran, civic, and service organizations who work together to improve volunteerism in VA.

Keeping up with the VA's fast-paced efforts to expand access to care for veteran patients into the community, this program, too, has strived to continue their efforts to assist our veterans. The volunteers serve in many different ways, including supplementing staff in hospital wards, community living centers, outpatient clinics, community-based volunteer programs, respite care programs, end-of-life care programs, creative arts, adaptive sports, vet centers, veterans homes, national cemeteries, and veterans benefits offices.

Just in 2015, the volunteers contributed a total of 10.8 million hours of service. The current monetary value of those hours from all of the volunteers is more than $250 million. Additionally, the volunteers and their organizations contributed more than $105 million in gifts and donations in 2015, for a combined total value of $355.5 million in volunteer service and giving.

While the tangible value of these volunteer activities is impressive, it is impossible to calculate all of the compassionate care and efforts that the volunteers provide for our veterans. These volunteers are a priceless asset for the Department of Veterans Affairs.

I ask that the Senate join me in celebrating the Department of Veterans Affairs Voluntary Service on 70 years of outstanding service to our Nation's veterans and wishing them the best in continuing to serve.

RECOGNIZING THE NATIONAL ASSOCIATION OF SUPERINTENDENTS OF U.S. NAVAL SHORE ESTABLISHMENTS

Ms. COLLINS. Mr. President, I wish to recognize the contributions of the National Association of Superintendents of U.S. Naval Shore Establishments, NAS NSE, on the occasion of its 100th national convention. Since its founding near the time of World War I, NAS NSE has worked to promote the welfare of its members and increase the efficiency of work at Navy yards and naval stations.

The members of NAS NSE encompass diverse trades, including shop superintendents and senior managers from engineering, project management, financial, business office, facilities, base operations, and resource management. Despite their varied backgrounds, these professionals possess a common ability to lead, educate, and manage, as well as a true dedication to the protection of our country. In particular, the NAS NSE chapter at Portsmouth Naval Shipyard is committed to ensuring the Navy's submarines are maintained, repaired, and modernized to the highest degree in order to fulfill the Navy's mission of winning wars, deterring aggression, and maintaining freedom of the seas.

As threats facing our Nation increase and become more complex, the Navy's ability to project power and uniquely provide worldwide presence plays an increasingly critical role in protecting our national security. As such, it is critical that our naval fleet is properly maintained so it can be positioned around the world where and when we need it. NAS NSE members play a vital role in ensuring that our ships are ready to deploy on schedule and in good condition.

Over the past 100 conventions, NAS NSE has worked on many important issues, including many shipyard safety and leadership issues. This year, their efforts continue to focus on empowering shipyard workers to be leaders, helping new employees to efficiently achieve proficiency in necessary skills, and developing innovation in the shipyard. Through these and many other initiatives aimed at increasing the safety and abilities of its members, NAS NSE has improved both the lives of shipyard workers and the efficiency of our shipyards.

I commend the organization for its commitment to passing on a strong and healthy program of naval maintenance, so that future generations can benefit from a Navy ready to defend our freedoms. It is an honor for me to pay tribute to the National Association of Superintendents of U.S. Naval Shore Establishments as they celebrate 100 years of meeting to work on behalf of our shipyard workers and our naval shipyards.

Mr. KING. Mr. President, today I join my esteemed colleague, Senator SUSAN COLLINS, in recognizing the 100th Convention of the National Association of Superintendents of the U.S. Naval Shore Establishments, NAS NSE. This association works diligently to implement a strong and healthy program of naval maintenance and modernization at our naval shipyards, so future generations can benefit from a Navy that is always ready to defend our freedom.

I specifically wish to recognize the work of the NAS NSE chapter at the Portsmouth Naval Shipyard in Kittery,

ME. Maintaining the structural and functional integrity of our Navy's submarines enables the United States to consistently serve and protect our Nation's interests around the globe, and the NAS NSE of Portsmouth Naval Shipyard serves as a paragon of efficient, quality service on behalf of our Navy's ships and servicemen. Portsmouth has earned a reputation as the Navy's Center of Excellence for attack submarine maintenance, which is a reflection of the hard work and determination of the association to manage and protect these American treasures for national security. Through their consistent dedication and skillful work, the men and women of Portsmouth Naval Shipyard play a vital role in furthering the esteemed tradition of excellence within the NAS NSE.

Building on over a century of work to promote our Navy's strength, this year's historic convention focuses on the national initiative of improving productive capacity throughout the association. This year's convention will help to further streamline systems, optimize production, and enhance safety across all the NAS NSE's operations. Discussing and implementing improved strategies will help to ensure the continued effectiveness of Portsmouth Naval Shipyard and shipyards all across the country.

I congratulate the NAS NSE on their 100th convention, and I thank them for their dedication and hard work on behalf of our shipyards. I wish them continued success in the future as the association continues to ensure the safety of our Nation for generations to come.

OBSERVING THE HOLIDAY OF VAISAKHI FOR THE SIKH COMMUNITY

Mr. TOOMEY. Mr. President, I wish to honor and celebrate the holiday of Vaisakhi, a very important day for those who practice Sikhism.

The world's fifth largest religion, Sikhism was founded over five centuries ago and was introduced to the United States in the 19th century. There are over 500,000 Sikh adherents in the United States.

Pennsylvania is the home of many proud Sikh Americans, who contribute and make a positive impact in their workplaces, communities, and to our country. They are part of the rich cultural fabric of the Commonwealth.

As a member of the American Sikh Congressional Caucus, I rise to honor this community on the holiday of Vaisakhi. This is an important celebration for the Sikh community and is celebrated this year on April 13. On this day in 1699, Guru Gobind Singh created the Khalsa, a fellowship of devout Sikhs. Vaisakhi is a festival which marks this occasion and the spring harvest.

The Sikh community around the world recognizes this important holiday with parades, dancing, singing, and other festivities. Celebrations also include performing seva, or selfless service, such as providing free meals to others and volunteering for service projects in their communities.

I am proud to represent the Sikh community of Pennsylvania, and I wish the Sikh American community a joyous Vaisakhi.

Thank you.

HONORING OFFICER NATHAN TAYLOR

Mrs. BOXER. Mr. President, I ask my colleagues to join me in honoring the life of California Highway Patrol Officer Nathan Daniel Taylor, a beloved husband, father, brother, son, and grandson who tragically lost his life in the line of duty on March 13, 2016.

Officer Taylor was born on January 17, 1981, in Baltimore, MD. His family later moved to Loomis, CA, where Officer Taylor was an active member of the Boy Scouts, earning the highest rank of Eagle Scout. After graduating from Del Oro High School, Officer Taylor attended Brigham Young University on a full academic scholarship and received a bachelor's degree in history. He spent 2 years in Venezuela serving as a church missionary before joining the California Highway Patrol, continuing his commitment to helping those in need. Officer Taylor completed cadet training in 2010 and was assigned to the San Jose area office before transferring to the Gold Run area in 2013.

Colleagues fondly recalled Officer Taylor's tremendous service to the public, offering examples of his selflessness and compassion. ''Officer Taylor was the most genuine, honest officer I knew,'' said CHP Officer Josh Webb. ''He would literally give the shirt off his back for somebody.'' His ability to go above and beyond the call of duty also earned the appreciation and affection of the community he served. In fact, he received so many thank-you letters from the public that his colleagues joked that he must have written them himself.

Officer Taylor truly embodied the very best of law enforcement, and his courageous service will be forever remembered. On behalf of the people of California, whom Officer Taylor served so bravely, I extend my gratitude and deepest sympathies to his wife, Becky; sons Preston, Wyatt, and Joshua; parents, Jeff and Linda; brothers Karl, Collin, and Steven; sister, Sarah; and grandparents, Karl and Virginia.

TRIBUTE TO JANET AIRIS

Mr. COCHRAN. Mr. President, I join with the vice chairwoman of the Appropriations Committee, Senator MIKULSKI, and the chairman and ranking member of the Budget Committee, Senator ENZI and Senator SANDERS, in honoring Janet Airis on her retirement after 32 years of distinguished service to the Congress with the Congressional Budget Office. Janet is highly regarded by both Republicans and Democrats on both sides of the Capitol for her encyclopedic knowledge of the appropriations and budget process and its lexicon, her responsiveness to committee and Member staff, and her dedication to the nonpartisan role that CBO plays in the successful enactment of appropriations bills year after year. Janet has been a valuable asset to eight of the nine CBO directors.

Janet came to CBO in the waning days of 1983, fairly soon after graduating from Wellesley College. She joined the scorekeeping unit in the budget analysis division, which has the responsibility of tracking and scoring the appropriations bills at each legislative stage as well as tracking mandatory spending in authorizing legislation. Janet was hired to assist in maintaining the database used by the division. Janet has worked to keep the database in sync with the many changes in the budget process, integrating new categories and methods so that CBO could accurately tabulate and report on Federal spending. Janet started as the scorekeeper for the defense and military construction appropriation bills. Over the course of her career, she also handled the Transportation, Veterans Affairs, Housing and Urban Development and Agriculture, and legislative branch appropriations bills, in the process gaining a vast array of knowledge of a substantial part of the Federal budget.

In 2000, Janet made the transition to unit chief. For the past 16 years, she has successfully overseen the analysis of the President's budget request for each of the appropriation bills, the scoring of the appropriation bills at each stage, the production and review of baselines, and the writing and coordination of CBO's annual report on unauthorized appropriations and expiring authorizations. Through all of these tasks, she has been the steady hand of the scorekeeping unit, generous with her time and knowledge, and vital to the smooth functioning of the budget analysis division. Senate staff and colleagues have come to depend on her for her ready expertise, diligence, and attention to detail.

Janet is also famous for sharing her prodigious baking talent. Every year she has coordinated the provision of cookies during the conclusion of the December baseline, which often coincided with the final days of a congressional session. The appearance of a red-clothed table outside of the scorekeeping unit bearing plates of homemade cookies always brings a smile to stressed budget analysts checking final numbers or scoring final bills.

Janet's expertise, corporate knowledge, and generosity of time and spirit will be sorely missed, but she well deserves an opportunity to rest after her years of outstanding service to the Congress. We are grateful for that service, and we wish her the best in the years to come.

ADDITIONAL STATEMENTS

REMEMBERING JAMES BARRETT McNULTY

● Mr. CASEY. Mr. President, today I wish to pay tribute to James Barrett McNulty, former mayor of my hometown Scranton, PA. Former Mayor McNulty was a dedicated public servant who made a lasting impact on Scranton and all of Pennsylvania.

Born on February 27, 1945, in the High Works section of Scranton, Jim attended South Scranton and South Catholic High School. In 1966, he graduated from the University of Scranton as student body president with a bachelor of arts in political science. A member of the Young Democrats for John F. Kennedy, Jim McNulty answered President Kennedy's call to young people to serve their community and their country.

The extraordinary love that Mayor McNulty had for public service and for the people of Scranton was felt by all who had the good fortune of being in his presence. As a committed public servant, Jim McNulty joined the staff of Congressman Dan Flood and then transitioned to work on the mayoral race in Scranton in 1969. By 1974, Jim was deputy mayor. He quickly rose through the ranks as director of the Department of Public Works, chairman of the Scranton Redevelopment Authority, chairman of the Scranton Recreation Authority, City of Scranton Urban Affairs coordinator and member of the City of Scranton Government Study Commission. In 1981, he was elected to serve as the 26th mayor of Scranton.

John F. Kennedy once said: ''For I can assure you that we love our country, not for what it was, though it has always been great—not for what it is, though of this we are deeply proud—but for what it someday can, and, through the efforts of us all, someday will be.'' Jim McNulty was a visionary mayor who saw the greatness in the city of Scranton and its people. He fought tirelessly to make life better for residents with his instrumental actions in making the Steamtown Historic Site and the Hilton at Lackawanna Station a reality.

His joyful presence around Scranton left an indelible mark long after his mayoralty ended. Mayor McNulty's voice would paint a picture of the city of Scranton through his public affairs program ''Sunday Live'' with Jim McNulty and WARM radio talk show ''the Mayor of WARMland.''

May his memory live on through the love of his wife, Evie; the McNulty family; his many friends; and the ongoing efforts to enhance the Scranton community. We honor him for his love for all the people of northeastern Pennsylvania and his commitment to service.●

TRIBUTE TO OFFICER MICHAEL STONEKING

● Mrs. ERNST. Mr. President, today I wish to recognize Eastern Iowa Airport Transportation Security Officer Michael Stoneking for recent actions he took to aid a choking passenger.

Officer Michael Stoneking, while on duty at Eastern Iowa Airport in Cedar Rapids, IA, was on his way to take his break when he was alerted by another airport employee that a passenger was in distress. Officer Stoneking was directed to a female passenger who had her hands at her throat indicating that she was choking. Officer Stoneking performed the Heimlich maneuver and was able to successfully remove the obstruction from the passenger's throat, allowing her to breathe clearly. The passenger's family and the passenger, once able to speak, thanked Officer Stoneking and credited him with saving her life. Official Transportation Security Administration reports from the scene praise Officer Stoneking for his command presence and calm professionalism, stating that his ability to think clearly and react saved a life.

At a time when transportation security is on everyone's mind, it is comforting to know that we have such capable security officers in our airports. Those who go above and beyond the call of duty, as Officer Stoneking did, are to be commended and serve as an example of what dedicated law enforcement officers can accomplish.

I am very proud today to share Officer Stoneking's story with our colleagues and would ask that they join me in commending Officer Stoneking for his actions that saved a passenger's life.

Thank you.●

CONGRATULATING AIRBUS EMPLOYEES IN MOBILE, ALABAMA

● Mr. SHELBY. Mr. President, today I commend Airbus and its employees at the Mobile Aeroplex facility on the completion of their first aircraft, the Airbus A321. This great achievement was years in the making, and I am delighted that Mobile is home to the first A321 built in the United States.

Aviation manufacturing is extremely valuable to the State of Alabama's economy. Airbus plays a significant role in this sector, which brings welcomed job creation and economic growth to south Alabama and across the State. Airbus's presence in Alabama also underscores the fact that our great State is open for business, leading the Nation in both cutting-edge technology and workforce.

It is my great honor to congratulate Airbus and all of those who played a role in the making of this momentous occasion. I look forward to many more accomplishments by Airbus's Mobile facility and additional aircraft that will be proudly made in Alabama.●

CONGRATULATING THE UNIVERSITY OF SOUTH DAKOTA WOMEN'S BASKETBALL TEAM

● Mr. THUNE. Mr. President, today I congratulate the University of South Dakota, USD, Coyotes women's basketball team as they celebrate winning the 2016 Women's National Invitation Tournament, WNIT.

The Coyotes won their first WNIT championship by outscoring the Florida Gulf Coast Eagles 71–65. The win was especially poignant as the WNIT championship game was the last women's basketball game to be held in USD's iconic DakotaDome. Starting next season, USD basketball games will be held in a brand-new facility, and the record turnout for the championship game was a fitting way to end the DakotaDome's 37-year history.

The Coyotes were led by head coach, Amy Williams, who received her second consecutive Coach of the Year honor from the Summit League earlier in the season. Seniors Tia Hemiller and Nicole Seekamp were named to the WNIT All-Tournament team, with Seekamp also being recognized as the Most Valuable Player of the Postseason WNIT. Seekamp is also the 2016 Summit League Women's Basketball Player of the Year.

Once again, congratulations to the entire USD Coyotes women's basketball team on this impressive accomplishment. I commend the players and coaching staff for all of their hard work this season and wish them the best of luck in their future.●

75TH ANNIVERSARY OF THE OREGON AIR NATIONAL GUARD

● Mr. WYDEN. Mr. President, today I am proud to join Oregonians all across our State in marking the 75th anniversary of the Oregon Air National Guard. For three-quarters of a century, thousands of Oregon's sons and daughters have joined the Air National Guard, dedicating themselves to defense of the Constitution of the United States and service to their fellow Americans and Oregonians. Today I want to take a moment, here on the Senate floor to thank them for their service and for their sacrifices on our behalf.

The Oregon Air National Guard traces its beginnings back to April 1941, when a small group of 110 airmen boldly stepped forward and volunteered for duty in the months before the U.S. entered the Second World War. Initially activated as the Oregon National Guard Air Corps 123rd Observation Squadron, their first mission was to conduct maritime surveillance of the continental United States following the attack on Pearl Harbor. In 1947, following the allied victory in World War II, Congress officially established the U.S. Air Force as a separate military service, apart from the U.S. Army, and designated the Air National Guard as a reserve component.

In the decades since, the Oregon Air National Guard has played a vital national defense role in the Korean war,

the Vietnam war, the Cold War, and in many global operations in the wake of the terrorist attacks of September 11, 2001. Today's Oregon Air National Guard units include the 142nd Fighter Wing in Portland, the 173rd Fighter Wing in Klamath Falls, and the Joint Forces Headquarters in Salem. Oregon's F–15s serve on guard 24 hours a day, 365 days a year to defend the skies above America's western coast. In addition to protecting that airspace, Oregon airmen are the sole providers of F–15 flight training for the U.S. Air Force.

But Oregon's airmen and women aren't simply ready to respond in times of conflict; they also answer the Governor's call during natural disasters to protect Oregonians from floods, forest fires, volcanic eruptions, and medical emergencies. Through the State partnership program, Oregon Guardsmen also have played a powerful role to improve relations with our State's partners in Vietnam and Bangladesh. In doing so, they demonstrate the best of American generosity in communities throughout the world.

The strength of any organization is its people and here the men and women of the Oregon Air National Guard, like its counterpart the Oregon Army Guard, are at the top of their class. Oregon guardsmen come from diverse backgrounds and bring top notch private sector skills to bear on behalf of the State and the country. The nearly 2,300 men and women now serving in the Oregon Air National Guard contribute to the long legacy of volunteerism and community service for which the organization is already so well known.

As a Senator, it has always been one of my highest honors to represent the men and women of the Oregon Air and Army National Guards in Congress, and as an Oregonian, I am so proud of today's Oregon Air National Guard and its rich heritage. It is a privilege to serve these heroes—active, retired, and those who have given their lives in defense of our nation and helping others. I know I speak for people in Oregon, across the country, and around the world when I thank the Oregon Air National Guard for 75 years of fabulous service, congratulate them on this historic milestone, and wish them continued success in the years and decades to come.●

MESSAGES FROM THE HOUSE

At 9:33 a.m., a message from the House of Representatives, delivered by Mrs. Cole, one of its reading clerks, announced that the House has passed the following bills, without amendment:

S. 483. An act to improve enforcement efforts related to prescription drug diversion and abuse, and for other purposes.

S. 2512. An act to expand the tropical disease product priority review voucher program to encourage treatments for Zika virus.

At 10:15 a.m., a message from the House of Representatives, delivered by Mr. Novotny, one of its reading clerks, announced that the House has passed the following bills, in which it requests the concurrence of the Senate:

H.R. 1567. An act to authorize a comprehensive, strategic approach for United States foreign assistance to developing countries to reduce global poverty and hunger, achieve food security and improved nutrition, promote inclusive, sustainable agricultural-led economic growth, improve nutritional outcomes, especially for women and children, build resilience among vulnerable populations, and for other purposes.

H.R. 2947. An act to amend title 11 of the United States Code in order to facilitate the resolution of an insolvent financial institution in bankruptcy.

H.R. 4676. An act to amend title 18, United States Code, to provide an additional tool to prevent certain frauds against veterans, and for other purposes.

The message also announced that the House has agreed to the following concurrent resolutions, in which it requests the concurrence of the Senate:

H. Con. Res. 115. Concurrent resolution authorizing the use of Emancipation Hall in the Capitol Visitor Center for an event to celebrate the birthday of King Kamehameha I.

H. Con. Res. 117. Concurrent resolution authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition.

H. Con. Res. 120. Concurrent resolution authorizing the use of the Capitol Grounds for the 3rd Annual Fallen Firefighters Congressional Flag Presentation Ceremony.

ENROLLED BILL SIGNED

At 12:25 p.m., a message from the House of Representatives, delivered by Mr. Novotny, one of its reading clerks, announced that the Speaker has signed the following enrolled bill:

S. 192. An act to reauthorize the Older Americans Act of 1965, and for other purposes.

The enrolled bill was subsequently signed by the President pro tempore (Mr. HATCH).

MEASURES REFERRED

The following bills were read the first and the second times by unanimous consent, and referred as indicated:

H.R. 2947. An act to amend title 11 of the United States Code in order to facilitate the resolution of an insolvent financial institution in bankruptcy; to the Committee on the Judiciary.

H.R. 4676. An act to amend title 18, United States Code, to provide an additional tool to prevent certain frauds against veterans, and for other purposes; to the Committee on the Judiciary.

ENROLLED BILL PRESENTED

The Secretary of the Senate reported that on today, April 13, 2016, she had presented the President of the United States the following enrolled bill:

S. 192. An act to reauthorize the Older Americans Act of 1965, and for other purposes.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, and were referred as indicated:

EC–5101. A communication from the Deputy Secretary of the Commodity Futures Trading Commission, transmitting, pursuant to law, the report of a rule entitled ''Alternative to Fingerprinting Requirement for Foreign Natural Persons'' (RIN3038–AE16) received in the Office of the President of the Senate on April 6, 2016; to the Committee on Agriculture, Nutrition, and Forestry.

EC–5102. A communication from the Acting Administrator of the Specialty Crops Program, Agricultural Marketing Service, Department of Agriculture, transmitting, pursuant to law, the report of a rule entitled ''Tomatoes Grown in Florida; Decreased Assessment Rate'' (Docket No. AMS–FV–15–0058) received in the Office of the President of the Senate on April 6, 2016; to the Committee on Agriculture, Nutrition, and Forestry.

EC–5103. A communication from the Secretary of Defense, transmitting the report of an officer authorized to wear the insignia of the grade of rear admiral (lower half) in accordance with title 10, United States Code, section 777; to the Committee on Armed Services.

EC–5104. A communication from the Executive Director, Comptroller of the Currency, Department of the Treasury, transmitting, pursuant to law, the Office of the Comptroller's 2015 Office of Minority and Women Inclusion Annual Report to Congress; to the Committee on Banking, Housing, and Urban Affairs.

EC–5105. A communication from the Chief Counsel, Federal Emergency Management Agency, Department of Homeland Security, transmitting, pursuant to law, the report of a rule entitled ''Suspension of Community Eligibility'' ((44 CFR Part 64) (Docket No. FEMA–2016–0002)) received in the Office of the President of the Senate on April 6, 2016; to the Committee on Banking, Housing, and Urban Affairs.

EC–5106. A communication from the Regulations Coordinator, Centers for Medicare and Medicaid Services, Department of Health and Human Services, transmitting, pursuant to law, the report of a rule entitled ''Medicaid Program; Deadline for Access Monitoring Review Plan Submissions'' ((RIN0938–AS89) (CMS–2328-F2)) received in the Office of the President of the Senate on April 11, 2016; to the Committee on Finance.

EC–5107. A communication from the Assistant General Counsel for Regulatory Services, Office of Postsecondary Education, Department of Education, transmitting, pursuant to law, the report of a rule entitled ''Program Integrity Issues'' (RIN1840–AD02) received during adjournment of the Senate in the Office of the President of the Senate on April 8, 2016; to the Committee on Health, Education, Labor, and Pensions.

EC–5108. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 21–355, ''Construction Codes Harmonization Amendment Act of 2016''; to the Committee on Homeland Security and Governmental Affairs.

EC–5109. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 21–356, ''Neighborhood Engagement Achieves Results Amendment Act of 2016''; to the Committee on Homeland Security and Governmental Affairs.

EC–5110. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 21–357, ''Walter Reed Development Omnibus Act of 2016''; to the Committee on Homeland Security and Governmental Affairs.

PETITIONS AND MEMORIALS

The following petitions and memorials were laid before the Senate and were referred or ordered to lie on the table as indicated:

POM–144. A joint resolution adopted by the Legislature of the State of Nevada memorializing the State of Nevada's petition to the United States Congress calling for a convention of the States for the purpose of proposing an amendment to the Constitution of the United States; to the Committee on the Judiciary.

SENATE JOINT RESOLUTION NO. 2

Resolved by the Senate and Assembly of the State of Nevada, jointly, That this legislature respectfully petitions the Congress of the United States to call a convention for the purpose of proposing the following article as an amendment to the Constitution of the United States.

''ARTICLE __''

''Section 1. No provision of this Constitution, or any amendment thereto, shall restrict or limit any state in the apportionment of representation in its legislature.

''Section 2. The judicial power of the United States shall not extend to any suit in law or equity, or to any controversy relating to apportionment of representation in a state legislature.

''Section 3. This article shall be inoperative unless it shall have been ratified as an amendment to the Constitution by the Legislatures of three-fourths of the several States within seven years from the date of its submission.'' Now, therefore, be it

Resolved, That if Congress shall have proposed an amendment to the Constitution identical with that contained in this resolution prior to January 1, 1965, this application for a convention shall no longer be of any force or effect; and be it further,

Resolved, That a duly attested copy of this resolution be immediately transmitted to the Secretary of the Senate of the United States, the Clerk of the House of Representatives of the United States and to each member of the Congress from this State.

POM–145. A petition from a citizen of the State of Texas relative to citizenship and sovereignty; to the Committee on Foreign Relations.

POM–146. A petition from a citizen of the State of Texas relative to the enacting of laws; to the Committee on the Judiciary.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mrs. CAPITO (for herself and Mrs. SHAHEEN):

S. 2786. A bill to amend title XVIII of the Social Security Act to provide for payments for certain rural health clinic and Federally qualified health center services furnished to hospice patients under the Medicare program; to the Committee on Finance.

By Mr. WARNER (for himself, Mr. KAINE, Mr. KING, Ms. BALDWIN, Mrs. MCCASKILL, Ms. STABENOW, Mr. PETERS, and Mr. TESTER):

S. 2787. A bill to amend title XIX of the Social Security Act to provide the same level of Federal matching assistance for every State that chooses to expand Medicaid coverage to newly eligible individuals, regardless of when such expansion takes place; to the Committee on Finance .

By Mr. INHOFE (for himself, Mr. BARRASSO, Mr. COTTON, Mr. CRUZ, Mrs. ERNST, Mr. HATCH, Mr. ISAKSON, Mr. LANKFORD, Mr. MORAN, Mr. ROUNDS, Mr. RUBIO, Mr. SESSIONS, Mr. TILLIS, and Mr. THUNE):

S. 2788. A bill to prohibit closure of United States Naval Station, Guantanamo Bay, Cuba, to prohibit the transfer or release of detainees at that Naval Station to the United States, and for other purposes; to the Committee on Armed Services.

By Ms. WARREN (for herself, Mrs. SHAHEEN, Ms. BALDWIN, Mr. SANDERS, Mr. FRANKEN, Mr. UDALL, Mr. WHITEHOUSE, Mr. MARKEY, and Mr. LEAHY):

S. 2789. A bill to amend the Internal Revenue Code of 1986 to establish a free on-line tax preparation and filing service and programs that allow taxpayers to access third-party provided tax return information; to the Committee on Finance.

By Mr. LEE (for Mr. CRUZ (for himself, Mr. LEE, Mr. CRAPO, and Mr. CORNYN)):

S. 2790. A bill to provide requirements for the appropriate Federal banking agencies when requesting or ordering a depository institution to terminate a specific customer account, to provide for additional requirements related to subpoenas issued under the Financial Institutions Reform, Recovery, and Enforcement Act of 1989, and for other purposes; to the Committee on Banking, Housing, and Urban Affairs.

By Mr. FRANKEN (for himself and Mr. TILLIS):

S. 2791. A bill to amend title 38, United States Code, to provide for the treatment of veterans who participated in the cleanup of Enewetak Atoll as radiation exposed veterans for purposes of the presumption of service-connection of certain disabilities by the Secretary of Veterans Affairs; to the Committee on Veterans' Affairs.

By Mrs. SHAHEEN (for herself and Mr. VITTER):

S. 2792. A bill to reestablish and enhance the Defense Research and Development Rapid Innovation Program, and for other purposes; to the Committee on Armed Services.

By Mrs. SHAHEEN (for herself, Mr. VITTER, and Ms. AYOTTE):

S. 2793. A bill to amend the Small Business Act to reauthorize and improve the Small Business Innovation Research Program and the Small Business Technology Transfer Program, and for other purposes; to the Committee on Small Business and Entrepreneurship.

By Mr. HATCH (for himself, Mr. WYDEN, Mr. PORTMAN, Mrs. MCCASKILL, Mr. BURR, Mr. CASEY, Mr. TOOMEY, Mr. BROWN, Mr. CORNYN, Mr. ISAKSON, Mr. FLAKE, and Mr. COATS):

S. 2794. A bill to establish a process for the submission and consideration of petitions for temporary duty suspensions and reductions, and for other purposes; to the Committee on Finance.

By Mr. INHOFE (for himself, Mr. BOOKER, Mr. WHITEHOUSE, and Mr. CRAPO):

S. 2795. A bill to modernize the regulation of nuclear energy; to the Committee on Environment and Public Works.

By Mr. ROUNDS:

S. 2796. A bill to repeal certain obsolete laws relating to Indians; to the Committee on Indian Affairs.

By Mr. BOOKER (for himself and Mr. MORAN):

S. 2797. A bill to establish the Refund to Rainy Day Savings Program; to the Committee on Health, Education, Labor, and Pensions.

By Mr. LANKFORD:

S. 2798. A bill to amend title 49, United States Code, to terminate the essential air service program, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. MURPHY (for himself and Mr. PAUL):

S.J. Res. 32. A joint resolution to provide limitations on the transfer of certain United States munitions from the United States to Saudi Arabia; to the Committee on Foreign Relations.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. HOEVEN (for himself and Ms. HEITKAMP):

S. Res. 419. A resolution congratulating the University of North Dakota men's hockey team for winning the 2016 National Collegiate Athletic Association division I men's hockey championship; considered and agreed to.

By Mr. ROUNDS (for himself and Mr. THUNE):

S. Res. 420. A resolution congratulating the 2016 national champion Augustana Vikings for their win in the 2016 National Collegiate Athletic Association Division II Men's Basketball Tournament; considered and agreed to.

By Mr. BLUMENTHAL (for himself and Mr. MURPHY):

S. Res. 421. A resolution congratulating the University of Connecticut Women's Basketball Team for winning the 2016 National Collegiate Athletic Association Division I title; considered and agreed to.

By Mr. GRASSLEY (for himself, Mr. LEAHY, Mr. SCHUMER, Mr. HATCH, Mr. TOOMEY, Mr. SESSIONS, and Mrs. FEINSTEIN):

S. Res. 422. A resolution supporting the mission and goals of 2016 ''National Crime Victims' Rights Week'', which include increasing public awareness of the rights, needs, concerns of, and services available to assist victims and survivors of crime in the United States; considered and agreed to.

By Ms. KLOBUCHAR (for herself and Mr. FRANKEN):

S. Res. 423. A resolution congratulating the University of Minnesota Women's Ice Hockey Team on winning the 2016 National Collegiate Athletic Association Women's Ice Hockey Championship; considered and agreed to.

By Mr. BURR (for himself and Ms. HEITKAMP):

S. Res. 424. A resolution supporting the goals and ideals of Take Our Daughters And Sons To Work Day; considered and agreed to.

ADDITIONAL COSPONSORS

S. 151

At the request of Mr. HELLER, the name of the Senator from Alaska (Mr. SULLIVAN) was added as a cosponsor of S. 151, a bill to require the Secretary of Defense to establish a process to determine whether individuals claiming certain service in the Philippines during World War II are eligible for certain benefits despite not being on the Missouri List, and for other purposes.

S. 386

At the request of Mr. THUNE, the name of the Senator from Arkansas (Mr. BOOZMAN) was added as a cosponsor of S. 386, a bill to limit the authority of States to tax certain income of

employees for employment duties performed in other States.

S. 391

At the request of Mr. PAUL, the name of the Senator from North Carolina (Mr. TILLIS) was added as a cosponsor of S. 391, a bill to preserve and protect the free choice of individual employees to form, join, or assist labor organizations, or to refrain from such activities.

S. 577

At the request of Mr. TOOMEY, the name of the Senator from Arizona (Mr. MCCAIN) was added as a cosponsor of S. 577, a bill to amend the Clean Air Act to eliminate the corn ethanol mandate for renewable fuel.

S. 857

At the request of Ms. STABENOW, the name of the Senator from Mississippi (Mr. COCHRAN) was added as a cosponsor of S. 857, a bill to amend title XVIII of the Social Security Act to provide for coverage under the Medicare program of an initial comprehensive care plan for Medicare beneficiaries newly diagnosed with Alzheimer's disease and related dementias, and for other purposes.

S. 1112

At the request of Mr. FRANKEN, the name of the Senator from Ohio (Mr. BROWN) was added as a cosponsor of S. 1112, a bill to amend the Occupational Safety and Health Act of 1970 to expand coverage under the Act, to increase protections for whistleblowers, to increase penalties for high gravity violations, to adjust penalties for inflation, to provide rights for victims or their family members, and for other purposes.

S. 1444

At the request of Mr. PETERS, the name of the Senator from Michigan (Ms. STABENOW) was added as a cosponsor of S. 1444, a bill to amend the Internal Revenue Code of 1986 to reduce the rate of tax regarding the taxation of distilled spirits.

S. 1555

At the request of Ms. HIRONO, the name of the Senator from Connecticut (Mr. MURPHY) was added as a cosponsor of S. 1555, a bill to award a Congressional Gold Medal, collectively, to the Filipino veterans of World War II, in recognition of the dedicated service of the veterans during World War II.

S. 1562

At the request of Mr. BLUNT, the name of the Senator from Mississippi (Mr. COCHRAN) was added as a cosponsor of S. 1562, a bill to amend the Internal Revenue Code of 1986 to reform taxation of alcoholic beverages.

S. 1651

At the request of Mr. BROWN, the name of the Senator from New York (Mrs. GILLIBRAND) was added as a cosponsor of S. 1651, a bill to amend title II of the Social Security Act to repeal the Government pension offset and windfall elimination provisions.

S. 1697

At the request of Mr. GRASSLEY, the name of the Senator from Colorado (Mr. GARDNER) was added as a cosponsor of S. 1697, a bill to provide an exception from certain group health plan requirements to allow small businesses to use pre-tax dollars to assist employees in the purchase of policies in the individual health insurance market, and for other purposes.

S. 2200

At the request of Mrs. FISCHER, the name of the Senator from Louisiana (Mr. CASSIDY) was added as a cosponsor of S. 2200, a bill to amend the Fair Labor Standards Act of 1938 to strengthen equal pay requirements.

S. 2217

At the request of Mr. BLUNT, the name of the Senator from Arizona (Mr. MCCAIN) was added as a cosponsor of S. 2217, a bill to amend the Federal Food, Drug, and Cosmetic Act to improve and clarify certain disclosure requirements for restaurants and similar retail food establishments, and to amend the authority to bring proceedings under section 403A.

S. 2283

At the request of Mr. DAINES, the name of the Senator from Alaska (Mr. SULLIVAN) was added as a cosponsor of S. 2283, a bill to ensure that small business providers of broadband Internet access service can devote resources to broadband deployment rather than compliance with cumbersome regulatory requirements.

S. 2373

At the request of Ms. CANTWELL, the name of the Senator from Oregon (Mr. MERKLEY) was added as a cosponsor of S. 2373, a bill to amend title XVIII of the Social Security Act to provide for Medicare coverage of certain lymphedema compression treatment items as items of durable medical equipment.

S. 2385

At the request of Mr. COONS, the names of the Senator from New Jersey (Mr. MENENDEZ) and the Senator from Maine (Ms. COLLINS) were added as cosponsors of S. 2385, a bill to strengthen protections for the remaining populations of wild elephants, rhinoceroses, and other imperiled species through country-specific anti-poaching efforts and anti-trafficking strategies, to promote the value of wildlife and natural resources, to curtail the demand for illegal wildlife products in consumer countries, and for other purposes.

S. 2497

At the request of Mr. BLUNT, the name of the Senator from Louisiana (Mr. CASSIDY) was added as a cosponsor of S. 2497, a bill to amend the Securities Exchange Act of 1934 to provide protections for retail customers, and for other purposes.

S. 2502

At the request of Mr. ISAKSON, the name of the Senator from Louisiana (Mr. CASSIDY) was added as a cosponsor of S. 2502, a bill to amend the Employee Retirement Income Security Act of 1974 to ensure that retirement investors receive advice in their best interests, and for other purposes.

S. 2505

At the request of Mr. KIRK, the name of the Senator from Louisiana (Mr. CASSIDY) was added as a cosponsor of S. 2505, a bill to amend the Internal Revenue Code of 1986 to ensure that retirement investors receive advice in their best interests, and for other purposes.

S. 2577

At the request of Mr. CORNYN, the names of the Senator from Maine (Ms. COLLINS) and the Senator from Virginia (Mr. WARNER) were added as cosponsors of S. 2577, a bill to protect crime victims' rights, to eliminate the substantial backlog of DNA and other forensic evidence samples to improve and expand the forensic science testing capacity of Federal, State, and local crime laboratories, to increase research and development of new testing technologies, to develop new training programs regarding the collection and use of forensic evidence, to provide post-conviction testing of DNA evidence to exonerate the innocent, to support accreditation efforts of forensic science laboratories and medical examiner offices, to address training and equipment needs, to improve the performance of counsel in State capital cases, and for other purposes.

S. 2707

At the request of Mr. SCOTT, the names of the Senator from Texas (Mr. CORNYN), the Senator from North Carolina (Mr. TILLIS), the Senator from Mississippi (Mr. COCHRAN), the Senator from Georgia (Mr. ISAKSON), the Senator from Georgia (Mr. PERDUE), the Senator from Wyoming (Mr. ENZI), the Senator from Nevada (Mr. HELLER), the Senator from Oklahoma (Mr. LANKFORD), the Senator from South Dakota (Mr. ROUNDS), the Senator from Louisiana (Mr. VITTER), and the Senator from Arizona (Mr. FLAKE) were added as cosponsors of S. 2707, a bill to require the Secretary of Labor to nullify the proposed rule regarding defining and delimiting the exemptions for executive, administrative, professional, outside sales, and computer employees, to require the Secretary of Labor to conduct a full and complete economic analysis with improved economic data on small businesses, nonprofit employers, Medicare or Medicaid dependent health care providers, and small governmental jurisdictions, and all other employers, and minimize the impact on such employers, before promulgating any substantially similar rule, and to provide a rule of construction regarding the salary threshold exemption under the Fair Labor Standards Act of 1938, and for other purposes.

S. 2736

At the request of Mr. THUNE, the name of the Senator from Ohio (Mr. PORTMAN) was added as a cosponsor of S. 2736, a bill to improve access to durable medical equipment for Medicare beneficiaries under the Medicare program, and for other purposes.

S. 2770

At the request of Mr. ROBERTS, the name of the Senator from Kansas (Mr. MORAN) was added as a cosponsor of S. 2770, a bill to amend the Communications Act of 1934 to require providers of a covered service to provide call location information concerning the telecommunications device of a user of such service to an investigative or law enforcement officer in an emergency situation involving risk of death or serious physical injury or in order to respond to the user's call for emergency services.

AMENDMENT NO. 3286

At the request of Mr. HELLER, the names of the Senator from Colorado (Mr. GARDNER), the Senator from Oregon (Mr. WYDEN), the Senator from Idaho (Mr. RISCH), the Senator from Colorado (Mr. BENNET), the Senator from Montana (Mr. TESTER), the Senator from Montana (Mr. DAINES), and the Senator from New Mexico (Mr. UDALL) were added as cosponsors of amendment No. 3286 intended to be proposed to S. 2012, an original bill to provide for the modernization of the energy policy of the United States, and for other purposes.

AMENDMENT NO. 3490

At the request of Ms. CANTWELL, the name of the Senator from Hawaii (Ms. HIRONO) was added as a cosponsor of amendment No. 3490 proposed to H.R. 636, a bill to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

AMENDMENT NO. 3548

At the request of Mr. BLUMENTHAL, the name of the Senator from Vermont (Mr. LEAHY) was added as a cosponsor of amendment No. 3548 intended to be proposed to H.R. 636, a bill to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

AMENDMENT NO. 3557

At the request of Mr. FLAKE, the name of the Senator from Minnesota (Ms. KLOBUCHAR) was added as a cosponsor of amendment No. 3557 intended to be proposed to H.R. 636, a bill to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

AMENDMENT NO. 3563

At the request of Mr. HEINRICH, his name was added as a cosponsor of amendment No. 3563 intended to be proposed to H.R. 636, a bill to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

AMENDMENT NO. 3568

At the request of Ms. COLLINS, the names of the Senator from Minnesota (Ms. KLOBUCHAR) and the Senator from Arizona (Mr. FLAKE) were added as cosponsors of amendment No. 3568 intended to be proposed to H.R. 636, a bill to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

AMENDMENT NO. 3591

At the request of Mr. SESSIONS, the names of the Senator from Alabama (Mr. SHELBY) and the Senator from Georgia (Mr. PERDUE) were added as cosponsors of amendment No. 3591 intended to be proposed to H.R. 636, a bill to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

AMENDMENT NO. 3624

At the request of Mr. SCHATZ, the name of the Senator from New Jersey (Mr. BOOKER) was added as a cosponsor of amendment No. 3624 intended to be proposed to H.R. 636, a bill to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

AMENDMENT NO. 3654

At the request of Mr. CORNYN, the name of the Senator from Florida (Mr. RUBIO) was added as a cosponsor of amendment No. 3654 intended to be proposed to H.R. 636, a bill to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

AMENDMENT NO. 3657

At the request of Mr. WYDEN, the name of the Senator from Nevada (Mr. HELLER) was added as a cosponsor of amendment No. 3657 intended to be proposed to H.R. 636, a bill to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

AMENDMENT NO. 3683

At the request of Mr. BOOKER, the name of the Senator from Nevada (Mr. HELLER) was added as a cosponsor of amendment No. 3683 intended to be proposed to H.R. 636, a bill to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. ROUNDS:

S. 2796. A bill to repeal certain obsolete laws relating to Indians; to the Committee on Indian Affairs.

Mr. ROUNDS. Mr. President, today I rise to introduce a bill to begin to address the list of historic wrongs against Native American citizens brought by the early U.S. Government.

The idea that these laws were ever considered is disturbing, but the fact that these laws remain on our books is, at best, an oversight. Currently, Native Americans who are U.S. citizens just like you and me are still legally subject to a series of obsolete, historically wrong statutes. These statutes are a sad reminder of the hostile aggression and overt racism that the Federal Government exhibited toward Native Americans as the government attempted to assimilate them into what was considered modern society.

In 2016, laws still exist that would allow for the forced removal of their children, who can be sent to boarding schools, and they can be denied rations if they refuse. They can still be subject to forced labor on their reservations as a condition of their receipt of supplies. Moreover, they can be denied funding if found drunk on a reservation.

These statutes actually remain on the books of the land and, in many cases, are more than a century old and continue the stigma of subjugation and paternalism from that time period. It is without question that they should be stricken.

We cannot adequately repair history, but we can move forward. Because of this, today I am introducing the RESPECT Act or the Repealing Existing Substandard Provisions Encouraging Conciliation with Tribes Act.

I wish to list some of the 12 existing laws that the RESPECT Act will repeal. In Chapter 25 of the United States Code, section 302, entitled ''Education of Indians, Indian Reform School; rules and regulations; consent of parents to placing youth in reform school,'' the Commissioner of Indian affairs was directed to place Indian youth in Indian reform schools without the consent of their parents.

The issue of off-reservation Indian boarding schools, in particular, is a rightfully sensitive one for our Native Americans. Between 1879 and into the 20th century, at least 830,000 Indian children were taken to boarding schools to allegedly ''civilize them.'' Many parents were threatened with surrendering their children or their food rations. This law, in fact, is also still on the books.

A requirement exists in section 283, entitled ''Regulations for withholding rations for nonattendance at schools,'' that the Secretary of the Interior could ''prevent the issuing of rations or the furnishing of subsistence to the head of any Indian family for or on account of any Indian child or children between the ages of eight and twenty-one years who shall not have attended school in the preceding year in accordance with such regulations.''

Yet there still exist other outdated laws relating to wartime status between Indians and the United States, such as those found in section 72 of the Code, entitled ''Abrogation of treaties.'' Here the President was authorized to declare all treaties with such tribes ''abrogated if in his opinion any Indian tribe is in actual hostility to the United States.''

In section 127, entitled ''Moneys or annuities of hostile Indians,'' moneys or annuities stipulated by any treaty with an Indian tribe could be stopped if the tribe ''has engaged in hostilities against the United States, or against its citizens peacefully or lawfully sojourning or traveling within its jurisdiction at the time of such hostilities.''

Likewise, in section 128, entitled ''Appropriations not paid to Indians at war with United States,'' none of the appropriations made for the Indian Service could ''be paid to any band of Indians or any portion of any band

while at war with the United States or with the white citizens of any of the States or Territories.''

Moreover, in section 138, entitled ''Goods withheld from chiefs violating treaty stipulations,'' delivery of goods or merchandise could be denied to the chiefs of any tribe by authority of any treaty ''if such chiefs'' had ''violated the stipulations contained in such treaty.''

Finally, in section 129, entitled ''Moneys due Indians holding captives other than Indians withheld,'' the Secretary of the Interior was ''authorized to withhold, from any tribe of Indians who may hold any captives other than Indians, any moneys due them from the United States until said captives shall be surrendered to the lawful authorities of the United States.''

In section 130, entitled ''Withholding of moneys or goods on account of intoxicating liquors,'' racist identifications tying drunkenness by Indians to receipt of funds still exist, stipulating that no ''annuities, or moneys, or goods'' could ''be paid or distributed to Indians while they'' were—and, once again, I will quote—''under the influence of any description of intoxicating liquor, nor while there are good and sufficient reasons leading the officers or agents, whose duty it may be to make such payments or distribution, to believe that there is any species of intoxicating liquor within convenient reach.''

Mandatory work on reservations still exists in section 137, entitled ''Supplies distributed to able-bodied males on condition.'' Once again, I will quote from the text: ''For the purpose of inducing Indians to labor and become self-supporting, it is provided that, in distributing the supplies and annuities to the Indians for whom the same are appropriated, the agent distributing the same could require all able-bodied male Indians between the ages of eighteen and forty-five to perform service upon the reservation, for the benefit of themselves or of the tribe'' in return for supplies.

Let me summarize what I said in the beginning. In the year 2016 in the United States, Native Americans—citizens like you and me—are still legally subject to outrageous, racist, and outdated laws that were wrong at their inception. There is no place in our legal code for such laws.

In my home State of South Dakota, which is home to 9 tribes and roughly 75,000 enrolled members, we strive to work together to constantly improve relationships and to mend our history through reconciliation and mutual respect. It is not always easy, but with our futures tied together, with our children in mind, reconciliation is something we are committed to.

History also proves that since the onset of the government's relationship with the tribes, it has been complicated and challenging over the years, sometimes downright dark and disrespectful, and to this day often has led to mistreatment by the Federal Government.

As Governor of South Dakota, I proclaimed 2010 the Year of Unity in South Dakota. This was done in recognition of the need to continue building upon the legacy and work of those who came before us. The year 2010 also marked the 20th anniversary of the Year of Reconciliation in South Dakota, which was an effort by the late Governor George Mickelson as a way to bring all races together. The Year of Unity and the Year of Reconciliation were efforts to build upon a common purpose, acknowledge our differences, and yet find ways to work together. I suspect we could use a lot more of that in Washington, DC.

While legislative bodies before us have taken steps to rectify our previous failures relative to Native Americans, sadly, these laws remain, and out of a sense of justice, I believe we should repeal them. Imagine a scenario where descendants of those from Norway, Britain, Italy, or any other country for that matter, were treated with the same patronizing air of superiority. Only Native Americans face this discrimination, and it is long overdue to repeal these noxious laws.

I would take this opportunity to urge my colleagues to join me in supporting this bill and to put an end to this blatant discrimination against Native Americans. We can't change our history, but we can start to change the paternalistic mentality of the Federal Government toward the Native people.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 419—CONGRATULATING THE UNIVERSITY OF NORTH DAKOTA MEN'S HOCKEY TEAM FOR WINNING THE 2016 NATIONAL COLLEGIATE ATHLETIC ASSOCIATION DIVISION I MEN'S HOCKEY CHAMPIONSHIP

Mr. HOEVEN (for himself and Ms. HEITKAMP) submitted the following resolution; which was considered and agreed to:

S. RES. 419

Whereas the University of North Dakota (referred to in this preamble as ''UND'') men's hockey team won the 2016 National Collegiate Athletic Association (referred to in this preamble as the ''NCAA'') division I men's hockey championship game in Tampa Bay, Florida, on April 9, 2016, in a hard-fought victory over the Quinnipiac University Bobcats of Connecticut by a score of 5 to 1;

Whereas the UND men's hockey team had an incredible 2015–16 season, during which Coach Brad Berry became the first head coach to win an NCAA division I men's hockey national championship in an individual's first season as head coach;

Whereas the UND men's hockey team won its eighth NCAA division I men's hockey championship and ended the 2015–16 season with a 34–6–4 record;

Whereas Coach Brad Berry and the coaching staff have instilled character and perseverance in the UND men's hockey team players and have done an outstanding job coaching the UND men's hockey program;

Whereas under the leadership of Interim President Ed Schafer and Athletic Director Brian Faison, academic and athletic excellence has been promoted at UND;

Whereas thousands of UND fans attended the NCAA division I men's hockey championship game, reflecting the tremendous fan base of UND, which showcases the spirit and dedication of UND hockey fans and has helped to propel the success of the UND men's hockey team; and

Whereas the UND men's hockey team's victory in the 2016 NCAA division I men's hockey championship was also a victory for the entire State of North Dakota: Now, therefore, be it

Resolved, That the Senate—

(1) congratulates the University of North Dakota men's hockey team, the 2016 National Collegiate Athletic Association division I men's hockey champions;

(2) commends the players, coaches, and staff of the University of North Dakota men's hockey team for their hard work and dedication; and

(3) recognizes the students, alumni, and loyal fans for supporting the University of North Dakota men's hockey team on a successful quest to capture another National Collegiate Athletic Association division I men's hockey championship trophy for the University of North Dakota.

SENATE RESOLUTION 420—CONGRATULATING THE 2016 NATIONAL CHAMPION AUGUSTANA VIKINGS FOR THEIR WIN IN THE 2016 NATIONAL COLLEGIATE ATHLETIC ASSOCIATION DIVISION II MEN'S BASKETBALL TOURNAMENT

Mr. ROUNDS (for himself and Mr. THUNE) submitted the following resolution; which was considered and agreed to:

S. RES. 420

Whereas, on March 26, 2016, the Augustana University Vikings defeated the Lincoln Memorial University Railsplitters 90 to 81 in the championship game of the National Collegiate Athletic Association Division II Men's Basketball Tournament in Frisco, Texas;

Whereas this is the first national title for the Augustana Vikings basketball program and the third national title overall for the school;

Whereas Augustana senior student athletes Daniel Jansen and Casey Schilling have been named 2 of 13 finalists for the Bevo Francis Award, which honors the player who had the best overall season within Small College Basketball;

Whereas the Augustana coach, Tom Billeter, was named Coach of the Year by the National Association of Basketball Coaches;

Whereas, during the 2015–2016 season, the Augustana Vikings finished with a record of 34–2; and

Whereas the presence of 3 seniors and 4 juniors on the roster of the Augustana Vikings represents the commitment of those students to the university and the work of Augustana University to enshrine the ideal of the student athlete into the ethos of the university: Now, therefore, be it

Resolved, That the Senate—

(1) congratulates and honors the Augustana University men's basketball team and its loyal fans on the performance of the team in the 2016 National Collegiate Athletic Association Division II Men's Basketball Tournament; and

(2) recognizes and commends the hard work, dedication, determination, and commitment to excellence of the players, parents, families, coaches, and managers of the team.

SENATE RESOLUTION 421—CONGRATULATING THE UNIVERSITY OF CONNECTICUT WOMEN'S BASKETBALL TEAM FOR WINNING THE 2016 NATIONAL COLLEGIATE ATHLETIC ASSOCIATION DIVISION I TITLE

Mr. BLUMENTHAL (for himself and Mr. MURPHY) submitted the following resolution; which was considered and agreed to:

S. RES. 421

Whereas, on Tuesday, April 5, 2016, the University of Connecticut Women's Basketball Team (in this preamble referred to as ''UConn'') won the 2016 National Collegiate Athletic Association (in this preamble referred to as the ''NCAA'') Division I title with an 82-51 win over the Syracuse Orange at Bankers Life Fieldhouse in Indianapolis, Indiana;

Whereas this is UConn's fourth consecutive NCAA national championship and 11th NCAA national championship overall;

Whereas Breanna Stewart was awarded the Most Outstanding Player of the Final Four for an unprecedented fourth time;

Whereas UConn finished the 2015-2016 season with a record of 38-0 and extended its winning streak to 75 games;

Whereas UConn has won 122 of its last 123 games, with each win coming by double digits; and

Whereas Geno Auriemma passed John Wooden for the most national championships won by any head coach in NCAA Division I basketball history: Now, therefore, be it

Resolved, That the Senate—

(1) commends the University of Connecticut Women's Basketball Team for winning the 2016 National Collegiate Athletic Association Division I title;

(2) congratulates the fans, students, and faculty of the University of Connecticut; and

(3) respectfully requests that the Secretary of the Senate transmit an enrolled copy of this resolution to—

(A) the President of the University of Connecticut, Susan Herbst; and

(B) the Head Coach of the University of Connecticut Women's Basketball Team, Luigi ''Geno'' Auriemma.

SENATE RESOLUTION 422—SUPPORTING THE MISSION AND GOALS OF 2016 ''NATIONAL CRIME VICTIMS' RIGHTS WEEK'', WHICH INCLUDE INCREASING PUBLIC AWARENESS OF THE RIGHTS, NEEDS, CONCERNS OF, AND SERVICES AVAILABLE TO ASSIST VICTIMS AND SURVIVORS OF CRIME IN THE UNITED STATES

Mr. GRASSLEY (for himself, Mr. LEAHY, Mr. SCHUMER, Mr. HATCH, Mr. TOOMEY, Mr. SESSIONS, and Mrs. FEINSTEIN) submitted the following resolution; which was considered and agreed to:

S. RES. 422

Whereas individuals in the United States are the victims of more than 20,000,000 crimes each year;

Whereas crime can touch the lives of anyone, irrespective of age, race, national origin, religion, or gender;

Whereas a just society acknowledges the impact of crime on individuals, families, schools, and communities by—

(1) protecting the rights of crime victims and survivors; and

(2) ensuring that resources and services are available to help rebuild the lives of the victims and survivors;

Whereas, as of 2008, the most conservative estimate for the economic cost of violent and property crimes in the United States was $17,000,000,000 per year;

Whereas that economic cost does not account for the struggle of a crime victim to be made whole or losses that result from being the victim of a crime, including losses of psychological, emotional, and physical well-being;

Whereas despite impressive accomplishments between 1974 and 2016 in increasing the rights of, and services available to, crime victims and survivors and the families of the victims and survivors, many challenges remain to ensure that all crime victims and survivors and the families of the victims and survivors are—

(1) treated with dignity, fairness, and respect;

(2) offered support and services, regardless of whether the victims and survivors report crimes committed against them; and

(3) recognized as key participants within the criminal, juvenile, Federal, and tribal justice systems in the United States when the victims and survivors report crimes;

Whereas crime victims and survivors in the United States and the families of the victims and survivors need and deserve support and assistance to help cope with the often devastating consequences of crime;

Whereas, during each year beginning in 1984 through 2015, communities across the United States joined Congress and the Department of Justice in commemorating ''National Crime Victims' Rights Week'' to celebrate a shared vision of a comprehensive and collaborative response that identifies and addresses the many needs of crime victims and survivors and the families of the victims and survivors;

Whereas Congress and the President agree on the need for a renewed commitment to serve all victims and survivors of crime in the 21st century;

Whereas the theme of 2016 ''National Crime Victims' Rights Week'', celebrated during the week of April 10 through April 16, 2016, is ''Serving Victims; Building Trust; Restoring Hope'' and highlights the collaborative and multifaceted effort to provide comprehensive and quality support to survivors;

Whereas engaging communities in victim assistance is essential to promoting individual and public safety;

Whereas the United States must empower crime victims and survivors by—

(1) protecting the legal rights of the victims and survivors; and

(2) providing the victims and survivors with services to help them in the aftermath of crime; and

Whereas the people of the United States recognize and appreciate the continued importance of—

(1) promoting the rights of and services for crime victims and survivors; and

(2) honoring crime victims and survivors and individuals who provide services for the victims and survivors: Now, therefore, be it

Resolved, That the Senate—

(1) supports the mission and goals of 2016 ''National Crime Victims' Rights Week'', which include increasing individual and public awareness of—

(A) the impact of crime on victims and survivors and the families of the victims and survivors;

(B) the challenges to achieving justice for victims and survivors of crime and the families of the victims and survivors; and

(C) the many solutions to meet those challenges; and

(2) recognizes that crime victims and survivors and the families of the victims and survivors should be treated with dignity, fairness, and respect.

SENATE RESOLUTION 423—CONGRATULATING THE UNIVERSITY OF MINNESOTA WOMEN'S ICE HOCKEY TEAM ON WINNING THE 2016 NATIONAL COLLEGIATE ATHLETIC ASSOCIATION WOMEN'S ICE HOCKEY CHAMPIONSHIP

Ms. KLOBUCHAR (for herself and Mr. FRANKEN) submitted the following resolution; which was considered and agreed to:

S. RES. 423

Whereas, on Sunday, March 20, 2016, the University of Minnesota Gophers won the 2016 National Collegiate Athletic Association (referred to in this preamble as the ''NCAA'') Women's Ice Hockey Championship against previously undefeated Boston College by a score of 3 to 1;

Whereas, on Friday, March 18, 2016, Sarah Potomak scored the game-winning goal in overtime to give the University of Minnesota a 3-2 win over rival University of Wisconsin in a Frozen Four semifinal game and advance to the national championship game for the fifth consecutive year;

Whereas the University of Minnesota Women's Ice Hockey Team won an impressive 35 games during the 2015-2016 season;

Whereas the University of Minnesota Women's Ice Hockey Team has won 4 of the last 5 national championships;

Whereas the University of Minnesota Women's Ice Hockey Team has won 7 national championships overall, including back-to-back championships in 2004 and 2005, 2012 and 2013, and 2015 and 2016;

Whereas the University of Minnesota Women's Ice Hockey Team has the most NCAA Women's Ice Hockey Championships and NCAA Women's Ice Hockey Tournament wins; and

Whereas the University of Minnesota Women's Ice Hockey program—

(1) benefits from 7 years of steady leadership from Head Coach Brad Frost;

(2) features 3 All-Americans, as named by the American Hockey Coaches Association, on the 2015-2016 team;

(3) has a remarkable roster of players, including Amanda Kessel, Sarah Potomak, Amanda Leveille, and Lee Stecklein, all of whom were named to the 2016 Frozen Four All-Tournament Team; and

(4) has a multitude of players, past and present, who have represented the United States in Olympic competition: Now, therefore, be it

Resolved, That the Senate recognizes—

(1) the University of Minnesota Women's Ice Hockey Team on winning the 2016 National Collegiate Athletic Association Women's Ice Hockey Championship; and

(2) the achievements of the players, coaches, staff, and fans who contributed to the championship season.

SENATE RESOLUTION 424—SUPPORTING THE GOALS AND IDEALS OF TAKE OUR DAUGHTERS AND SONS TO WORK DAY

Mr. BURR (for himself and Ms. HEITKAMP) submitted the following resolution; which was considered and agreed to:

S. RES. 424

Whereas the Take Our Daughters To Work program was created in New York City as a response to research that showed that, by the 8th grade, many girls were dropping out of school, had low self-esteem, and lacked confidence;

Whereas, in 2003, the name of the program was changed to ''Take Our Daughters And Sons To Work'' so that boys who face many of the same challenges as girls could also be involved in the program;

Whereas, in 2016, the mission of the program, to develop ''innovative strategies that empower girls and boys to overcome societal barriers to reach their full potential'', fully reflects the addition of boys;

Whereas the Take Our Daughters And Sons To Work Foundation, a nonprofit organization, has grown to be one of the largest public awareness campaigns, with more than 39,000,000 participants annually in more than 3,000,000 organizations and workplaces representing each State;

Whereas, in 2007, the Take Our Daughters To Work program transitioned to Elizabeth City, North Carolina, became known as the Take Our Daughters And Sons To Work Foundation, and received national recognition for its dedication to future generations;

Whereas, every year, mayors, governors, and other private and public officials sign proclamations and lend support to Take Our Daughters And Sons To Work Day;

Whereas the fame of the Take Our Daughters And Sons To Work program has spread overseas, with requests and inquiries being made from around the world on how to operate the program;

Whereas 2016 marks the 23rd anniversary of the Take Our Daughters And Sons To Work program;

Whereas Take Our Daughters And Sons to Work Day will be observed on Thursday, April 28, 2016; and

Whereas, by offering opportunities for children to experience activities and events, Take Our Daughters And Sons To Work Day is intended to continue helping millions of girls and boys on an annual basis to examine their opportunities and strive to reach their fullest potential: Now, therefore, be it

Resolved, That the Senate—

(1) recognizes the goals of introducing our daughters and sons to the workplace; and

(2) commends all participants of Take Our Daughters And Sons To Work Day for the—

(A) ongoing contributions that the participants make to education; and

(B) vital role that the participants play in promoting and ensuring a brighter, stronger future for the United States.

AMENDMENTS SUBMITTED AND PROPOSED

SA 3685. Mr. HELLER (for himself and Mr. REID) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table.

SA 3686. Mr. KAINE (for himself, Mr. WARNER, and Mr. FLAKE) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3687. Mr. KAINE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3688. Mr. FRANKEN (for himself and Mr. GRASSLEY) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3689. Mr. FRANKEN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3690. Mr. NELSON submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3691. Mr. MARKEY (for himself, Mr. BLUMENTHAL, and Ms. KLOBUCHAR) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3692. Ms. CANTWELL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3693. Mr. PAUL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3694. Mr. KAINE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3695. Mr. MARKEY submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3696. Mr. REED submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3697. Mr. REED submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3698. Mrs. MURRAY (for herself and Ms. CANTWELL) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3699. Mrs. MURRAY (for herself and Ms. CANTWELL) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3700. Mrs. MURRAY (for herself and Ms. CANTWELL) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3701. Mrs. MURRAY (for herself and Ms. CANTWELL) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3702. Mr. MCCAIN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3703. Mr. HATCH submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3704. Mrs. FEINSTEIN (for herself, Mr. TILLIS, Mr. BLUMENTHAL, Mr. PERDUE, Mr. LEE, and Mr. MARKEY) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3705. Mrs. BOXER (for herself, Ms. KLOBUCHAR, Ms. CANTWELL, Mr. BLUMENTHAL, Mr. MARKEY, Mrs. SHAHEEN, and Mr. FRANKEN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3706. Ms. CANTWELL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3707. Mr. MORAN (for himself and Mr. SESSIONS) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3708. Mr. MORAN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3709. Mr. THUNE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3710. Mr. JOHNSON (for himself, Mr. LEAHY, Ms. MURKOWSKI, and Mr. SCHUMER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3711. Mrs. GILLIBRAND (for herself and Mr. SCHUMER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3712. Mrs. GILLIBRAND (for herself and Mr. SCHUMER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3713. Mrs. GILLIBRAND (for herself and Mr. SCHUMER) submitted an amendment intended to be proposed to amendment SA 3679

proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3714. Ms. HEITKAMP (for herself and Mr. INHOFE) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3715. Ms. HEITKAMP submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3716. Ms. CANTWELL (for herself and Mr. ISAKSON) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3717. Mr. CASSIDY submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3718. Mr. CARPER (for himself, Mr. SCHUMER, Mr. WYDEN, and Mr. COONS) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3719. Mr. MANCHIN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3720. Mrs. SHAHEEN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3721. Mr. HOEVEN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3722. Mr. RUBIO submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3723. Ms. MURKOWSKI (for herself and Mr. SULLIVAN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3724. Ms. MURKOWSKI (for herself and Mr. SULLIVAN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3725. Mr. FLAKE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3726. Ms. CANTWELL (for herself, Mrs. MURRAY, and Ms. HIRONO) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3727. Ms. CANTWELL (for herself and Mrs. MURRAY) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3728. Ms. CANTWELL (for herself, Mrs. MURRAY, Mr. BLUMENTHAL, and Mr. MARKEY) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3729. Mr. VITTER submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3730. Mr. VITTER submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3731. Mrs. BOXER submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3732. Mr. BOOKER (for himself, Mr. DAINES, and Mr. HELLER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3733. Mr. HOEVEN (for himself and Mr. WYDEN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3734. Mr. BROWN (for himself and Mr. PORTMAN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3735. Mr. SASSE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3736. Mr. WARNER (for himself and Mr. INHOFE) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3737. Mr. KIRK (for himself and Mr. HATCH) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3738. Mr. VITTER submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3739. Mr. ROUNDS (for himself and Mr. LEE) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3740. Ms. HIRONO (for herself and Mr. DAINES) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3741. Ms. HIRONO (for herself, Mr. DAINES, and Mr. TESTER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3742. Ms. HIRONO (for herself, Ms. MURKOWSKI, Mr. SCHATZ, and Mr. SULLIVAN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3743. Mr. INHOFE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3744. Mr. INHOFE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3745. Mr. INHOFE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3746. Mr. INHOFE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3747. Mr. INHOFE (for himself and Mr. BROWN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3748. Mr. INHOFE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3749. Mr. MENENDEZ submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3750. Mrs. MCCASKILL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3751. Mrs. MCCASKILL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3752. Ms. AYOTTE (for herself and Ms. HEITKAMP) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3753. Mr. HOEVEN (for himself and Mr. TESTER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3754. Mr. HATCH submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3755. Ms. WARREN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr.

NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3756. Mr. WHITEHOUSE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3757. Mr. BROWN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3758. Mr. TESTER (for himself and Mr. DAINES) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3759. Mr. BLUMENTHAL (for himself, Mr. LEAHY, Mr. MARKEY, and Ms. BALDWIN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3760. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3761. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3762. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3763. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3764. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3765. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3766. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3767. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3768. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3769. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3770. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3771. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3772. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3773. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3774. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3775. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3776. Mr. BLUMENTHAL (for himself and Mr. MARKEY) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3777. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3778. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3779. Mr. CORNYN (for himself, Mr. FLAKE, Mr. HELLER, and Mr. MCCAIN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3780. Mr. NELSON submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3781. Ms. KLOBUCHAR submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3782. Ms. KLOBUCHAR (for herself and Mr. FRANKEN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3783. Mr. BROWN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3784. Mr. PERDUE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3785. Mr. WARNER (for himself and Mr. KAINE) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3786. Mr. NELSON submitted an amendment intended to be proposed by him to the bill H.R. 636, supra; which was ordered to lie on the table.

SA 3787. Mr. PAUL submitted an amendment intended to be proposed by him to the bill S. 2012, to provide for the modernization of the energy policy of the United States, and for other purposes; which was ordered to lie on the table.

SA 3788. Mr. INHOFE (for Mr. CASEY) proposed an amendment to the bill H.R. 1493, to protect and preserve international cultural property at risk due to political instability, armed conflict, or natural or other disasters, and for other purposes.

TEXT OF AMENDMENTS

SA 3685. Mr. HELLER (for himself and Mr. REID) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5037. EXPANSION OF ALLOWABLE COSTS UNDER PORT OF ENTRY PARTNERSHIP PILOT PROGRAM.

(a) IN GENERAL.—Section 559(e)(3) of the Department of Homeland Security Appropriations Act, 2014 (division F of Public Law 113–76; 6 U.S.C. 211 note) is amended—

(1) by amending subparagraph (B) to read as follows:

''(B) FOR CERTAIN COSTS.—The authority found in this subsection may only be used at U.S. Customs and Border Protection-serviced air ports of entry to enter into reimbursable fee agreements for—

''(i) salaries and expenses of not more than 5 full-time equivalent U.S. Customs and Border Protection officers;

''(ii) costs incurred by U.S. Customs and Border Protection for the payment of overtime to employees;

''(iii) the salaries and expenses of individuals employed by U.S. Customs and Border Protection to support U.S. Customs and Border Protection officers in performing law enforcement functions at ports of entry, including primary and secondary processing of passengers; and

''(iv) other costs incurred by U.S. Customs and Border Protection relating to services described in paragraph (2), such as temporary placement or permanent relocation of such individuals.''; and

(2) by striking subparagraph (D).

(b) TRANSITION RULE.—The Commissioner of U.S. Customs and Border Protection may modify a reimbursable fee agreement entered into under section 559 of the Department of Homeland Security Appropriations Act, 2014 (division F of Public Law 113–76; 6 U.S.C. 211 note), as in effect on the day before the date of the enactment of this Act, to include costs specified in subsection (e)(3)(B) of that section, as amended by subsection (a).

SEC. 5038. EXPANSION OF ALLOWABLE COSTS UNDER CERTAIN REIMBURSABLE SERVICES AGREEMENTS.

(a) IN GENERAL.—Section 560(g) of the Department of Homeland Security Appropriations Act, 2013 (division D of Public Law 113–6; 127 Stat. 380) is amended to read as follows:

''(g) The authority found in this section may be used only at U.S. Customs and Border Protection-serviced air ports of entry to enter into reimbursable fee agreements for—

''(1) salaries and expenses of not more than 5 full-time equivalent U.S. Customs and Border Protection officers;

''(2) costs incurred by U.S. Customs and Border Protection for payment of overtime to employees;

''(3) the salaries and expenses of individuals employed by U.S. Customs and Border Protection to support U.S. Customs and Border Protection officers in performing law enforcement functions at ports of entry, including primary and secondary processing of passengers; and

''(4) other costs incurred by U.S. Customs and Border Protection relating to U.S. Customs and Border Protection services, such as temporary placement or permanent relocation of such individuals.''.

(b) TRANSITION RULE.—The Commissioner of U.S. Customs and Border Protection may modify a reimbursable fee agreement entered into under section 560 of the Department of Homeland Security Appropriations Act, 2013 (division D of Public Law 113–6; 127 Stat. 378), as in effect on the day before the date of the enactment of this Act, to include costs specified in subsection (g) of that section, as amended by subsection (a).

SA 3686. Mr. KAINE (for himself, Mr. WARNER, and Mr. FLAKE) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. OBSTRUCTION EVALUATION AERONAUTICAL STUDIES.

The Secretary of Transportation may implement the policy set forth in the notice of proposed policy entitled ''Proposal To Consider the Impact of One Engine Inoperative Procedures in Obstruction Evaluation Aeronautical 7 Studies'' published by the Department of Transportation on April 28, 2014 (79 Fed. Reg. 23300), only if the policy is adopted pursuant to a notice and comment rulemaking.

SA 3687. Mr. KAINE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 158, line 8, strike ''an inspection or other investigation'' and insert ''an accident finding, inspection, or other investigation''.

On page 159, line 17, strike ''an inspection or other investigation'' and insert ''an accident finding, inspection, or other investigation''.

Strike section 5013.

SA 3688. Mr. FRANKEN (for himself and Mr. GRASSLEY) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. EXTENSION OF ADVANCED BIOFUEL TAX INCENTIVES.

(a) EXTENSION OF SECOND GENERATION BIOFUEL PRODUCER CREDIT.—

(1) IN GENERAL.—Section 40(b)(6)(J)(i) of the Internal Revenue Code of 1986 is amended by striking ''January 1, 2017'' and inserting ''January 1, 2020''.

(2) EFFECTIVE DATE.—The amendment made by this subsection shall apply to qualified second generation biofuel production after the date of the enactment of this Act.

(b) EXTENSION OF SPECIAL ALLOWANCE FOR SECOND GENERATION BIOFUEL PLANT PROPERTY.—

(1) IN GENERAL.—Section 168(l)(2)(D) of the Internal Revenue Code of 1986 is amended by striking ''January 1, 2017'' and inserting ''January 1, 2020''.

(2) EFFECTIVE DATE.—The amendment made by this subsection shall apply to property placed in service after the date of the enactment of this Act.

(c) EXTENSION OF EXCISE TAX INCENTIVES FOR ALTERNATIVE FUELS.—

(1) IN GENERAL.—Section 6426 of the Internal Revenue Code of 1986 is amended—

(A) in subsection (d)(5), by striking ''December 31, 2016'' and inserting ''December 31, 2019'', and

(B) in subsection (e)(3), by striking ''December 31, 2016'' and inserting ''December 31, 2019''.

(2) PAYMENTS.—Section 6427(e)(6)(C) of such Code is amended by striking ''December 31, 2016'' and inserting ''December 31, 2019''.

(3) EFFECTIVE DATE.—The amendments made by this paragraph shall apply to fuel sold or used after the date of the enactment of this Act.

(d) EXTENSION OF CREDIT FOR ALTERNATIVE FUEL VEHICLE REFUELING PROPERTY.—

(1) IN GENERAL.—Section 30C(g) of the Internal Revenue Code of 1986 is amended by striking ''December 31, 2016'' and inserting ''December 31, 2019''.

(2) EFFECTIVE DATE.—The amendment made by this subsection shall apply to property placed in service after the date of the enactment of this Act.

SA 3689. Mr. FRANKEN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. INVESTMENT TAX CREDIT FOR COMMUNITY WIND PROJECTS HAVING GENERATION CAPACITY OF NOT MORE THAN 20 MEGAWATTS.

(a) SHORT TITLE.—This section may be cited as the ''Distributed and Community Wind Energy Act''.

(b) IN GENERAL.—Paragraph (4) of section 48(c) of the Internal Revenue Code of 1986 is amended—

(1) by striking subparagraph (A) and inserting the following new subparagraph:

''(A) IN GENERAL.—The term 'qualified small wind energy property' means—

''(i) property which uses a qualifying small wind turbine to generate electricity, or

''(ii) property which uses 1 or more wind turbines with an aggregate nameplate capacity of more than 100 kilowatts but not more than 20 megawatts.'',

(2) by redesignating subparagraph (C) as subparagraph (D) and by inserting after subparagraph (B) the following new subparagraph:

''(C) REGULATIONS.—The Secretary shall prescribe such regulations as may be appropriate to prevent improper division of property to attempt to meet the limitation under subparagraph (A)(ii).'', and

(3) in subparagraph (D), as redesignated by paragraph (2), by striking ''December 31, 2016'' and inserting ''December 31, 2021''.

(c) DENIAL OF PRODUCTION CREDIT.—Paragraph (1) of section 45(d) of the Internal Revenue Code of 1986 is amended by striking the period at the end and inserting ''or any facility which is a qualified small wind energy property described in section 48(c)(4)(A)(ii) with respect to which the credit under section 48 is allowable.''.

(d) EFFECTIVE DATE.—The amendments made by this section shall apply to property placed in service after the date of the enactment of this Act.

SA 3690. Mr. NELSON submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle C of title I, add the following:

SEC. 1305. AIRPORT VEHICLE EMISSIONS.

Section 40117(a)(3)(G) is amended to read as follows:

''(G) A project to reduce emissions under subchapter I of chapter 471 or to use cleaner burning conventional fuels, or for acquiring for use at a commercial service airport vehicles or ground support equipment that include low-emission technology or use cleaner burning fuels, or if the airport is located in an air quality nonattainment area (as defined in section 171(2) of the Clean Air Act (42 U.S.C. 7501(2))) or a maintenance area referred to in section 175A of such Act (42 U.S.C. 7505a), a project to retrofit any such vehicles or equipment that are powered by a diesel or gasoline engine with emission control technologies certified or verified by the Environmental Protection Agency to reduce emissions, if such project would be able to receive emission credits for the project from the governing State or Federal environmental agency as described in section 47139.''.

SA 3691. Mr. MARKEY (for himself, Mr. BLUMENTHAL, and Ms. KLOBUCHAR) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. REGULATIONS PROHIBITING THE IMPOSITION OF FEES THAT ARE NOT REASONABLE AND PROPORTIONAL TO THE COSTS INCURRED.

(a) DEFINITIONS.—In this section:

(1) AIR CARRIER.—The term ''air carrier'' means any air carrier that holds an air carrier certificate under section 41101 of title 49, United States Code.

(2) INTERSTATE AIR TRANSPORTATION.—The term ''interstate air transportation'' has the meaning given that term in section 40102 of title 49, United States Code.

(b) REGULATIONS REQUIRED.—Not later than 270 days after the date of the enactment of this Act, the Secretary of Transportation shall prescribe regulations—

(1) prohibiting an air carrier from imposing fees described in subsection (c) that are unreasonable or disproportional to the costs incurred by the air carrier; and

(2) establishing standards for assessing whether such fees are reasonable and proportional to the costs incurred by the air carrier.

(c) FEES DESCRIBED.—The fees described in this subsection are—

(1) any fee for a change or cancellation of a reservation for a flight in interstate air transportation;

(2) any fee relating to checked baggage to be transported on a flight in interstate air transportation; and

(3) any other fee imposed by an air carrier relating to a flight in interstate air transportation.

(d) CONSIDERATIONS.—In establishing the standards required by subsection (b)(2), the Secretary shall consider—

(1) with respect to a fee described in subsection (c)(1) imposed by an air carrier for a change or cancellation of a flight reservation—

(A) any net benefit or cost to the air carrier from the change or cancellation, taking into consideration—

(i) the ability of the air carrier to anticipate the expected average number of cancellations and changes and make reservations accordingly;

(ii) the ability of the air carrier to fill a seat made available by a change or cancellation;

(iii) any difference in the fare likely to be paid for a ticket sold to another passenger for a seat made available by the change or cancellation, as compared to the fare paid by the passenger who changed or canceled the passenger's reservation; and

(iv) the likelihood that the passenger changing or cancelling the passenger's reservation will fill a seat on another flight by the same air carrier;

(B) the costs of processing the change or cancellation electronically; and

(C) any related labor costs;

(2) with respect to a fee described in subsection (c)(2) imposed by an air carrier relating to checked baggage—

(A) the costs of processing checked baggage electronically; and

(B) any related labor costs; and

(3) any other considerations the Secretary considers appropriate.

(e) UPDATED REGULATIONS.—The Secretary shall update the standards required by subsection (b)(2) not less frequently than once every 3 years.

SA 3692. Ms. CANTWELL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. AUTHORITY FOR LAW ENFORCEMENT OFFICERS AND EXPLOSIVE DETECTION CANINES AT AIRPORTS.

(a) IN GENERAL.—The Administration of the Transportation Security Administration shall require that the air transportation security program required by section 44903(c)(1) of title 49, United States Code, for each covered airport include the following:

(1) Beginning not more than 30 days after the date of the enactment of this Act, that a State or local law enforcement officer is stationed not more than 300 feet from each passenger screening checkpoint at each covered airport.

(2) Beginning not more than 180 days after the date of the enactment of this Act, that an explosives detection canine team of a State or local law enforcement agency is assigned to each terminal at each covered airport.

(b) TECHNICAL SUPPORT.—The Administrator of the Transportation Security Administration shall provide technical and other support to State or local law enforcement agencies providing the personnel described in paragraph (1) or (2) of subsection (a).

(c) DEFINITIONS.—In this section:

(1) CATEGORY I AIRPORT.—The term ''Category I airport'' means an airport subject to the security program requirements of section 1542.103(a) of title 49, Code of Federal Regulations (or similar successor regulation), where the aircraft operator or foreign air carrier is subject to section 1544.101(a)(1) or 1546.101(a) of such title (or similar successor regulation) and the number of annual enplanements is 5,000,000 or more and the number of international enplanements is 1,000,000 or more.

(2) CATEGORY X AIRPORT.—The term ''Category X airport'' means an airport subject to the security program requirements of section 1542.103(a) of title 49, Code of Federal Regulations (or similar successor regulation), where the aircraft operator or foreign air carrier is subject to section 1544.101(a)(1) or 1546.101(a) of such title (or similar successor regulation) and the number of annual enplanements—

(A) is 1,250,000 or more and less than 5,000,000; or

(B) is 5,000,000 or more but the number of annual international enplanements is less than 1,000,000.

(3) COVERED AIRPORT.—The term ''covered airport'' means a Category X airport or a Category I airport.

(d) FUNDING.—Out of funds made available to the Transportation Security Administration for fiscal year 2016, $20,000,000 shall be available for State and local law enforcement agencies, as a transfer of funds, to train, certify, and utilize explosives detection canines.

SA 3693. Mr. PAUL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title II, add the following:

Subtitle G—Arm All Pilots Act

SEC. 2701. SHORT TITLE.

This subtitle may be cited as the ''Arm All Pilots Act of 2016''.

SEC. 2702. FACILITATION OF AND LIMITATIONS ON TRAINING OF FEDERAL FLIGHT DECK OFFICERS.

(a) IMPROVED ACCESS TO TRAINING FACILITIES.—Section 44921(c)(2)(C)(ii) is amended—

(1) by striking ''The training of'' and inserting the following:

''(I) IN GENERAL.—The training of''; and

(2) by adding at the end the following:

''(II) ACCESS TO TRAINING FACILITIES.—Not later than 180 days after the date of the enactment of the Arm All Pilots Act of 2016, the Secretary shall—

''(aa) designate 5 additional firearms training facilities located in various regions of the United States for Federal flight deck officers relative to the number of such facilities available on the day before such date of enactment;

''(bb) designate firearms training facilities approved before such date of enactment for recurrent training of Federal flight deck officers as facilities approved for initial training and certification of pilots seeking to be deputized as Federal flight deck officers; and

''(cc) designate additional firearms training facilities for recurrent training of Federal flight deck officers relative to the number of such facilities available on the day before such date of enactment.''.

(b) FIREARMS REQUALIFICATION FOR FEDERAL FLIGHT DECK OFFICERS.—Section 44921(c)(2)(C)(iii) is amended—

(1) by striking ''The Under Secretary shall'' and inserting the following:

''(I) IN GENERAL.—The Secretary shall'';

(2) in subclause (I), as designated by paragraph (1), by striking ''the Under Secretary'' and inserting ''the Secretary, but not more frequently than once every 6 months,''; and

(3) by adding at the end the following:

''(II) USE OF FACILITIES FOR REQUALIFICATION.—The Secretary shall allow a Federal flight deck officer to requalify to carry a firearm under the program through training at a private or government-owned gun range certified to provide firearm requalification training.

''(III) SELF-REPORTING.—The Secretary shall determine that a Federal flight deck officer has met the requirements to requalify to carry a firearm under the program if—

''(aa) the officer reports to the Secretary that the officer has participated in a sufficient number of hours of training to requalify to carry a firearm under the program; and

''(bb) the administrator of the facility at which the officer conducted the requalification training verifies that the officer participated in that number of hours of training.''.

(c) LIMITATIONS ON TRAINING.—Section 44921(c)(2) is amended by adding at the end the following:

''(D) LIMITATIONS ON TRAINING.—

''(i) INITIAL TRAINING.—The Secretary may require—

''(I) initial training of not more than 5 days for a pilot to be deputized as a Federal flight deck officer;

''(II) the pilot to be physically present at the training facility for not more than 2 days of such training; and

''(III) not more than 3 days of such training to be in the form of certified online training administered by the Department of Homeland Security.

''(ii) RECURRENT TRAINING.—The Secretary may require—

''(I) recurrent training of not more than 2 days, not more frequently than once every 5 years, for a pilot to maintain deputization as a Federal flight deck officer;

''(II) the pilot to be physically present at the training facility for a full-day training session for not more than one day of such training; and

''(III) not more than one day of such training to be in the form of certified online training administered by the Department of Homeland Security.''.

(d) OTHER MEASURES TO FACILITATE TRAINING.—Section 44921(e) is amended—

(1) by striking ''Pilots participating'' and inserting the following:

''(1) IN GENERAL.—Pilots participating''; and

(2) by adding at the end the following:

''(2) FACILITATION OF TRAINING.—

''(A) TIME OFF FOR TRAINING.—An air carrier shall permit a Federal flight deck officer or a pilot seeking to be deputized as a Federal flight deck officer to, in consultation with the air carrier, take a reasonable amount of leave from work to participate in initial and recurrent training for the program. An air carrier shall not be obligated to provide such an officer or pilot compensation for such leave.

''(B) PRACTICE AMMUNITION.—At the request of a Federal flight deck officer, the Secretary shall provide to the officer sufficient practice ammunition to conduct at least one practice course every month.''.

SEC. 2703. CARRIAGE OF FIREARMS BY FEDERAL FLIGHT DECK OFFICERS.

(a) GENERAL AUTHORITY.—Section 44921(f) is amended—

(1) by redesignating paragraphs (2) and (3) as paragraphs (4) and (5), respectively; and

(2) by striking paragraph (1) and inserting the following:

''(1) IN GENERAL.—The Secretary shall authorize a Federal flight deck officer to carry a firearm while engaged in providing air transportation or intrastate air transportation. The authority provided to a Federal flight deck officer under this paragraph includes the authority to carry a firearm—

''(A) on the officer's body, loaded, and holstered;

''(B) when traveling to a flight duty assignment, throughout the duty assignment, and when traveling from a flight duty assignment to the officer's home or place where the officer is residing when traveling; and

''(C) in the passenger cabin and while traveling in a cockpit jump seat.

''(2) CONCEALED CARRY.—A Federal flight deck officer shall make reasonable efforts to keep the officer's firearm concealed when in public.

''(3) PURCHASE OF FIREARM BY OFFICER.—Notwithstanding subsection (c)(1), a Federal flight deck officer may purchase a firearm and carry that firearm aboard an aircraft of which the officer is the pilot in accordance with this section if the firearm is of a type that may be used under the program.''.

(b) CARRIAGE OF FIREARMS ON INTERNATIONAL FLIGHTS.—Paragraph (5) of section 44921(f), as redesignated by subsection (a)(1), is amended to read as follows:

''(5) CARRYING FIREARMS OUTSIDE UNITED STATES.—

''(A) IN GENERAL.—In consultation with the Secretary of State, the Secretary may take such action as may be necessary to ensure that a Federal flight deck officer may carry a firearm in a foreign country whenever necessary to participate in the program.

''(B) CONSISTENCY WITH FEDERAL AIR MARSHAL PROGRAM.—Notwithstanding standard 4.7.7 of Annex 17 to the Convention on International Civil Aviation, done at Chicago December 7, 1944, and entered into force April 4, 1947 (TIAS 1591), the Secretary shall work to make policies relating to the carriage of firearms on flights in foreign air transportation by Federal flight deck officers consistent with the policies of the Federal air marshal program for carrying firearms on such flights.''.

(c) CARRIAGE OF FIREARM IN PASSENGER CABIN.—

(1) RULE OF CONSTRUCTION.—Section 44921 is amended by adding at the end the following:

''(l) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to require a Federal flight deck officer to place a firearm in a locked container, or in any other manner render the firearm unavailable, when the cockpit door is opened.''.

(2) CONFORMING REPEAL.—Section 44921(b)(3) is amended—

(A) by striking subparagraph (G); and

(B) by redesignating subparagraphs (H) through (N) as subparagraphs (G) through (M), respectively.

(d) REGULATIONS.—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall—

(1) prescribe regulations on the proper storage of firearms when a Federal flight deck officer is at home or where the officer is residing when traveling; and

(2) revise the procedural requirements established under section 44921(b)(1) of title 49, United States Code, to implement the amendments made by subsection (c).

SEC. 2704. PHYSICAL STANDARDS FOR FEDERAL FLIGHT DECK OFFICERS.

Section 44921(d)(2) is amended—

(1) by redesignating subparagraphs (A), (B), and (C) as clauses (i), (ii), and (iii), respectively, and by moving such clauses, as so redesignated, 2 ems to the right;

(2) by striking ''A pilot is'' and inserting the following:

''(A) IN GENERAL.—A pilot is''; and

(3) by adding at the end the following:

''(B) CONSISTENCY WITH REQUIREMENTS FOR CERTAIN MEDICAL CERTIFICATES.—In establishing standards under subparagraph (A)(ii), the Secretary may not establish medical or physical standards for a pilot to become a Federal flight deck officer that are inconsistent with or more stringent than the requirements of the Federal Aviation Administration for the issuance of a first- or second-class airman medical certificate under part 67 of title 14, Code of Federal Regulations (or any corresponding similar regulation or ruling).''.

SEC. 2705. TRANSFER OF FEDERAL FLIGHT DECK OFFICERS FROM INACTIVE TO ACTIVE STATUS.

Section 44921(d) is amended by adding at the end the following:

''(5) TRANSFER FROM INACTIVE TO ACTIVE STATUS.—A pilot deputized as a Federal flight deck officer who moves to inactive status for less than 5 years may return to active status after completing one program of recurrent training described in subsection (c).''.

SEC. 2706. FACILITATION OF SECURITY SCREENING OF FEDERAL FLIGHT DECK OFFICERS.

Section 44921, as amended by section 2703(c)(1), is further amended by adding at the end the following:

''(m) FACILITATION OF SECURITY SCREENING OF FEDERAL FLIGHT DECK OFFICERS.—

''(1) ELIGIBILITY FOR EXPEDITED SCREENING.—The Administrator of the Transportation Security Administration shall allow a Federal flight deck officer to be screened through the crew member identity verification program of the Transportation Security Administration (commonly known as the 'Known Crew Member program') when entering the sterile area of an airport.

''(2) PROHIBITION ON PAPERWORK.—The Secretary may not require a Federal flight deck officer to fill out any forms or paperwork when entering the sterile area of an airport.

''(3) STERILE AREA DEFINED.—In this subsection, the term 'sterile area' has the meaning given that term in section 1540.5 of title 49, Code of Federal Regulations (or any corresponding similar regulation or ruling).''.

SEC. 2707. TECHNICAL CORRECTIONS.

Section 44921, as amended by this subtitle, is further amended—

(1) in subsection (a), by striking ''Under Secretary of Transportation for Security'' and inserting ''Secretary of Homeland Security'';

(2) in subsection (d)(4), by striking ''may,'' and inserting ''may'';

(3) in subsection (i)(2), by striking ''the Under Secretary may'' and inserting ''may'';

(4) in subsection (k)—

(A) by striking paragraphs (2) and (3); and

(B) by striking ''APPLICABILITY'' and all that follows through ''This section'' and inserting ''APPLICABILITY.—This section'';

(5) by adding at the end the following:

''(n) DEFINITIONS.—In this section:

''(1) PILOT.—The term 'pilot' means an individual who has final authority and responsibility for the operation and safety of the flight or any other flight deck crew member.

''(2) ALL-CARGO AIR TRANSPORTATION.—The term 'air transportation' includes all-cargo air transportation.''; and

(6) by striking ''Under Secretary'' each place it appears and inserting ''Secretary''.

SEC. 2708. REFUNDS OF CERTAIN SECURITY SERVICE FEES FOR AIR CARRIERS WITH FEDERAL FLIGHT DECK OFFICERS ON ALL FLIGHTS.

Section 44940 is amended by adding at the end the following:

''(j) REFUND OF FEES FOR AIR CARRIERS WITH FEDERAL FLIGHT DECK OFFICERS ON ALL FLIGHTS.—From fees received in a fiscal year under subsection (a)(1), each air carrier that certifies to the Secretary of Homeland Security that all flights operated by the air carrier have on board a pilot deputized as a Federal flight deck officer under section 44921 shall receive an amount equal to 10 percent of the fees collected under subsection (a)(1) from passengers on flights operated by that air carrier in that fiscal year.''.

SEC. 2709. TREATMENT OF INFORMATION ABOUT FEDERAL FLIGHT DECK OFFICERS AS SENSITIVE SECURITY INFORMATION.

Not later than 180 days after the date of the enactment of this Act, the Secretary of Homeland Security shall revise section 15.5(b)(11) of title 49, Code of Federal Regulations, to classify information about pilots deputized as Federal flight deck officers under section 44921 of title 49, United States Code, as sensitive security information in a manner consistent with the classification of information about Federal air marshals.

SEC. 2710. REGULATIONS.

Not later than 180 days after the date of the enactment of this Act, the Secretary of Homeland Security shall prescribe such regulations as may be necessary to carry out this Act and the amendments made by this Act.

SA 3694. Mr. KAINE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 234, line 9, insert '', aviation safety engineers,'' after ''specialists''.

SA 3695. Mr. MARKEY submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of

1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 63, line 14, insert '', except those operated for news gathering activities protected by the First Amendment to the Constitution of the United States'' after ''system''.

SA 3696. Mr. REED submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of part II of subtitle A of title II, add the following:

SEC. 2144. PROHIBITION ON OPERATION OF UNMANNED AIRCRAFT CARRYING A WEAPON.

(a) IN GENERAL.—Chapter 463 of title 49, United States Code, is amended by adding at the end the following:

''§ 46320. Prohibition on operation of unmanned aircraft carrying a weapon

''(a) IN GENERAL.—A person shall not operate an unmanned aircraft with a weapon attached to, installed on, or otherwise carried by the aircraft.

''(b) PENALTIES.—A person who violates subsection (a)—

''(1) shall be liable to the United States Government for a civil penalty of not more than $27,500; and

''(2) may be fined under title 18, imprisoned for not more than 5 years, or both.

''(c) NONAPPLICATION TO PUBLIC AIRCRAFT.—This section does not apply to public aircraft.

''(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to affect the authority of the Administrator with respect to manned or unmanned aircraft.

''(e) DEFINITIONS.—In this section:

''(1) UNMANNED AIRCRAFT.—The term 'unmanned aircraft' has the meaning given that term in section 44801.

''(2) WEAPON.—The term 'weapon'—

''(A) means a weapon, device, instrument, material, or substance, animate or inanimate, that is used for, or is readily capable of, causing death or serious bodily injury; and

''(B) includes a firearm or destructive device (as those terms are defined in section 921 of title 18).''.

(b) CONFORMING AMENDMENT.—Section 46301(d)(2) of such title is amended, in the first sentence, by inserting ''section 46320,'' before ''or section 47107(b)''.

(c) CLERICAL AMENDMENT.—The analysis for chapter 463 of such title is amended by inserting after the item relating to section 46319 the following:

''46320. Prohibition on operation of unmanned aircraft carrying a weapon.''.

SA 3697. Mr. REED submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. REIMBURSEMENT FOR AIRPORT SECURITY PROJECTS.

Paragraph (3) of section 44923(h) is amended to read as follows:

''(3) DISCRETIONARY GRANTS.—

''(A) IN GENERAL.—Of the amount made available under paragraph (1) for a fiscal year, up to $ 50,000,000 shall be used to make discretionary grants, including other transaction agreements for airport security improvement projects, with priority given to small hub airports and nonhub airports.

''(B) REIMBURSEMENT.—For each fiscal year, of the amount available under paragraph (1), up to $20,000,000 shall be made available for reimbursement to airports that have incurred eligible costs under section 1604(b)(2) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (Public Law 110–53; 121 Stat. 481).''.

SA 3698. Mrs. MURRAY (for herself and Ms. CANTWELL) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. PROMOTION OF EXIT LANE BREACH CONTROL TECHNOLOGY.

(a) DEFINITIONS.—In this section:

(1) ADMINISTRATION.—The term ''Administration'' means the Transportation Security Administration.

(2) ADMINISTRATOR.—The term ''Administrator'' means the Administrator of the Administration.

(3) EXIT LANE BREACH CONTROL TECHNOLOGY.—The term ''exit lane breach control technology'' refers to any automated system, or series of systems, designed to monitor exit points from an airport sterile area.

(4) STERILE AREA.—The term ''sterile area'' has the meaning given that term in section 1540.5 of title 49, Code of Federal Regulations (or any corresponding similar regulation or ruling)

(b) STANDARDS AND REQUIREMENTS.—

(1) INITIAL REQUIREMENT.—Not later than 120 days after the date of the enactment of this Act, the Administrator shall develop standards and requirements for the use of exit lane breach control technology at airports.

(2) QUALIFIED PRODUCT LIST.—The Administrator shall establish, publically post, and maintain a qualified product list of exit land breach control technology that shall includes all previously-approved systems.

(c) BENEFITS FOR AIRPORTS USING EXIT LANE BREACH CONTROL TECHNOLOGY.—

(1) ELIGIBILITY FOR BENEFITS.—If an airport deploys, on a nonreimbursable basis, exit lane breach control technology that satisfies the standards and requirements developed under subsection (b) and the deployment results in the need for fewer employees of the Administration to monitor exit points from an airport sterile area, the airport's Federal security director may reallocate such employees to other transportation security missions, including passenger screening, within that airport if the Administrator certifies that the reallocation will not negatively impact the security of that airport.

(2) NO LOSS OF ADMINISTRATION EMPLOYEES.—

(A) IN GENERAL.—The Administrator may not decrease, under the Staffing Allocation Model, any successor allocation process, or any other circumstances, the number of employees of the Administration assigned to an airport that deploys, on a nonreimbursable basis, exit lane breach control technology that satisfies the standards and requirements developed under subsection (b) on the basis that the deployment results in the need for fewer such employees to provide security for sterile areas of the airport.

(B) MINIMUM STAFFING LEVELS.—Subject to subparagraph (C), if an airport is eligible for the Administrator to reallocate employees under paragraph (1), the Administrator—

(i) shall determine the minimum number of full-time equivalent employees of the Administration required for that airport prior to the deployment of the exit lane breach control technology; and

(ii) may not allocate a number of employees of the Administration for that airport for any year that is less than such minimum number.

(C) WAIVER OF MINIMUM STAFFING LEVELS.—If the Administrator has determined a minimum number of full-time equivalent employees of the Administration required for an airport under subparagraph (B)(i), the Administrator may only allocate a number of employees of the Administration for that airport that is less than such minimum number if the total passenger count for that airport in any 6-month period declines more than 5 percent compared to the same 6-month period during the preceding calendar year.

(D) NOTIFICATION TO CONGRESS.—The Administrator shall notify the appropriate committees of Congress, the Committee on Homeland Security and Governmental Affairs of the Senate, and the Committee on Homeland Security of the House of Representatives not less than 45 days prior to making an allocation authorized under subparagraph (C).

(d) RESPONSIBILITY FOR MONITORING PASSENGER EXIT POINTS.—If an airport is eligible for the Administrator to reallocate employees under subsection (c)(1), the Administrator shall have met the responsibility of the Administration to monitor passenger exit points required by subsection (n) of section 44903 of title 49, United States Code.

SA 3699. Mrs. MURRAY (for herself and Ms. CANTWELL) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. PROMOTION OF EXIT LANE BREACH CONTROL TECHNOLOGY.

(a) DEFINITIONS.—In this section:

(1) ADMINISTRATION.—The term ''Administration'' means the Transportation Security Administration.

(2) ADMINISTRATOR.—The term ''Administrator'' means the Administrator of the Administration.

(3) EXIT LANE BREACH CONTROL TECHNOLOGY.—The term ''exit lane breach control technology'' refers to any automated system, or series of systems, designed to monitor exit points from an airport sterile area.

(4) STERILE AREA.—The term ''sterile area'' has the meaning given that term in section 1540.5 of title 49, Code of Federal Regulations (or any corresponding similar regulation or ruling)

(b) STANDARDS AND REQUIREMENTS.—

(1) INITIAL REQUIREMENT.—Not later than 120 days after the date of the enactment of this Act, the Administrator shall develop standards and requirements for the use of exit lane breach control technology at airports.

(2) QUALIFIED PRODUCT LIST.—The Administrator shall establish, publically post, and maintain a qualified product list of exit land breach control technology that shall includes all previously-approved systems.

(c) BENEFITS FOR AIRPORTS USING EXIT LANE BREACH CONTROL TECHNOLOGY.—

(1) ELIGIBILITY FOR BENEFITS.—If an airport deploys, on a nonreimbursable basis, exit lane breach control technology that satisfies the standards and requirements developed under subsection (b) and the deployment results in the need for fewer employees of the Administration to monitor exit points from an airport sterile area, the airport's Federal security director may reallocate such employees to other transportation security missions, including passenger screening, within that airport if the Administrator certifies that the reallocation will not negatively impact the security of that airport.

(2) NO LOSS OF ADMINISTRATION EMPLOYEES.—

(A) IN GENERAL.—The Administrator may not decrease, under the Staffing Allocation Model, any successor allocation process, or any other circumstances, the number of employees of the Administration assigned to an airport that deploys, on a nonreimbursable basis, exit lane breach control technology that satisfies the standards and requirements developed under subsection (b) on the basis that the deployment results in the need for fewer such employees to provide security for sterile areas of the airport.

(B) MINIMUM STAFFING LEVELS.—Subject to subparagraph (C), if an airport is eligible for the Administrator to reallocate employees under paragraph (1), the Administrator—

(i) shall determine the minimum number of full-time equivalent employees of the Administration required for that airport prior to the deployment of the exit lane breach control technology; and

(ii) may not allocate a number of employees of the Administration for that airport for any year that is less than such minimum number.

(C) WAIVER OF MINIMUM STAFFING LEVELS.—If the Administrator has determined a minimum number of full-time equivalent employees of the Administration required for an airport under subparagraph (B)(i), the Administrator may only allocate a number of employees of the Administration for that airport that is less than such minimum number if the total passenger count for that airport in any 6-month period declines more than 5 percent compared to the same 6-month period during the preceding calendar year.

(D) NOTIFICATION TO CONGRESS.—The Administrator shall notify the appropriate committees of Congress, the Committee on Homeland Security and Governmental Affairs of the Senate, and the Committee on Homeland Security of the House of Representatives not less than 45 days prior to making an allocation authorized under subparagraph (C).

(d) RESPONSIBILITY FOR MONITORING PASSENGER EXIT POINTS.—If an airport is eligible for the Administrator to reallocate employees under subsection (c)(1), the Administrator shall have met the responsibility of the Administration to monitor passenger exit points required by subsection (n) of section 44903 of title 49, United States Code.

SA 3700. Mrs. MURRAY (for herself and Ms. CANTWELL) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle C of title I, add the following:

SEC. 1305. AIRPORT VEHICLE EMISSIONS.

Section 40117(a)(3)(G) is amended to read as follows:

''(G) A project to reduce emissions under subchapter I of chapter 471 or to use cleaner burning conventional fuels, or for acquiring for use at a commercial service airport vehicles or ground support equipment that include low-emission technology or use cleaner burning fuels, or, if the airport is located in an air quality nonattainment area (as defined in section 171(2) of the Clean Air Act (42 U.S.C. 7501(2))) or a maintenance area referred to in section 175A of such Act (42 U.S.C. 7505a), a project to retrofit any such vehicles or equipment that are powered by a diesel or gasoline engine with emission control technologies certified or verified by the Environmental Protection Agency to reduce emissions, if such project would be able to receive emission credits for the project from the governing State or Federal environmental agency as described in section 47139.''.

At the end of title V, add the following:

SEC. 5037. REDUCTION OF ENERGY CONSUMPTION, EMISSIONS, AND NOISE FROM CIVILIAN AIRCRAFT.

(a) ESTABLISHMENT OF RESEARCH PROGRAM.—From amounts made available under section 48102(a) of title 49, United States Code, the Administrator of the Federal Aviation Administration shall establish a research program related to reducing civilian aircraft energy use, emissions, and source noise with equivalent safety through grants or other measures, which shall include cost-sharing authorized under section 106(l)(6) of such title, including reimbursable agreements with other Federal agencies.

(b) ESTABLISHMENT OF CONSORTIUM.—

(1) DESIGNATION AS CONSORTIUM.—The Administrator shall designate, using a competitive process, one or more institutions or entities described in paragraph (2), to be known as a ''Government led Consortium for Continuous Lower Energy, Emissions, and Noise'' or ''CLEEN'', to perform research in accordance with this section.

(2) PARTICIPATION.—The Administrator shall include educational and research institutions or private sector entities that have existing facilities and experience for developing and testing noise, emissions, and energy reduction engine and aircraft technology, and developing alternative fuels, in the research program required by subsection (a) to fulfill the performance objectives specified in subsection (c).

(3) COORDINATION MECHANISMS.—In conducting the research program required by subsection (a), the consortium designated under paragraph (1) shall—

(A) coordinate its activities with the Department of Agriculture, the Department of Defense, the Department of Energy, the National Aeronautics and Space Administration, and other relevant Federal agencies; and

(B) consult on a regular basis with the Commercial Aviation Alternative Fuels Initiative.

(c) PERFORMANCE OBJECTIVES.—Not later than January 1, 2021, the Administrator shall seek to ensure that the research program required subsection (a) supports the following objectives for civil subsonic airplanes:

(1) Certifiable aircraft technology that reduces aircraft fuel burn 40 percent relative to year 2000 best-in-class in-service aircraft.

(2) Certifiable engine technology that reduces landing and takeoff cycle nitrogen oxide emissions by 70 percent over the International Civil Aviation Organization standard adopted in 2011.

(3) Certifiable aircraft technology that reduces noise levels by 32 decibels cumulatively, relative to the Stage 4 standard, or reduces the noise contour area in absolute terms.

(4) The feasibility of use of drop-in alternative jet fuels in aircraft and engine systems, including successful demonstration and quantification of benefits, advancement of fuel testing capability, and support for fuel evaluation.

(d) CERTIFIABLE DEFINED.—In this section, the term ''certifiable'' means the technology has been demonstrated to Technology Readiness Level 6 or 7, and there are no foreseen issues that would prevent certification to existing standards.

SEC. 5038. RESEARCH PROGRAM ON ALTERNATIVE JET FUEL TECHNOLOGY FOR CIVIL AIRCRAFT.

Section 911 of the FAA Modernization and Reform Act of 2012 (Public Law 112–95; 49 U.S.C. 44504 note) is amended—

(1) in subsection (a), by striking ''to assist in'' and inserting ''with the objective of accelerating'';

(2) in subsection (c)(1)(B), by inserting ''and ability to prioritize researchable constraints'' after ''with experience''; and

(3) by adding at the end the following:

''(e) COLLABORATION AND REPORT.—

''(1) COLLABORATION.—The Administrator, in coordination with the Administrator of NASA, the Secretary of Energy, and the Secretary of Agriculture, shall continue research and development activities into the development and deployment of jet fuels described in subsection (a).

''(2) REPORT.—Not later than 180 days after the date of the enactment of the Federal Aviation Administration Reauthorization Act of 2016, the Administrator, in coordination with the Administrator of NASA, the Secretary of Energy, and the Secretary of Agriculture, and after consultation with the heads of other relevant agencies, shall submit to Congress a joint plan to carry out the research described in subsection (a).''.

SA 3701. Mrs. MURRAY (for herself and Ms. CANTWELL) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5037. REDUCTION OF ENERGY CONSUMPTION, EMISSIONS, AND NOISE FROM CIVILIAN AIRCRAFT.

(a) ESTABLISHMENT OF RESEARCH PROGRAM.—From amounts made available under section 48102(a) of title 49, United States Code, the Administrator of the Federal Aviation Administration shall establish a research program related to reducing civilian aircraft energy use, emissions, and source noise with equivalent safety through grants or other measures, which shall include cost-sharing authorized under section 106(l)(6) of such title, including reimbursable agreements with other Federal agencies.

(b) ESTABLISHMENT OF CONSORTIUM.—

(1) DESIGNATION AS CONSORTIUM.—The Administrator shall designate, using a competitive process, one or more institutions or entities described in paragraph (2), to be known as a ''Government led Consortium for Continuous Lower Energy, Emissions, and Noise'' or ''CLEEN'', to perform research in accordance with this section.

(2) PARTICIPATION.—The Administrator shall include educational and research institutions or private sector entities that have existing facilities and experience for developing and testing noise, emissions, and energy reduction engine and aircraft technology, and developing alternative fuels, in the research program required by subsection (a) to fulfill the performance objectives specified in subsection (c).

(3) COORDINATION MECHANISMS.—In conducting the research program required by subsection (a), the consortium designated under paragraph (1) shall—

(A) coordinate its activities with the Department of Agriculture, the Department of Defense, the Department of Energy, the National Aeronautics and Space Administration, and other relevant Federal agencies; and

(B) consult on a regular basis with the Commercial Aviation Alternative Fuels Initiative.

(c) PERFORMANCE OBJECTIVES.—Not later than January 1, 2021, the Administrator shall seek to ensure that the research program required subsection (a) supports the following objectives for civil subsonic airplanes:

(1) Certifiable aircraft technology that reduces aircraft fuel burn 40 percent relative to year 2000 best-in-class in-service aircraft.

(2) Certifiable engine technology that reduces landing and takeoff cycle nitrogen oxide emissions by 70 percent over the International Civil Aviation Organization standard adopted in 2011.

(3) Certifiable aircraft technology that reduces noise levels by 32 decibels cumulatively, relative to the Stage 4 standard, or reduces the noise contour area in absolute terms.

(4) The feasibility of use of drop-in alternative jet fuels in aircraft and engine systems, including successful demonstration and quantification of benefits, advancement of fuel testing capability, and support for fuel evaluation.

(d) CERTIFIABLE DEFINED.—In this section, the term ''certifiable'' means the technology has been demonstrated to Technology Readiness Level 6 or 7, and there are no foreseen issues that would prevent certification to existing standards.

SEC. 5038. RESEARCH PROGRAM ON ALTERNATIVE JET FUEL TECHNOLOGY FOR CIVIL AIRCRAFT.

Section 911 of the FAA Modernization and Reform Act of 2012 (Public Law 112–95; 49 U.S.C. 44504 note) is amended—

(1) in subsection (a), by striking ''to assist in'' and inserting ''with the objective of accelerating'';

(2) in subsection (c)(1)(B), by inserting ''and ability to prioritize researchable constraints'' after ''with experience''; and

(3) by adding at the end the following:

''(e) COLLABORATION AND REPORT.—

''(1) COLLABORATION.—The Administrator, in coordination with the Administrator of NASA, the Secretary of Energy, and the Secretary of Agriculture, shall continue research and development activities into the development and deployment of jet fuels described in subsection (a).

''(2) REPORT.—Not later than 180 days after the date of the enactment of the Federal Aviation Administration Reauthorization Act of 2016, the Administrator, in coordination with the Administrator of NASA, the Secretary of Energy, and the Secretary of Agriculture, and after consultation with the heads of other relevant agencies, shall submit to Congress a joint plan to carry out the research described in subsection (a).''.

SA 3702. Mr. MCCAIN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 98, after line 24, add the following:

(d) FEDERAL AGENCY COORDINATION TO ENHANCE THE PUBLIC HEALTH AND SAFETY CAPABILITIES OF PUBLIC UNMANNED AIRCRAFT SYSTEMS.—The Administrator shall assist and enable, without undue interference, Federal civilian government agencies that operate unmanned aircraft systems within civil-controlled airspace, in operationally deploying and integrating sense and avoid capabilities, as necessary to operate unmanned aircraft systems safely and effectively within the National Air Space.

SA 3703. Mr. HATCH submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of part II of subtitle A of title II, add the following:

SEC. 2144. SPECIAL USE AIRSPACE AND MILITARY TRAINING ROUTES.

Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration and the Secretary of Defense shall submit to Congress a comprehensive assessment of the risk to military aircraft of civil unmanned aircraft systems operating in or transiting special use airspace or military training routes.

SA 3704. Mrs. FEINSTEIN (for herself, Mr. TILLIS, Mr. BLUMENTHAL, Mr. PERDUE, Mr. LEE, and Mr. MARKEY) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 2152.

SA 3705. Mrs. BOXER (for herself, Ms. KLOBUCHAR, Ms. CANTWELL, Mr. BLUMENTHAL, Mr. MARKEY, Mrs. SHAHEEN, and Mr. FRANKEN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. MODIFICATION OF FINAL RULE RELATING TO FLIGHTCREW MEMBER DUTY AND REST REQUIREMENTS FOR PASSENGER OPERATIONS TO APPLY TO ALL-CARGO OPERATIONS.

(a) IN GENERAL.—Not later than 30 days after the date of the enactment of this Act, the Secretary of Transportation shall modify the final rule specified in subsection (b) so that the flightcrew member duty and rest requirements under that rule apply to flightcrew members in all-cargo operations conducted by air carriers in the same manner as those requirements apply to flightcrew members in passenger operations conducted by air carriers.

(b) FINAL RULE SPECIFIED.—The final rule specified in this subsection is the final rule of the Federal Aviation Administration—

(1) published in the Federal Register on January 4, 2012 (77 Fed. Reg. 330); and

(2) relating to flightcrew member duty and rest requirements.

(c) APPLICABILITY OF RULEMAKING REQUIREMENTS.—The requirements of section 553 of title 5, United States Code, shall not apply to the modification required by subsection (a).

SA 3706. Ms. CANTWELL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 5003.

SA 3707. Mr. MORAN (for himself and Mr. SESSIONS) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 180, line 26, strike the period and insert the following: ''or the acceptance or validation by the FAA of a certificate or design approval of a foreign authority.''.

SA 3708. Mr. MORAN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 226, strike lines 1 through 11, and insert the following:

(3) UNDEVELOPED DEFINED.—For purposes of paragraph (1)(F), the term ''undeveloped'' means a defined geographic area where the Administrator determines low-flying aircraft are operated on a routine basis, such as low-lying forested areas with predominate tree cover under 200 feet and pasture and range land.

(4) OTHER DEFINITIONS.—The Administrator shall define such other terms as may be necessary to carry out this section.

(e) DATABASE.—The Administrator shall—

(1) develop a database that contains the location and height of each covered tower;

(2) keep the database current to the extent practicable;

(3) ensure that any proprietary information in the database is protected from disclosure in accordance with law; and

(4) ensure that, by virtue of accessing the database, users will be deemed to agree and acknowledge—

(A) that the information will be used for aviation safety purposes only; and

(B) not to disclose any such information regardless of whether the information is marked or labeled as proprietary or with a similar designation.

SA 3709. Mr. THUNE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 2153(a) and insert the following:

(a) IN GENERAL.—Small unmanned aircraft systems may use spectrum for wireless control link, tracking, diagnostics, payload communication, and collaborative-collision avoidance, such as vehicle-to-vehicle communication, and other uses, consistent with the Communications Act of 1934 (47 U.S.C. 151 et seq.), Federal Communications Commission rules, and the safety-of-life determination made by the Federal Aviation Administration, and through voluntary commercial arrangements with service providers, whether they are operating within a UTM system under section 2138 of this Act or outside such a system.

SA 3710. Mr. JOHNSON (for himself, Mr. LEAHY, Ms. MURKOWSKI, and Mr. SCHUMER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5037. JURISDICTION OVER OFFENSES COMMITTED BY CERTAIN UNITED STATES PERSONNEL STATIONED IN CANADA.

(a) SHORT TITLE.—This section may be cited as the ''Promoting Travel, Commerce, and National Security Act of 2016''.

(b) AMENDMENT.—Chapter 212A of title 18, United States Code, is amended—

(1) in the chapter heading, by striking ''**TRAFFICKING IN PERSONS**''; and

(2) by adding after section 3272 the following:

''§ 3273. Offenses committed by certain United States personnel stationed in Canada in furtherance of border security initiatives

''(a) IN GENERAL.—Whoever, while employed by the Department of Homeland Security or the Department of Justice and stationed or deployed in Canada pursuant to a treaty, executive agreement, or bilateral memorandum in furtherance of a border security initiative, engages in conduct (or conspires or attempts to engage in conduct) in Canada that would constitute an offense for which a person may be prosecuted in a court of the United States had the conduct been engaged in within the United States or within the special maritime and territorial jurisdiction of the United States shall be fined or imprisoned, or both, as provided for that offense.

''(b) DEFINITION.—In this section, the term 'employed by the Department of Homeland Security or the Department of Justice' means—

''(1) being employed as a civilian employee, a contractor (including a subcontractor at any tier), or an employee of a contractor (or a subcontractor at any tier) of the Department of Homeland Security or the Department of Justice;

''(2) being present or residing in Canada in connection with such employment; and

''(3) not being a national of or ordinarily resident in Canada.''.

(c) TECHNICAL AND CONFORMING AMENDMENTS.—Part II of title 18, United States Code, is amended—

(1) in the table of chapters, by striking the item relating to chapter 212A and inserting the following:

''212A. Extraterritorial jurisdiction over certain offenses ..... 3271'';

and

(2) in the table of sections for chapter 212A, by inserting after the item relating to section 3272 the following:

''3273. Offenses committed by certain United States personnel stationed in Canada in furtherance of border security initiatives.''.

(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to infringe upon or otherwise affect the exercise of prosecutorial discretion by the Department of Justice in implementing this provision.

SA 3711. Mrs. GILLIBRAND (for herself and Mr. SCHUMER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5032. LIMITATIONS ON OPERATING CERTAIN AIRCRAFT NOT COMPLYING WITH STAGE 4 NOISE LEVELS.

(a) IN GENERAL.—Subchapter II of chapter 475 is amended by adding at the end the following:

''§ 47535. Limitations on operating certain aircraft not complying with stage 4 noise levels

''(a) REGULATIONS.—Not later than December 31, 2017, the Secretary of Transportation, in consultation with the International Civil Aviation Organization, shall issue regulations to establish minimum standards for civil turbojets to comply with stage 4 noise levels.

''(b) GENERAL RULE.—The Secretary shall issue regulations to, except as provided in section 47529—

''(1) establish a timeline by which increasing percentages of the total number of civil turbojets with a maximum weight of more than 75,000 pounds operating to or from airports in the United States comply with the stage 4 noise levels established under subsection (a), beginning not later than December 31, 2022; and

''(2) require that 100 percent of such turbojets operating after December 31, 2037, to or from airports in the United States comply with the stage 4 noise levels.

''(c) FOREIGN-FLAG AIRCRAFT.—

''(1) INTERNATIONAL STANDARDS.—The Secretary shall request the International Civil Aviation Organization to add to its Work Programme the consideration of international standards for the phase-out of aircraft that do not comply with stage 4 noise levels.

''(2) ENFORCEMENT.—The Secretary shall enforce the requirements of this section with respect to foreign-flag aircraft only to the extent that such enforcement is consistent with United States obligations under international agreements.

''(d) ANNUAL REPORT.—Beginning with calendar year 2020—

''(1) each air carrier shall submit to the Secretary an annual report on the progress the carrier is making toward complying with the requirements of this section and regulations issued to carry out this section; and

''(2) the Secretary shall submit to Congress an annual report on the progress being made toward that compliance.

''(e) NOISE RECERTIFICATION TESTING NOT REQUIRED.—

''(1) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section may be construed to require the noise certification testing of a civil turbojet that has been retrofitted to comply with or otherwise already meets the stage 4 noise levels established under subsection (a).

''(2) MEANS OF DEMONSTRATING COMPLIANCE WITH STAGE 4 NOISE LEVELS.—The Secretary shall specify means for demonstrating that an aircraft complies with stage 4 noise levels without requiring noise certification testing.

''(f) NONADDITION RULE.—

''(1) IN GENERAL.—Except as provided in paragraph (2) and section 47530, a person may operate a civil jet aircraft with a maximum weight of more than 75,000 pounds that is imported into the United States after December 31, 2020, only if the aircraft—

''(A) complies with the stage 4 noise levels; or

''(B) was purchased by the person importing the aircraft into the United States under a legally binding contract entered into before January 1, 2021.

''(2) EXCEPTION.—The Secretary of Transportation may provide for an exception from paragraph (1) to permit a person to obtain modifications to an aircraft to meet the stage 4 noise levels.

''(3) AIRCRAFT DEEMED NOT IMPORTED.—For purposes of this subsection, an aircraft shall be deemed not to have been imported into the United States if the aircraft—

''(A) was owned on January 1, 2021, by—

''(i) a corporation, trust, or partnership organized under the laws of the United States, a State, or the District of Columbia;

''(ii) an individual who is a citizen of the United States; or

''(iii) an entity that is owned or controlled by a corporation, trust, or partnership described in clause (i) or an individual described in clause (ii); and

''(B) enters the United States not later than 6 months after the expiration of a lease agreement (including any extension of such an agreement) between an owner described in subparagraph (A) and a foreign air carrier.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 475 of such title is amended by inserting after the item relating to section 47534 the following:

''47535. Limitations on operating certain aircraft not complying with stage 4 noise levels.''.

SEC. 5033. STANDARDS FOR ISSUANCE OF NEW TYPE CERTIFICATES.

(a) APPLICABILITY OF STAGE 5 NOISE STANDARDS TO CIVIL JETS WITH A MAXIMUM WEIGHT OF MORE THAN 121,254 POUNDS.—On and after December 31, 2017, the Secretary of Transportation may not issue a new type certificate for a civil jet with a maximum weight of

more than 121,254 pounds for which an application was received after the date of the enactment of this Act, unless the person applying for the type certificate demonstrates that the civil jet complies with stage 5 noise levels.

(b) APPLICABILITY OF STAGE 5 NOISE STANDARDS TO ALL CIVIL JETS.—On and after December 31, 2020, the Secretary may not issue a new type certificate for any civil jet for which an application was received after the date of the enactment of this Act, unless the person applying for the type certificate demonstrates that the civil jet complies with stage 5 noise levels.

SA 3712. Mrs. GILLIBRAND (for herself and Mr. SCHUMER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5023. HELICOPTER NOISE ABATEMENT.

(a) IN GENERAL.—Not later than 3 years after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a final rule setting forth guidelines and regulations relating to stringency standards for Stage 3 noise levels for helicopters that—

(1) create a requirement to retrofit existing helicopters to comply with Stage 3 noise levels as prescribed in subpart H of part 36 of title 14, Code of Federal Regulations; and

(2) require the retirement of helicopters not in compliance with Stage 3 noise levels by December 31, 2024.

(b) EXEMPTIONS.—Helicopters utilized for medical purposes or governmental functions (as defined in section 1.1 of title 14, Code of Federal Regulations) shall be exempt from the guidelines and regulations required by subsection (a).

(c) STAGE 3 NOISE LEVELS DEFINED.—In this section, the term ''Stage 3 noise level'' has the meaning given that term in section 36.1 of title 14, Code of Federal Regulations.

SA 3713. Mrs. GILLIBRAND (for herself and Mr. SCHUMER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5023. MINIMUM ALTITUDES FOR HELICOPTERS OVER POPULATED AREAS.

(a) IN GENERAL.—Not later than 1 year after the date of the enactment of this Act, the Administrator shall establish a process for evaluating—

(1) whether minimum altitude requirements for helicopter routes over populated areas can be safely set for the purpose of reducing noise effects on the surrounding community; and

(2) in the case of routes for which minimum altitudes cannot be safely set, whether those routes should be otherwise modified, restricted, or eliminated due to excessive noise effects.

(b) PUBLIC ENGAGEMENT.—In establishing the process required by subsection (a), the Administrator shall—

(1) review and respond to requests made by States, political subdivisions of States, other elected officials, and community organizations to evaluate specific helicopter routes to reduce noise; and

(2) provide a means for the public to participate in the process.

SA 3714. Ms. HEITKAMP (for herself and Mr. INHOFE) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 97, between lines 2 and 3, insert the following:

''(b) ASSISTANCE BY FEDERAL UNMANNED AIRCRAFT SYSTEMS.—The Secretary shall include, in the guidance regarding the operation of public unmanned aircraft systems required by subsection (a), guidance with respect to allowing unmanned aircraft systems owned or operated by a Federal agency to assist Federal, State, local, or tribal law enforcement organizations in conducting law enforcement activities in the national airspace system.

SA 3715. Ms. HEITKAMP submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 92, line 15, insert after ''unmanned aircraft'' the following: '', including in circumstances in which there has been significant experience operating the associated unmanned aircraft within a country with which the United States maintains a trusted aviation relationship''.

SA 3716. Ms. CANTWELL (for herself and Mr. ISAKSON) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. REQUIREMENT FOR LAW ENFORCEMENT OFFICERS AND EXPLOSIVE DETECTION CANINES AT AIRPORTS.

(a) REQUIREMENT.—The Administration of the Transportation Security Administration shall require that the air transportation security program required by section 44903(c)(1) of title 49, United States Code, for each covered airport include the following:

(1) Beginning not more than 30 days after the date of the enactment of this Act, that a State or local law enforcement officer is stationed not more than 300 feet from each passenger screening checkpoint at each covered airport.

(2) Beginning not more than 180 days after the date of the enactment of this Act, that an explosives detection canine team of a State or local law enforcement agency is assigned to each terminal at each covered airport.

(b) TECHNICAL SUPPORT.—The Administrator of the Transportation Security Administration shall provide technical and other support to State or local law enforcement agencies providing the personnel described in paragraph (1) or (2) of subsection (a).

(c) COVERED AIRPORT DEFINED.—In this section, the term ''covered airport'' means the 25 airports in the United States with the highest numbers of passengers enplaned each year.

(d) FUNDING.—Out of funds made available to the Transportation Security Administration for fiscal year 2016, $20,000,000 shall be available for State and local law enforcement agencies, as a transfer of funds, to train, certify, and utilize explosives detection canines.

SA 3717. Mr. CASSIDY submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title III, add the following:

SEC. 3124. SERVICE LEVEL STANDARDS FOR PASSENGER SCREENING AND DATA PROCESSING.

(a) IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Secretary of Homeland Security shall direct the Administrator of the Transportation Security Administration and the Commissioner of U.S. Customs and Border Protection to set service level standards for the processing of passengers in air transportation and associated electronic travel data.

(b) SECURITY SCREENING.—Section 44901 is amended by adding at the end the following:

''(m) SERVICE LEVEL STANDARDS.—

''(1) IN GENERAL.—The physical screening of passengers and their property, while in federally controlled areas, and screening of electronic travel data, shall be performed in accordance with service level standards established by the Administrator of the Transportation Security Administration and agreed to by the Aviation Security Advisory Committee.

''(2) REQUIREMENTS FOR STANDARDS.—The service level standards established under paragraph (1) shall provide for—

''(A) a 10-minute maximum wait time for 99 percent of all passengers as measured in 15-minute periods each calendar day;

''(B) a 5-minute maximum wait time for 95 percent of all passengers as measured in 15-minute periods each calendar day;

''(C) 98 percent passenger satisfaction with screening processes as measured by customer satisfaction surveys;

''(D) 99 percent passenger satisfaction with the cleanliness and hygiene of the screening area;

''(E) 98 percent of responses to submissions of electronic passenger data returned within 4 seconds; and

''(F) 95 percent of all calls to the Transportation Security Administration's resolution desk answered within 30 seconds.

''(3) SUSPENSION OF STANDARDS.—The Secretary of Homeland Security may suspend the standards established under paragraph (1) for reasons of national emergency for not more than 30 days and shall report the circumstances for suspension to Congress not later than 90 days after suspending such standards.''.

(c) REVISED CUSTOMS REGULATIONS.—

(1) IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Secretary of Homeland Security shall revise section 122.49(a) of title 19, Code of Federal Regulations, as in effect on the day before the date of the enactment of this Act, to require that the screening of passenger and crew manifests be performed in accordance with service level standards established by the Commissioner of U.S. Customs and Border Protection and agreed to by the U.S. Customs and Border Protection User Fee Advisory Committee.

(2) REQUIREMENTS FOR STANDARDS.—The service level standards established pursuant to paragraph (1) shall provide for—

(A) 98 percent of responses to submissions of electronic passenger data to be completed within 4 seconds;

(B) 95 percent of all calls to any resolution desk to be answered within 30 seconds;

(C) 95 percent of all advance passenger information submitted via interactive batch-style manifest submissions to be returned within 3 minutes;

(D) 95 percent of all data submissions requiring manual resolution by U.S. Customs and Border Protection to be provided within 5 minutes; and

(E) 99.7 uptime for all passenger information processing systems.

(3) SUSPENSION OF STANDARDS.—The Secretary may suspend the standards established pursuant to paragraph (1) for reasons of national emergency for not more than 30 days and shall report the circumstances for suspension to Congress not later than 90 days after suspending such standards.

(d) AMENDMENT TO CUSTOMS LAWS.—Section 3061 of the Revised Statutes (19 U.S.C. 482) is amended by adding at the end the following:

''(c) SEARCHES AT PORTS OF ENTRY.—

''(1) IN GENERAL.—Search of passengers pursuant to subsection (a) at service ports and ports of entry (as listed in section 101.3 of title 19, Code of Federal Regulations (or any corresponding similar regulations or ruling)), shall be performed in accordance with service level standards established by the Commissioner of U.S. Customs and Border Protection and agreed to by the U.S. Customs and Border Protection User Fee Advisory Committee.

''(2) REQUIREMENTS FOR STANDARDS.—The service level standards established under paragraph (1) shall provide for—

''(A) 95 percent of all persons not requiring more than normal inspection to be processed and cleared within 30 minutes of disembarkation;

''(B) a 15-minute average queue dwell time between entering the secondary inspection area and commencing an initial interview with a U.S. Customs and Border Protection secondary inspector; and

''(C) 98 percent of all requests for capture of biometric data for visitors to the United States at the primary inspection booth to be completed within 15 seconds.

''(3) SUSPENSION OF STANDARDS.—The Secretary of Homeland Security may suspend the standards established under paragraph (1) for reasons of national emergency for not more than 30 days and shall report the circumstances for suspension to Congress not later than 90 days after suspending such standards.''.

SA 3718. Mr. CARPER (for himself, Mr. SCHUMER, Mr. WYDEN, and Mr. COONS) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. EXTENSION OF ENERGY CREDIT FOR OTHER ENERGY PROPERTY.

(a) QUALIFIED FUEL CELL PROPERTY.—Section 48(c)(1)(D) of the Internal Revenue Code of 1986 is amended by striking ''for any period after December 31, 2016'' and inserting ''the construction of which does not begin before January 1, 2022''.

(b) QUALIFIED MICROTURBINE PROPERTY.—Section 48(c)(2)(D) of such Code is amended by striking ''for any period after December 31, 2016'' and inserting ''the construction of which does not begin before January 1, 2022''.

(c) COMBINED HEAT AND POWER SYSTEM PROPERTY.—Section 48(c)(3)(A)(iv) of such Code is amended by striking ''which is placed in service before January 1, 2017'' and inserting ''the construction of which begins before January 1, 2022''.

(d) QUALIFIED SMALL WIND ENERGY PROPERTY.—Section 48(c)(4)(C) of such Code is amended by striking ''for any period after December 31, 2016'' and inserting ''the construction of which does not begin before January 1, 2022''.

(e) THERMAL ENERGY PROPERTY.—Section 48(a)(3)(A)(vii) of such Code is amended by striking ''periods ending before January 1, 2017'' and inserting ''property the construction of which begins before January 1, 2022''.

(f) PHASEOUT OF 30 PERCENT CREDIT RATE FOR FUEL CELL AND SMALL WIND ENERGY PROPERTY.—Subsection (a) of section 48 of such Code is amended by adding at the end the following new paragraph:

''(7) PHASEOUT FOR QUALIFIED FUEL CELL PROPERTY AND QUALIFIED SMALL WIND ENERGY PROPERTY.—In the case of qualified fuel cell property or qualified small wind energy property, the construction of which begins before January 1, 2022, the energy percentage determined under paragraph (2) shall be equal to—

''(A) in the case of any property the construction of which begins after December 31, 2019, and before January 1, 2021, 26 percent, and

''(B) in the case of any property the construction of which begins after December 31, 2020, and before January 1, 2022, 22 percent.''.

(g) EFFECTIVE DATE.—The amendments made by this section shall take effect on the date of the enactment of this Act.

SA 3719. Mr. MANCHIN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 298, between lines 19 and 20, insert the following:

(3) choices that consumers have in choosing an air carrier based on change, cancellation, and baggage fees in large, medium, and small markets; and

(4) the potential effect on availability of air service if change, cancellation, or baggage fees were regulated by the Federal Government.

SA 3720. Mrs. SHAHEEN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 116, strike line 21 and all that follows through page 117, line 6, and insert the following:

''(a) PROHIBITION.—Any person who operates an aircraft and, in doing so, knowingly or recklessly interferes with firefighting, law enforcement, or emergency response activities, shall be subject to the penalties provided under subsections (b) and (c).

''(b) CRIMINAL PENALTIES.—

''(1) IN GENERAL.—Except as provided in paragraph (2), whoever commits or attempts to commit an offense under subsection (a) shall be fined under title 18, imprisoned for not more than 5 years, or both.

''(2) SERIOUS BODILY INJURY OR DEATH.—Whoever attempts to cause, or knowingly or recklessly causes, serious bodily injury or death during the commission of an offense under subsection (a) shall be fined under title 18, imprisoned for any term of years or for life, or both.

''(c) CIVIL PENALTY.—Whoever operates an aircraft as described in subsection (a) is liable to the United States for a civil penalty of not more than $20,000.

SA 3721. Mr. HOEVEN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 2138 and insert the following:

SEC. 2138. UNMANNED AIRCRAFT SYSTEMS TRAFFIC MANAGEMENT.

(a) RESEARCH PLAN FOR UTM DEVELOPMENT.—

(1) IN GENERAL.—The Administrator of the Federal Aviation Administration, in coordination with the Administrator of the National Aeronautics and Space Administration, shall develop a research plan for unmanned aircraft systems traffic management (referred to in this section as ''UTM'') development.

(2) REQUIREMENTS.—In developing the research plan under paragraph (1), the Administrator shall—

(A) identify research goals related to—

(i) operational parameters related to altitude, geographic coverage, classes of airspace, and critical infrastructure;

(ii) avionics capability requirements or standards;

(iii) operator identification and authentication requirements and capabilities;

(iv) communication protocols with air traffic control facilities that will not interfere with existing responsibility to deconflict manned aircraft in the national airspace system;

(v) collision avoidance requirements;

(vi) separation standards for manned and unmanned aircraft;

(vii) spectrum needs; and

(viii) provision of traffic position information and weather through a traffic information service to operators of unmanned aircraft systems;

(B) evaluate options for the administration and management structure for the traffic management of low altitude operations of small unmanned aircraft systems;

(C) ensure the plan is consistent with the broader Federal Aviation Administration regulatory and operational framework encompassing all unmanned aircraft systems operations expected to be authorized in the national airspace system; and

(D) ensure the plan utilizes existing surveillance networks and services provided under the surveillance and broadcast services program, augmented as necessary with additional surveillance assets to provide additional low altitude coverage.

(3) ASSESSMENT.—The research plan under paragraph (1) shall include an assessment of—

(A) the ability to allow near-term small unmanned aircraft system operations without need of an automated UTM system;

(B) the full range of operational capability any automated UTM system should possess;

(C) the operational characteristics and metrics that would drive incremental adoption of automated capability and procedures consistent with a rising aggregate community demand for service for low altitude operations of small unmanned aircraft systems;

(D) the integration points for small unmanned aircraft system traffic management with the existing national airspace system planning and traffic management systems; and

(E) the ability of a common air traffic surveillance platform to provide situational awareness for beyond-line-of-sight operations.

(4) DEADLINES.—The Administrator shall—

(A) initiate development of the research plan not later than 90 days after the date of enactment of this Act; and

(B) not later than 180 days after the date of enactment of this Act—

(i) complete the research plan;

(ii) submit the research plan to the appropriate committees of Congress; and

(iii) publish the research plan on the Federal Aviation Administration's Web site.

(b) PILOT PROGRAM.—

(1) IN GENERAL.—Not later than 120 days after the date the research plan under subsection (a) is submitted under paragraph (4)(B) of that subsection, the Administrator of the Federal Aviation Administration shall coordinate with the Administrator of the National Aeronautics and Space Administration and the small unmanned aircraft systems industry to develop operational concepts and top-level system requirements for a UTM system pilot program, consistent with subsection (a).

(2) USE OF CENTER OF EXCELLENCE AND TEST SITES.—In developing and carrying out the pilot program under this subsection, the Administrator shall, to the maximum extent practicable, leverage the capabilities of and utilize the Center of Excellence for Unmanned Aircraft Systems and the test sites (as defined by section 44801 of title 49, United States Code, as added by section 2121).

(3) SOLICITATION.—The Administrator shall issue a solicitation for operational prototype systems that meet the necessary objectives for use in a pilot program to demonstrate, validate, or modify, as appropriate, the requirements developed under paragraph (1).

(c) COMPREHENSIVE PLAN.—

(1) IN GENERAL.—Not later than 270 days after the date the pilot program under subsection (b) is complete, the Administrator of the Federal Aviation Administration, in coordination with the Administrator of the National Aeronautics and Space Administration, and in consultation with the head of each relevant Federal agency, shall develop a comprehensive plan for the deployment of UTM systems in the national airspace.

(2) SYSTEM REQUIREMENTS.—The comprehensive plan under paragraph (1) shall include requirements or standards consistent with established or planned rulemaking for, at a minimum—

(A) the flight of small unmanned aircraft systems in controlled and uncontrolled airspace;

(B) communications, as applicable—

(i) among small unmanned aircraft systems;

(ii) between small unmanned aircraft systems and manned aircraft operating in the same airspace; and

(iii) between small unmanned aircraft systems and air traffic control as considered necessary;

(C) air traffic management for small unmanned aircraft systems operations; and

(D) networked air traffic surveillance.

(d) SYSTEM IMPLEMENTATION.—Based on the comprehensive plan under subsection (c), including the requirements under paragraph (2) of that subsection, and the pilot program under subsection (b), the Administrator shall determine the operational need and implementation schedule for evolutionary use of automation support systems to separate and deconflict manned and unmanned aircraft systems.

SA 3722. Mr. RUBIO submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____. CUBAN IMMIGRANTS.

(a) SHORT TITLE.—This section may be cited as the ''Cuban Immigrant Work Opportunity Act of 2016''.

(b) CERTAIN CUBANS INELIGIBLE FOR REFUGEE ASSISTANCE.—

(1) IN GENERAL.—Title V of the Refugee Education Assistance Act of 1980 (8 U.S.C. 1522 note) is amended—

(A) in the title heading, by striking ''**CUBAN AND**'';

(B) in section 501—

(i) by striking ''Cuban and'' each place such phrase appears;

(ii) in subsection (d), by striking ''Cuban or''; and

(iii) in subsection (e)—

(I) in paragraph (1)—

(aa) by striking ''Cuban/'' and

(bb) by striking ''Cuba or''; and

(II) in paragraph (2), by striking ''Cuba or''.

(2) CONFORMING AMENDMENTS.—

(A) PERSONAL RESPONSIBILITY AND WORK OPPORTUNITY RECONCILIATION ACT OF 1996.—Section 403(b)(1)(D) of the Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (8 U.S.C. 1613(b)(1)(D)) is amended, by striking ''a Cuban'' and all that follows and inserting ''an eligible participant (as defined in section 101(3) of the Refugee Education Assistance Act of 1980 (8 U.S.C. 1522 note)).''.

(B) OMNIBUS EDUCATION RECONCILIATION ACT OF 1981.—Section 543(a)(2) of the Omnibus Education Reconciliation Act of 1981 (title V of Public Law 97–35) is amended by striking ''a Cuban-Haitian entrant'' and inserting ''a Haitian entrant''.

(C) IMMIGRATION AND NATIONALITY ACT.—Section 245A(h)(2)(A) of the Immigration and Nationality Act (8 U.S.C. 1255a(h)(2)(A)) is amended by striking ''a Cuban'' and all that follows and inserting ''an eligible participant (as defined in section 101(3) of the Refugee Education Assistance Act of 1980 (8 U.S.C. 1522 note)).''.

(3) APPLICABILITY.—The amendments made by this subsection shall only apply to nationals of Cuba who enter the United States on or after the date of the enactment of this Act.

(c) REPORT.—Not later than 90 days after the date of the enactment of this Act, the Inspector General of the Social Security Administration shall submit a report to Congress that describes the methods by which the provision described in section 416.215 of title 20, Code of Federal Regulations, is being enforced.

SA 3723. Ms. MURKOWSKI (for herself and Mr. SULLIVAN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 84, between lines 13 and 14, insert the following:

''(f) SPECIAL RULES FOR CERTAIN UNMANNED AIRCRAFT SYSTEMS AND OPERATIONS IN THE ARCTIC.—

''(1) IN GENERAL.—Notwithstanding any other provision of this chapter, and not later than 180 days after the date of the enactment of the Federal Aviation Administration Reauthorization Act of 2016, the Secretary shall determine if certain unmanned aircraft systems may operate safely in the Arctic beyond the limitations of the notice of proposed rulemaking relating to operation and certification of small unmanned aircraft systems (80 Fed. Reg. 9544), including operation of such systems beyond the visual line of sight of the operator.

''(2) ASSESSMENT OF UNMANNED AIRCRAFT SYSTEMS.—In making the determination required by paragraph (1), the Secretary shall determine, at a minimum—

''(A) which types of unmanned aircraft systems, if any, as a result of their size, weight, speed, operational capability, proximity to airports and populated areas, and operation beyond visual line of sight do not create a hazard to users of the airspace over the Arctic or the public or pose a threat to national security;

''(B) which beyond-line-of-sight operations provide extraordinary public benefit justifying safe accommodation of the operations while minimizing restrictions on manned aircraft operations; and

''(C) whether a certificate of waiver, certificate of authorization, or airworthiness certification under section 44704 is required for the operation of unmanned aircraft systems identified under subparagraph (A).

''(3) REQUIREMENTS FOR SAFE OPERATION.—If the Secretary determines under this subsection that certain unmanned aircraft systems may operate safely in the Arctic beyond the visual line of sight of the operator, the Secretary shall establish requirements for the safe equipage and operation of such aircraft systems while minimizing the effect on manned aircraft operations.''.

SA 3724. Ms. MURKOWSKI (for herself and Mr. SULLIVAN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased

expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. MODIFICATION OF EXCISE TAX EXEMPTION FOR SMALL AIRCRAFT ON ESTABLISHED LINES.

(a) IN GENERAL.—Section 4281 of the Internal Revenue Code of 1986 is amended—

(1) in subsection (a), by striking ''6,000 pounds or less'' and inserting ''12,500 pounds or less'', and

(2) by striking subsection (c) and inserting the following:

''(c) ESTABLISHED LINE.—For purposes of this section, an aircraft shall not be considered as operated on an established line if operated under an authorization to conduct on-demand operations in common carriage pursuant to section 119.21(a)(5) of title 14, Code of Federal Regulations, as in effect on the date of the enactment of the Federal Aviation Administration Reauthorization Act of 2016.''.

(b) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable transportation provided after the date of the enactment of this Act.

SA 3725. Mr. FLAKE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5037. AUTHORIZATION OF AIR CARRIERS TO PROVIDE SERVICE BETWEEN THE UNITED STATES AND CUBA FOR CITIZENS OF OTHER COUNTRIES WITH ITINERARIES THAT BEGIN AND END OUTSIDE THE UNITED STATES.

(a) IN GENERAL.—Notwithstanding any other provision of law, an air carrier providing permissible scheduled service between the United States and Cuba pursuant to a frequency allocation by the Department of Transportation may carry passengers who are citizens of countries other than the United States or Cuba and their accompanied baggage to or from Cuba to the same extent as the air carrier would be authorized to carry those passengers to any other destination, provided that the ticketed itinerary for those passengers begins and ends outside the United States.

(b) CITIZENSHIP.—An air carrier may rely on the passport presented by the passenger in determining the citizenship of the passenger under subsection (a).

(c) REGULATIONS.—Not later than 60 days after the date of the enactment of this Act, the President shall prescribe regulations to implement this section.

SA 3726. Ms. CANTWELL (for herself, Mrs. MURRAY, and Ms. HIRONO) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 5009 and insert the following:

SEC. 5009. INTERFERENCE WITH AIR CARRIER EMPLOYEES.

(a) IN GENERAL.—Section 46503 is amended by inserting after ''to perform those duties'' the following '', or who assaults an air carrier customer representative in an airport, including a gate or ticket agent, who is performing the duties of the representative or agent,''.

(b) CONFORMING AMENDMENT.—Section 46503 is amended in the section heading by inserting ''**or air carrier customer representatives**'' after ''**screening personnel**''.

(c) CLERICAL AMENDMENT.—The analysis for chapter 465 is amended by striking the item relating to section 46503 and inserting the following:

''46503. Interference with security screening personnel or air carrier customer representatives.''.

SA 3727. Ms. CANTWELL (for herself and Mrs. MURRAY) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____. RESEARCH PROGRAM ON ALTERNATIVE JET FUEL TECHNOLOGY FOR CIVIL AIRCRAFT.

Section 911 of the FAA Modernization and Reform Act of 2012 (Public Law 112–95; 49 U.S.C. 44504 note) is amended—

(1) in subsection (a), by striking ''to assist in'' and inserting ''with the objective of accelerating'';

(2) in subsection (c)(1)(B), by inserting ''and ability to prioritize researchable constraints'' after ''with experience''; and

(3) by adding at the end the following:

''(e) COLLABORATION AND REPORT.—

''(1) COLLABORATION.—The Administrator, in coordination with the Administrator of NASA, the Secretary of Energy, and the Secretary of Agriculture, shall continue research and development activities into the development and deployment of jet fuels described in subsection (a).

''(2) REPORT.—Not later than 180 days after the date of the enactment of the Federal Aviation Administration Reauthorization Act of 2016, the Administrator, in coordination with the Administrator of NASA, the Secretary of Energy, and the Secretary of Agriculture, and after consultation with the heads of other relevant agencies, shall submit to Congress a joint plan to carry out the research described in paragraph (1).''.

SA 3728. Ms. CANTWELL (for herself, Mrs. MURRAY, Mr. BLUMENTHAL, and Mr. MARKEY) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 198, strike lines 3 through 11, and insert the following:

(b) CONTENTS.—In revising the regulations under subsection (a), the Administrator shall ensure that a flight attendant scheduled to a duty period of 14 hours or less is given a scheduled rest period of at least 10 consecutive hours and that such rest period is not reduced under any circumstances.

SA 3729. Mr. VITTER submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following.

(3) PENALTIES FOR VIOLATIONS OF CITIZENSHIP CONTROL REQUIREMENTS.—Section 46301(a), as amended by paragraph (1), is further amended—

(A) in paragraph (1)(A), by inserting ''(except as provided in paragraph (7))'' after ''chapter 411''; and

(B) by adding at the end the following:

''(7) PENALTIES FOR VIOLATIONS OF CITIZENSHIP CONTROL REQUIREMENTS.—(A) A person that controls an air carrier required to hold a certificate under section 41101(a) or to be exempted from such requirement under section 40109 and is not a citizen of the United States—

''(i) shall be liable to the United States Government for a civil penalty of not more than $25,000 for each day or each flight during which the person is not in compliance with section 41101(a) or 40109, as applicable (or of not more than $1,100 for each such day or such flight if the person is an individual or small business concern and the controlled air carrier is also a small business concern);

''(ii) shall not be jointly and severally liable for any civil penalty imposed pursuant to paragraph (1) on the air carrier under such unlawful control;

''(iii) shall be deemed to have engaged in unfair and deceptive practices and unfair methods of competition in violation of section 41712; and

''(iv) shall be jointly and severally liable, together with the air carrier operating under such unlawful control, to pay restitution to any air carrier subject to such unfair and deceptive practices and unfair methods of competition as ordered by the Secretary of Transportation.

''(B) The Secretary of Transportation is authorized to consider any amounts paid in restitution as a mitigating factor when imposing a civil penalty under this paragraph.

''(C) Any aircraft operated by an air carrier that is not a citizen of the United States shall be prohibited from operating within the United States until any civil penalty or restitution imposed pursuant to this paragraph has been satisfied.''.

SA 3730. Mr. VITTER submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____. ENFORCEMENT OF CERTIFICATE REQUIREMENTS.

(a) CIVIL ACTIONS AUTHORIZED.—Section 46101(a) is amended by adding at the end the following:

''(5)(A) If a complaint filed under this subsection alleges that an air carrier required to hold a certificate under section 41101(a) or

exempted from such requirement under section 40109 is not a citizen of the United States, and the Secretary of Transportation, the Under Secretary for Policy, or the Administrator of the Federal Aviation Administration dismisses the complaint without a hearing or fails to resolve the complaint on the merits within 180 days after such complaint is filed, the complainant may bring a civil action against the air carrier in a district court of the United States pursuant to section 46108.

''(B) A civil action authorized under subparagraph (A) shall not be subject to dismissal or stay on the grounds that administrative remedies have not been exhausted or that the action is subject to the primary jurisdiction of the Federal Aviation Administration.

''(C) Nothing in this paragraph may be construed to require a person to file a complaint pursuant to paragraph (1) before bringing a civil action pursuant to section 46108.''.

(b) REMEDIES.—Section 46108 is amended—

(1) by striking ''An interested person'' and inserting the following:

''(a) IN GENERAL.—An interested person'';

(2) in subsection (a), as designated, by striking ''of this title'' and all that follows and inserting ''or to enforce the terms of an exemption issued under section 40109.''; and

(3) by adding at the end the following:

''(b) DEFENDANTS.—A person that controls an air carrier required to hold a certificate under section 41101(a) or exempted from such requirement under section 40109 may be named as a defendant in an action under this section if such person is not a citizen of the United States.

''(c) LIABILITY.—A person described in subsection (b)—

''(1) shall be jointly and severally liable for any damages suffered by a citizen of the United States as a result of the person's failure to comply with section 41101(a); and

''(2) shall be subject to injunctive relief.

''(d) VENUE.—A civil action under this section may be brought in the judicial district in which any defendant does business or in the judicial district in which the violation occurred.''.

(c) PENALTIES FOR VIOLATIONS OF CITIZENSHIP CONTROL REQUIREMENTS.—Section 46301(a), as amended by section 2133(b)(1), is further amended—

(1) in paragraph (1)(A), by inserting ''(except as provided in paragraph (7))'' after ''chapter 411''; and

(2) by adding at the end the following:

''(7) PENALTIES FOR VIOLATIONS OF CITIZENSHIP CONTROL REQUIREMENTS.—(A) A person that controls an air carrier required to hold a certificate under section 41101(a) or to be exempted from such requirement under section 40109 and is not a citizen of the United States—

''(i) shall be liable to the United States Government for a civil penalty of not more than $25,000 for each day or each flight during which the person is not in compliance with section 41101(a) or 40109, as applicable (or of not more than $1,100 for each such day or such flight if the person is an individual or small business concern and the controlled air carrier is also a small business concern);

''(ii) shall be jointly and severally liable for any civil penalty imposed pursuant to paragraph (1) on the air carrier under such unlawful control;

''(iii) shall be deemed to have engaged in unfair and deceptive practices and unfair methods of competition in violation of section 41712; and

''(iv) shall be jointly and severally liable, together with the air carrier operating under such unlawful control, to pay restitution to any air carrier subject to such unfair and deceptive practices and unfair methods of competition as ordered by the Secretary of Transportation.

''(B) The Secretary of Transportation is authorized to consider any amounts paid in restitution as a mitigating factor when imposing a civil penalty under this paragraph.

''(C) Any aircraft operated by an air carrier that is not a citizen of the United States shall be prohibited from operating within the United States until any civil penalty or restitution imposed pursuant to this paragraph has been satisfied.''.

SA 3731. Mrs. BOXER submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title II, add the following:

PART V—SAFE OPERATION OF UNMANNED AIRCRAFT SYSTEMS

SEC. 2171. SHORT TITLE.

This part may be cited as the ''Safety for Airports and Firefighters by Ensuring Drones Refrain from Obstructing Necessary Equipment Act of 2016'' or the ''SAFE DRONE Act of 2016''.

SEC. 2172. CRIMINAL PENALTY FOR OPERATING DRONES IN CERTAIN LOCATIONS.

(a) IN GENERAL.—Chapter 2 of title 18, United States Code, is amended by adding at the end the following:

''§ 40A. Operating drones in certain locations

''(a) OFFENSE.—It shall be unlawful for a person to knowingly operate a drone in a restricted area without proper authorization from the Federal Aviation Administration.

''(b) EXCEPTION.—Subsection (a) shall not apply to operations conducted for purposes of firefighting or emergency response by a Federal, State, or local unit of government (including any individual conducting such operations pursuant to a contract or other agreement entered into with the unit).

''(c) REGULATIONS.—Not later than 90 days after the date of the enactment of this section, the Attorney General shall, by regulation, establish penalties for a violation of this section that the Attorney General determines are reasonably calculated to provide a deterrent to operating drones in restricted areas, which may include a term of imprisonment.

''(d) DEFINITIONS.—In this section—

''(1) the term 'drone' has the meaning given the term 'unmanned aircraft' in section 44801 of title 49;

''(2) the terms 'large hub airport', 'medium hub airport', and 'small hub airport' have the meanings given those terms in section 47102 of title 49; and

''(3) the term 'restricted area' means—

''(A) within a 2-mile radius of a small hub airport, medium hub airport, or large hub airport;

''(B) within 2 miles of the outermost perimeter of an ongoing firefighting operation involving the Department of Agriculture or the Department of the Interior; or

''(C) in an area that is subject to a temporary flight restriction issued by the Administrator of the Federal Aviation Administration.''.

(b) CLERICAL AMENDMENT.—The table of sections at the beginning of chapter 2 of title 18, United States Code, is amended by adding at the end the following new item:

''40A. Operating drones in certain locations.''.

SA 3732. Mr. BOOKER (for himself, Mr. DAINES, and Mr. HELLER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title IV, insert the following:

SEC. 4118. SENSE OF CONGRESS ON THE NEXT GENERATION AIR TRANSPORTATION SYSTEM.

It is the sense of Congress that—

(1) the Next Generation Air Transportation System (known as ''NextGen'') could, if properly implemented, provide much needed modernization of air traffic technologies to meet the future needs of the national airspace;

(2) once fully implemented, advancements from implementation of the Next Generation Air Transportation System could result in billions of dollars of economic benefits to air carriers and the travel industry;

(3) the Next Generation Air Transportation System has the potential to improve air traffic management by—

(A) improving weather forecasting;

(B) enhancing safety;

(C) creating more flexible spacing and sequencing of aircraft;

(D) reducing air traffic separation; and

(E) reducing congestion;

(4) improvements to air traffic management through the implementation of the Next Generation Air Transportation System will provide benefits—

(A) to the flying public, such as reduced delays, reduced wait times, more direct flights, and an overall enhanced flying experience; and

(B) to commercial air carriers, such as fuel cost savings, lower operational costs, and improved customer satisfaction; and

(5) fully and swiftly implementing the Next Generation Air Transportation System should remain a top priority for the United States to maximize the efficiency of the airspace system of the United States, maintain a competitive advantage, and remain a global leader in aviation.

SA 3733. Mr. HOEVEN (for himself and Mr. WYDEN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of part II of subtitle A of title II, add the following:

SEC. 2144. EXEMPTION FOR THE OPERATION OF CERTAIN UNMANNED AIRCRAFT AT TEST SITES.

(a) IN GENERAL.—Not later than 30 days after the date of the enactment of this Act, and without the opportunity for prior public notice and comment, the Administrator shall grant an exemption for the operation of unmanned aircraft systems for any non-hobby, non-recreational, and non-commercial purpose under the oversight of an unmanned aircraft system test site to all persons that meet the terms, conditions, and limitations described in subsection (b) for

the exemption. All such operations of unmanned aircraft systems shall be conducted in accordance with a certificate of waiver or authorization issued to the unmanned aircraft system test site by the Administrator.

(b) TERMS, CONDITIONS, AND LIMITATIONS.—

(1) IN GENERAL.—The exemption granted under subsection (a) or any amendment to that exemption—

(A) shall, at a minimum, exempt the operator of an unmanned aircraft system from the provisions of parts 21, 43, 61, and 91 of title 14, Code of Federal Regulations, that are applicable only to civil aircraft or civil aircraft operations;

(B) may contain such other terms, conditions, and limitations as the Administrator may deem necessary in the interest of aviation safety or the efficiency of the national airspace system; and

(C) shall require a person, before initiating an operation under the exemption, to provide written notice to the unmanned aircraft system test site overseeing the operation, in a form and manner specified by the Administrator, that states, at a minimum, that the person has read, understands, and will comply with all terms, conditions, and limitations of the exemption and applicable certificates of waiver or authorization.

(2) TRANSMISSION TO FEDERAL AVIATION ADMINISTRATION.—The unmanned aircraft system test site overseeing an operation shall transmit to the Federal Aviation Administration copies of all notices under paragraph (1)(C) relating to the operation in a form and manner specified by the Administrator.

(c) NO AIRWORTHINESS OR AIRMAN CERTIFICATE REQUIRED.—

(1) IN GENERAL.—Notwithstanding paragraph (1), (2)(A), or (3) of section 44711(a) of title 49, United States Code, the Administrator may allow a person may operate, or employ an airman who operates, an unmanned aircraft system for any non-hobby or non-recreational purpose under the oversight of an unmanned aircraft system test site without an airman certificate and without an airworthiness certificate for the aircraft if the operations of the unmanned aircraft system meet all terms, limitations, and conditions of an exemption issued under subsection (a) and of a certificate of waiver or authorization issued to the unmanned aircraft system test site by the Administrator.

(2) PILOT CERTIFICATION EXEMPTION.—If the Secretary proposes, under this section, to require an operator of an unmanned aircraft system to hold an airman certificate or a medical certificate, or to have a minimum number of hours operating a manned aircraft, the Secretary shall set forth the reasoning for such proposal and seek public notice and comment before imposing any such requirements.

(d) DATA AVAILABLE FOR CERTIFICATE OF AIRWORTHINESS.—The Administrator shall accept data collected or developed as a result of an operation of an unmanned aircraft system conducted under the oversight of an unmanned aircraft system test site pursuant to an exemption issued under subsection (a) for consideration in an application for an airworthiness certificate for the unmanned aircraft system.

(e) SUNSET.—The exemption issued under subsection (a), and any amendment to that exemption, shall cease to be valid on the date of the termination of the unmanned aircraft system test site program under section 332(c) of the FAA Modernization and Reform Act of 2012 (Public Law 112–95; 49 U.S.C. 40101 note).

(f) RULES OF CONSTRUCTION AND PROCEDURE.—

(1) IN GENERAL.—The issuance of an exemption under subsection (a), the issuance of a certificate of waiver or authorization (including the issuance of a certificate of waiver or authorization to an unmanned aircraft test site), the amendment of such an exemption or certificate, the imposition of a term, condition, or limitation on such an exemption or certificate, and any other activity carried out by the Federal Aviation Administration under this section shall be made without regard to—

(A) the notice and comment provisions of section 553 of title 5, United States Code; and

(B) chapter 35 of title 44, United States Code (commonly known as the ''Paperwork Reduction Act'').

(2) SAVINGS PROVISIONS.—Nothing in this section shall be construed to—

(A) affect the issuance of a rule by or any other activity of the Secretary of Transportation or the Administrator under any other provision of law; or

(B) invalidate an exemption granted or certificate of waiver or authorization issued by the Administrator before the date of the enactment of this Act.

(g) DEFINITIONS.—In this section:

(1) ADMINISTRATOR.—The term ''Administrator'' means the Administrator of the Federal Aviation Administration.

(2) AIRMAN CERTIFICATE.—The term ''airman certificate'' means an airman certificate issued under section 44703 of title 49, United States Code.

(3) CERTIFICATE OF WAIVER OR AUTHORIZATION.—The term ''certificate of waiver or authorization'' means an authorization issued by the Federal Aviation Administration for the operation of aircraft in deviation from a rule or regulation and includes the terms, conditions, and limitations of the authorization.

(4) UNMANNED AIRCRAFT; UNMANNED AIRCRAFT SYSTEM.—The terms ''unmanned aircraft'' and ''unmanned aircraft system'' have the meanings given those terms in section 44801 of title 49, United States Code, as added by section 2121.

(5) UNMANNED AIRCRAFT SYSTEM TEST SITE.—The term ''unmanned aircraft system test site'' means an entity designated to operate a test site, as defined by section 44801of title 49, United States Code, as added by section 2121.

SA 3734. Mr. BROWN (for himself and Mr. PORTMAN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in subtitle A of title II, insert the following:

SEC. _____. COLLABORATION BETWEEN FEDERAL AVIATION ADMINISTRATION AND DEPARTMENT OF DEFENSE ON UNMANNED AIRCRAFT SYSTEMS.

(a) COLLABORATION BETWEEN FEDERAL AVIATION ADMINISTRATION IN DEPARTMENT OF DEFENSE REQUIRED.—

(1) IN GENERAL.—The Administrator of the Federal Aviation Administration and the Secretary of Defense shall collaborate on developing ground-based sense and avoid (GBSAA) and airborne sense and avoid (ABSAA) capabilities for unmanned aircraft systems (UAS).

(2) ELEMENTS.—The collaboration required by paragraph (1) shall include the following:

(A) Assisting the Administrator in safely integrating unmanned aircraft systems and manned aircraft in the national airspace system.

(B) Building upon Air Force and Department of Defense experience to speed the development of civil standards, policies, and procedures for expediting unmanned aircraft systems integration.

(C) Assisting in the development of civil unmanned aircraft airworthiness certification, development of airborne and ground-based sense and avoid capabilities for unmanned aircraft systems, and research and development on unmanned aircraft systems, especially with respect to matters involving human factors, information assurance, and security.

(b) PARTICIPATION BY FEDERAL AVIATION ADMINISTRATION IN DEPARTMENT OF DEFENSE ACTIVITIES.—

(1) IN GENERAL.—The Administrator may participate and provide assistance for participation in test and evaluation efforts of the Department of Defense, including the Air Force, relating to ground-based sense and avoid and airborne sense and avoid capabilities for unmanned aircraft systems.

(2) PARTICIPATION THROUGH CENTERS OF EXCELLENCE AND TEST SITES.—Participation under paragraph (1) may include provision of assistance through the Unmanned Aircraft Systems Center of Excellence and Unmanned Aircraft Systems Test Sites.

SA 3735. Mr. SASSE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5037. LIMITATION ON DISCRETION OF U.S. CUSTOMS AND BORDER PROTECTION TO SPEND FEES.

Notwithstanding any other provision of law, any amounts collected as fees by the Commissioner of U.S. Customs and Border Protection shall be deposited in the general fund of the Treasury and shall be available to U.S. Customs and Border Protection only as provided for in advance in an appropriations Act.

SA 3736. Mr. WARNER (for himself and Mr. INHOFE) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 125, line 11, insert '', or commercial operators operating under contract with a public entity,'' after ''systems''.

SA 3737. Mr. KIRK (for himself and Mr. HATCH) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. UNFAIR AND DECEPTIVE PRACTICES AND UNFAIR METHODS OF COMPETITION.

Section 41712 is amended—

(1) in subsections (a) and (b), by striking ''air carrier, foreign air carrier, or ticket agent'' each place that term appears and inserting ''air carrier or foreign air carrier''; and

(2) in subsection (c), by striking ''ticket agent,''.

SA 3738. Mr. VITTER submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5037. MODIFICATIONS TO PILOT PROGRAM ON PRIVATE OWNERSHIP OF AIRPORTS.

(a) SUPPORT FOR ESSENTIAL PREDEVELOPMENT ACTIVITIES.—Section 47134 is amended by adding at the end the following:

''(n) PREDEVELOPMENT GRANTS.—There are authorized to be appropriated, out of funds available to the Federal Aviation Administration, $15,000,000 for purposes of making grants to airports, in an amount not to exceed $750,000 per grant, to carry out predevelopment activities relating to the pilot program under this section, subject to such terms and conditions as the Secretary, in consultation with the Administrator, may reasonably require.''.

(b) AUTHORIZATION OF ENTITIES PARTIALLY OWNED BY PUBLIC AGENCIES TO PARTICIPATE IN PILOT PROGRAM.—Subsection (a) of such section is amended by striking ''public agency'' and inserting ''person owned solely by a public agency''.

(c) INCREASE IN PARTICIPATION OF CERTAIN AIRPORTS.—Subsection (d)(2) of such section is amended by striking ''more than 1 application submitted by an airport'' and inserting ''more than 3 applications submitted by airports''.

SA 3739. Mr. ROUNDS (for himself and Mr. LEE) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. AIRLINE TRANSPORT PILOT CERTIFICATE REQUIREMENTS.

Subsection (d) of section 217 of the Airline Safety and Federal Aviation Administration Extension Act of 2010 (Public Law 111–216; 49 U.S.C. 44701 note) is amended by striking ''courses,'' and inserting ''courses and courses offered by certificated air carriers,''.

SA 3740. Ms. HIRONO (for herself and Mr. DAINES) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. FEDERAL AVIATION ADMINISTRATION PERSONNEL MANAGEMENT SYSTEM.

Section 40122(g)(2)(B) is amended—

(1) by inserting ''3304(f),'' before ''3308-3320''; and

(2) by inserting ''3330a, 3330b, 3330c, and 3330d,'' before ''relating''.

SA 3741. Ms. HIRONO (for herself, Mr. DAINES, and Mr. TESTER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Beginning on page 339, strike line 24, and all that follows through page 340, line 5, and insert the following:

(c) APPLICATION.—The amendments made by this section shall apply with respect to any employee of the Federal Aviation Administration or the Transportation Security Administration hired on or after the date that is 1 year after the date of enactment of this Act.

(d) POLICIES AND PROCEDURES.—Not later than 270 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration and the Administrator of the Transportation Security Administration shall

---

SA 3742. Ms. HIRONO (for herself, Ms. MURKOWSKI, Mr. SCHATZ, and Mr. SULLIVAN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. EXCEPTIONS TO RESTRUCTURING OF PASSENGER FEE.

(a) IN GENERAL.—Section 44940(c) is amended—

(1) in paragraph (1), by striking ''Fees imposed'' and inserting ''Except as provided in paragraph (2), fees imposed'';

(2) by redesignating paragraph (2) as paragraph (3); and

(3) by inserting after paragraph (1) the following:

''(2) EXCEPTIONS.—Fees imposed under subsection (a)(1) may not exceed $2.50 per enplanement, and the total amount of such fees may not exceed $5.00 per one-way trip, for passengers—

''(A) boarding to an eligible place under subchapter II of chapter 417 for which essential air service compensation is paid under that subchapter; or

''(B) on flights, including flight segments, between 2 or more points in Hawaii or 2 or more points in Alaska.''.

(b) IMPLEMENTATION OF FEE EXCEPTIONS.—The Secretary of Homeland Security shall implement the fee exceptions under the amendments made by subsection (a)—

(1) beginning on the date that is 30 days after the date of the enactment of this Act; and

(2) through the publication of notice of the fee exceptions in the Federal Register, notwithstanding section 9701 of title 31, United States Code, and the procedural requirements of section 553 of title 5, United States Code.

SA 3743. Mr. INHOFE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5037. LIABILITY PROTECTION FOR VOLUNTEER PILOTS WHO FLY FOR THE PUBLIC BENEFIT.

(a) FINDINGS AND PURPOSES.—

(1) FINDINGS.—Congress finds the following:

(A) Many volunteer pilots fly for the public benefit for nonprofit organizations and provide valuable services to communities and individuals in need.

(B) In each calendar year volunteer pilots and the nonprofit organizations those pilots fly for provide long-distance, no-cost transportation for tens of thousands of people during times of special need. Flights provide patient and medical transport, disaster relief, and humanitarian assistance, and conduct other charitable missions that benefit the public.

(C) Such nonprofit organizations have supported the homeland security of the United States by providing volunteer pilot services during and following disasters and during other times of national emergency.

(D) Most other kinds of volunteers are protected from liability by the Volunteer Protection Act of 1997 (42 U.S.C. 14501 et seq.), but volunteer pilots are not.

(2) PURPOSES.—The purposes of this section are, by amending the Volunteer Protection Act of 1997—

(A) to extend the protection of that Act to volunteer pilots;

(B) to promote the activities of volunteer pilots and the nonprofit organizations those pilots fly for in providing flights for the public benefit; and

(C) to sustain and enhance the availability of the services that such pilots and nonprofit organizations provide, including—

(i) transportation at no cost to financially needy medical patients for medical treatment, evaluation, and diagnosis;

(ii) flights for humanitarian and charitable purposes; and

(iii) other flights of compassion.

(b) LIABILITY PROTECTION FOR PILOTS THAT FLY FOR PUBLIC BENEFIT.—Section 4 of the Volunteer Protection Act of 1997 (42 U.S.C. 14503) is amended—

(1) by redesignating subsections (b) through (f) as subsections (c) through (g), respectively; and

(2) in subsection (a), by striking ''subsections (b) and (d)'' and inserting ''subsections (b), (c), and (e)''; and

(3) by inserting after subsection (a) the following:

''(b) LIABILITY PROTECTION FOR PILOTS THAT FLY FOR PUBLIC BENEFIT.—Except as provided in subsections (c) and (e), no volunteer of a volunteer pilot nonprofit organization that arranges flights for public benefit shall be liable for harm caused by an act or omission of the volunteer on behalf of the organization if, at the time of the act or omission, the volunteer—

''(1) was operating an aircraft in furtherance of the purpose of, and acting within the

scope of the volunteer's responsibilities on behalf of, the nonprofit organization;

''(2) was properly licensed and insured for the operation of the aircraft;

''(3) was in compliance with all requirements of the Federal Aviation Administration for recent flight experience; and

''(4) did not cause the harm through willful or criminal misconduct, gross negligence, reckless misconduct, or a conscious, flagrant indifference to the rights or safety of the individual harmed by the volunteer.''.

SA 3744. Mr. INHOFE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 3110 and insert the following:

SEC. 3110. REFUNDS FOR OTHER FEES THAT ARE NOT HONORED BY A COVERED AIR CARRIER.

(a) IN GENERAL.—Not later than one year after the date of the enactment of this Act, the Secretary of Transportation shall promulgate regulations that require each covered air carrier to promptly provide a refund to a passenger, upon request, of any ancillary fees paid by the passenger for a service, as defined and disclosed by the air carrier, that, except as provided in subsection (b), the passenger does not receive, including on the passenger's scheduled flight or, if the flight is rescheduled, a subsequent replacement itinerary.

(b) EXCEPTIONS.—

(1) VOLUNTARY CHANGES IN ITINERARY.—Subsection (a) shall not apply if a passenger does not receive a service described in that subsection because the passenger voluntarily chose to make changes to the passenger's flight itinerary.

(2) EXTRAORDINARY CIRCUMSTANES.—An air carrier is not required to provide a refund under subsection (a) with respect to a fee for a service if the carrier is prevented from provide the service by extraordinary circumstances that could not have been avoided by the air carrier even if all reasonable measures had been taken.

SA 3745. Mr. INHOFE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 5023 and insert the following:

SEC. 5023. GOVERNMENT ACCOUNTABILITY OFFICE STUDY OF INTERNATIONAL AIR CARRIER ALLIANCES.

(a) IN GENERAL.—The Comptroller General of the United States shall conduct a study of certain cooperative agreements between United States air carriers and non-United States air carriers (referred to in this section as ''alliances'') that—

(1) have been created pursuant to section 41309 of title 49, United States Code; and

(2) have been exempted from antitrust laws (as defined in the first section of the Clayton Act (15 U.S.C. 12)) pursuant to section 41308 of title 49, United States Code.

(b) SCOPE.—In conducting the study under subsection (a), the Comptroller General shall assess—

(1) the public benefits to consumers of alliances and the consequences of alliances, if any, to competition, pricing, and new entry into markets served by alliances;

(2) the representations made by air carriers to the Secretary of Transportation for the necessity of an antitrust exemption;

(3) the Department of Transportation's expectations of public benefits resulting from alliances, including whether such expected benefits were actually achieved;

(4) the Department of Transportation's role in the approval and monitoring of alliances;

(5) whether there has been sufficient transparency in the approval of alliances, including opportunities for public review and feedback;

(6) the role of the Department of Justice in the oversight of alliances;

(7) whether there are alternatives to antitrust immunity that could be conferred that would also produce public benefits; and

(8) the level of competition between alliances.

(c) RECOMMENDATIONS.—Not later than 180 days after the date of the enactment of this Act, the Comptroller General shall submit to Congress the results of the study conducted under subsection (a).

SA 3746. Mr. INHOFE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 3109 and insert the following:

SEC. 3109. REFUNDS FOR DELAYED BAGGAGE.

(a) IN GENERAL.—Not later than one year after the date of the enactment of this Act, the Secretary of Transportation shall issue final regulations to require a covered air carrier to promptly provide a refund to a passenger, upon request, in the amount of any applicable ancillary fees paid by the passenger if the air carrier has charged the passenger an ancillary fee for checked baggage and, except as provided in subsection (b), the air carrier fails to deliver the checked baggage to the passenger within 24 hours of the time of arrival of the passenger at the passenger's destination.

(b) EXCEPTION.—An air carrier is not required to provide a refund under subsection (a) with respect to checked baggage if the air carrier is prevented from delivering checked baggage by the time specified in subsection (a) by extraordinary circumstances that could not have been avoided by the air carrier even if all reasonable measures had been taken.

Strike section 3110 and insert the following:

SEC. 3110. REFUNDS FOR OTHER FEES THAT ARE NOT HONORED BY A COVERED AIR CARRIER.

(a) IN GENERAL.—Not later than one year after the date of the enactment of this Act, the Secretary of Transportation shall promulgate regulations that require each covered air carrier to promptly provide a refund to a passenger, upon request, of any ancillary fees paid by the passenger for a service, as defined and disclosed by the air carrier, that, except as provided in subsection (b), the passenger does not receive, including on the passenger's scheduled flight or, if the flight is rescheduled, a subsequent replacement itinerary.

(b) EXCEPTIONS.—

(1) VOLUNTARY CHANGES IN ITINERARY.—Subsection (a) shall not apply if a passenger does not receive a service described in that subsection because the passenger voluntarily chose to make changes to the passenger's flight itinerary.

(2) EXTRAORDINARY CIRCUMSTANES.—An air carrier is not required to provide a refund under subsection (a) with respect to a fee for a service if the carrier is prevented from provide the service by extraordinary circumstances that could not have been avoided by the air carrier even if all reasonable measures had been taken.

Strike section 5023 and insert the following:

SEC. 5023. GOVERNMENT ACCOUNTABILITY OFFICE STUDY OF INTERNATIONAL AIR CARRIER ALLIANCES.

(a) IN GENERAL.—The Comptroller General of the United States shall conduct a study of certain cooperative agreements between United States air carriers and non-United States air carriers (referred to in this section as ''alliances'') that—

(1) have been created pursuant to section 41309 of title 49, United States Code; and

(2) have been exempted from antitrust laws (as defined in the first section of the Clayton Act (15 U.S.C. 12)) pursuant to section 41308 of title 49, United States Code.

(b) SCOPE.—In conducting the study under subsection (a), the Comptroller General shall assess—

(1) the public benefits to consumers of alliances and the consequences of alliances, if any, to competition, pricing, and new entry into markets served by alliances;

(2) the representations made by air carriers to the Secretary of Transportation for the necessity of an antitrust exemption;

(3) the Department of Transportation's expectations of public benefits resulting from alliances, including whether such expected benefits were actually achieved;

(4) the Department of Transportation's role in the approval and monitoring of alliances;

(5) whether there has been sufficient transparency in the approval of alliances, including opportunities for public review and feedback;

(6) the role of the Department of Justice in the oversight of alliances;

(7) whether there are alternatives to antitrust immunity that could be conferred that would also produce public benefits; and

(8) the level of competition between alliances.

(c) RECOMMENDATIONS.—Not later than 180 days after the date of the enactment of this Act, the Comptroller General shall submit to Congress the results of the study conducted under subsection (a).

At the end of title V, add the following:

SEC. 5037. LIABILITY PROTECTION FOR VOLUNTEER PILOTS WHO FLY FOR THE PUBLIC BENEFIT.

(a) FINDINGS AND PURPOSES.—

(1) FINDINGS.—Congress finds the following:

(A) Many volunteer pilots fly for the public benefit for nonprofit organizations and provide valuable services to communities and individuals in need.

(B) In each calendar year volunteer pilots and the nonprofit organizations those pilots fly for provide long-distance, no-cost transportation for tens of thousands of people during times of special need. Flights provide patient and medical transport, disaster relief, and humanitarian assistance, and conduct other charitable missions that benefit the public.

(C) Such nonprofit organizations have supported the homeland security of the United States by providing volunteer pilot services during and following disasters and during other times of national emergency.

(D) Most other kinds of volunteers are protected from liability by the Volunteer Protection Act of 1997 (42 U.S.C. 14501 et seq.), but volunteer pilots are not.

(2) PURPOSES.—The purposes of this section are, by amending the Volunteer Protection Act of 1997—

(A) to extend the protection of that Act to volunteer pilots;

(B) to promote the activities of volunteer pilots and the nonprofit organizations those pilots fly for in providing flights for the public benefit; and

(C) to sustain and enhance the availability of the services that such pilots and nonprofit organizations provide, including—

(i) transportation at no cost to financially needy medical patients for medical treatment, evaluation, and diagnosis;

(ii) flights for humanitarian and charitable purposes; and

(iii) other flights of compassion.

(b) LIABILITY PROTECTION FOR PILOTS THAT FLY FOR PUBLIC BENEFIT.—Section 4 of the Volunteer Protection Act of 1997 (42 U.S.C. 14503) is amended—

(1) by redesignating subsections (b) through (f) as subsections (c) through (g), respectively; and

(2) in subsection (a), by striking ''subsections (b) and (d)'' and inserting ''subsections (b), (c), and (e)''; and

(3) by inserting after subsection (a) the following:

''(b) LIABILITY PROTECTION FOR PILOTS THAT FLY FOR PUBLIC BENEFIT.—Except as provided in subsections (c) and (e), no volunteer of a volunteer pilot nonprofit organization that arranges flights for public benefit shall be liable for harm caused by an act or omission of the volunteer on behalf of the organization if, at the time of the act or omission, the volunteer—

''(1) was operating an aircraft in furtherance of the purpose of, and acting within the scope of the volunteer's responsibilities on behalf of, the nonprofit organization;

''(2) was properly licensed and insured for the operation of the aircraft;

''(3) was in compliance with all requirements of the Federal Aviation Administration for recent flight experience; and

''(4) did not cause the harm through willful or criminal misconduct, gross negligence, reckless misconduct, or a conscious, flagrant indifference to the rights or safety of the individual harmed by the volunteer.''.

SA 3747. Mr. INHOFE (for himself and Mr. BROWN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle C of title II, add the following:

SEC. 2321. AVIATION RULEMAKING COMMITTEE FOR PILOT REST AND DUTY REGULATIONS.

(a) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall convene an aviation rulemaking committee to review pilot rest and duty regulations under part 135 of title 14, Code of Federal Regulations.

(b) COMPOSITION.—The aviation rulemaking committee convened under subsection (a) shall consist of members appointed by the Administrator, including—

(1) applicable representatives of industry;

(2) a pilot labor organization exclusively representing a minimum of 1,000 pilots who are covered by—

(A) part 135 of title 14, Code of Federal Regulations; and

(B) subpart K of part 91 of such title; and

(3) aviation safety experts with specific knowledge of flight crewmember education and training requirements relating to part 135 of such title.

(c) MATTERS TO BE ADDRESS.—In reviewing the pilot rest and duty regulations under part 135 of title 14, Code of Federal Regulations, the aviation rulemaking committee shall consider the following:

(1) Recommendations of aviation rulemaking committees convened before the date of the enactment of this Act.

(2) Accommodations necessary for small businesses.

(3) Scientific data derived from aviation-related fatigue and sleep research.

(4) Data gathered from aviation safety reporting programs.

(5) The need to accommodate diversity of operations conducted under part 135 of such title.

(6) Such other matters as the Administrator considers appropriate.

(d) REPORT AND NOTICE OF PROPOSED RULEMAKING.—The Administrator shall—

(1) not later than 24 months after the date of the enactment of this Act, submit to the appropriate committees of Congress a report based on the findings of the aviation rulemaking committee convened under subsection (a); and

(2) not later than 12 months after submitting the report required under paragraph (1), issue a notice of proposed rulemaking consistent with any consensus recommendations reached by the aviation rulemaking committee.

SA 3748. Mr. INHOFE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 3109 and insert the following:

SEC. 3109. REFUNDS FOR DELAYED BAGGAGE.

(a) IN GENERAL.—Not later than one year after the date of the enactment of this Act, the Secretary of Transportation shall issue final regulations to require a covered air carrier to promptly provide a refund to a passenger, upon request, in the amount of any applicable ancillary fees paid by the passenger if the air carrier has charged the passenger an ancillary fee for checked baggage and, except as provided in subsection (b), the air carrier fails to deliver the checked baggage to the passenger within 24 hours of the time of arrival of the passenger at the passenger's destination.

(b) EXCEPTION.—An air carrier is not required to provide a refund under subsection (a) with respect to checked baggage if the air carrier is prevented from delivering checked baggage by the time specified in subsection (a) by extraordinary circumstances that could not have been avoided by the air carrier even if all reasonable measures had been taken.

SA 3749. Mr. MENENDEZ submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle C of title II, add the following:

SEC. 2320. INCREASED PENALTIES FOR UNFAIR AND DECEPTIVE AIRFARE ADVERTISING PRACTICES.

Section 46301(a) is amended by adding at the end the following:

''(7) PENALTY FOR VIOLATIONS OF UNFAIR AND DECEPTIVE AIRFARE ADVERTISING PRACTICES.—Notwithstanding paragraph (1), the maximum civil penalty assessed on a person for an unfair or deceptive practice in violation of section 41712 and described in section 399.84 of title 14, Code of Federal Regulations (or any corresponding similar regulation or ruling), shall be—

''(A) $55,000; or

''(B) if the person is an individual or small business concern, $2,500.''.

SA 3750. Mrs. MCCASKILL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of section 2502, add the following:

(d) PROHIBITION ON CERTIFICATION OF A FOREIGN REPAIR STATION IN A COUNTRY THAT HAS REPEATEDLY PROVIDED SUPPORT FOR ACTS OF INTERNATIONAL TERRORISM.—The Administrator of the Federal Aviation Administration may not certify any foreign repair station under part 145 of title 14, Code of Federal Regulations, in any country designated as a country that has repeatedly provided support for acts of international terrorism under section 6(j) of the Export Administration Act of 1979 (50 U.S.C. 4605(j)), section 40 of the Arms Export Control Act (22 U.S.C. 2780), or section 620A of the Foreign Assistance Act of 1961 (22 U.S.C. 2371).

SA 3751. Mrs. MCCASKILL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of section 2502, add the following:

(d) CERTIFICATION OF FOREIGN REPAIR STATIONS SUSPENSION.—The Administrator of the Federal Aviation Administration may not certify any foreign repair station under part 145 of title 14, Code of Federal Regulations, beginning on the date that is—

(1) 1 year after the date of the enactment of this Act, if the final rule required by subsection (b)(2) has not been issued; or

(2) 180 days after such date of enactment, if the requirements of subsection (c) have not been fully carried out.

SA 3752. Ms. AYOTTE (for herself and Ms. HEITKAMP) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself

and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. NORTHERN BORDER SECURITY REVIEW.

(a) SHORT TITLE.—This section may be cited as the ''Northern Border Security Review Act''.

(b) DEFINITIONS.—In this section:

(1) APPROPRIATE CONGRESSIONAL COMMITTEES.—The term ''appropriate congressional committees'' means—

(A) the Committee on Homeland Security and Governmental Affairs of the Senate;

(B) the Committee on Appropriations of the Senate;

(C) the Committee on the Judiciary of the Senate;

(D) the Committee on Commerce, Science, and Transportation of the Senate;

(E) the Committee on Homeland Security of the House of Representatives;

(F) the Committee on Appropriations of the House of Representatives;

(G) the Committee on the Judiciary of the House of Representatives; and

(H) the Committee on Energy and Commerce of the House of Representatives.

(2) NORTHERN BORDER.—The term ''Northern Border'' means the land and maritime borders between the United States and Canada.

(c) NORTHERN BORDER THREAT ANALYSIS.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary of Homeland Security shall submit to the appropriate congressional committees a Northern Border threat analysis that includes—

(A) current and potential terrorism and criminal threats posed by individuals and organized groups seeking—

(i) to enter the United States through the Northern Border; or

(ii) to exploit border vulnerabilities on the Northern Border;

(B) improvements needed at and between ports of entry along the Northern Border—

(i) to prevent terrorists and instruments of terrorism from entering the United States; and

(ii) to reduce criminal activity, as measured by the total flow of illegal goods, illicit drugs, and smuggled and trafficked persons moved in either direction across to the Northern Border;

(C) gaps in law, policy, cooperation between State, tribal, and local law enforcement, international agreements, or tribal agreements that hinder effective and efficient border security, counter-terrorism, anti-human smuggling and trafficking efforts, and the flow of legitimate trade along the Northern Border; and

(D) whether additional U.S. Customs and Border Protection preclearance and preinspection operations at ports of entry along the Northern Border could help prevent terrorists and instruments of terror from entering the United States.

(2) ANALYSIS REQUIREMENTS.—For the threat analysis required under paragraph (1), the Secretary of Homeland Security shall consider and examine—

(A) technology needs and challenges;

(B) personnel needs and challenges;

(C) the role of State, tribal, and local law enforcement in general border security activities;

(D) the need for cooperation among Federal, State, tribal, local, and Canadian law enforcement entities relating to border security;

(E) the terrain, population density, and climate along the Northern Border; and

(F) the needs and challenges of Department facilities, including the physical approaches to such facilities.

(3) CLASSIFIED THREAT ANALYSIS.—To the extent possible, the Secretary of Homeland Security shall submit the threat analysis required under paragraph (1) in unclassified form. The Secretary may submit a portion of the threat analysis in classified form if the Secretary determines that such form is appropriate for that portion.

SA 3753. Mr. HOEVEN (for himself and Mr. TESTER) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. STATE PRIORITIZATION OF DISPATCH OF AIR AMBULANCE SERVICE PROVIDERS.

(a) AUTHORITY.—Notwithstanding any other provision of law or regulation, including section 41713 of title 49, United States Code, a State may enact or enforce a law, regulation, or other provision having the force and effect of law that creates a primary and secondary call list of air ambulance service providers in the State for distribution to emergency response entities and personnel to prioritize the dispatch of air ambulance serve providers. Prioritization may be based on—

(1) participation in health insurance provider networks in the State; or

(2) participation in mediation for reimbursement of out-of-network emergency services.

(b) CONSTRUCTION.—Except as specifically provided in subsection (a), nothing in this section may be construed as limiting the applicability or otherwise modifying any aviation safety, aviation operations, or other requirement of title 49, United States Code.

SA 3754. Mr. HATCH submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5032. ADDITIONAL BEYOND-PERIMETER SLOT EXEMPTIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT.

(a) IN GENERAL.—Notwithstanding sections 49104(a)(5), 49109, and 41714 of title 49, United States Code, not later than 90 days after the date of the enactment of this Act, the Secretary of Transportation shall, by order, grant to an air carrier described in subsection (b) 2 exemptions from the requirements of subparts K, S, and T of part 93 of title 14, Code of Federal Regulations, to enable that air carrier to provide air transportation on routes between Ronald Reagan Washington National Airport and an airport described in subsection (c).

(b) AIR CARRIER DESCRIBED.—An air carrier described in this subsection is an air carrier that, as of January 1, 2016—

(1) is not a limited incumbent air carrier at Ronald Reagan Washington National Airport; and

(2) utilitizes 4 exemptions from the requirements of subparts K, S, and T of part 93 of title 14, Code of Federal Regulations, to operate flights between Ronald Reagan Washington National Airport and an airport described in subsection (c).

(c) AIRPORTS DESCRIBED.—An airport described in this subsection is a large hub airport that is between 1840 and 1855 great circle miles from Ronald Reagan Washington National Airport.

(d) LIMITATION ON AIRCRAFT SIZE.—An air carrier may not operate a flight using an exemption granted under subsection (a) using a multi-aisle or widebody aircraft.

(e) EXEMPTIONS NOT TRANSFERRABLE.—In accordance with section 41714(j) of title 49, United States Code, an exemption granted under subsection (a) to an air carrier may not be bought, sold, leased, or otherwise transferred by the air carrier.

(f) DEFINITIONS.—In this section:

(1) AIR TRANSPORTATION; LARGE HUB AIRPORT.—The terms ''air transportation'' and ''large hub airport'' have the meanings given those terms in section 40102 of title 49, United States Code.

(2) LIMITED INCUMBENT AIR CARRIER.—The term ''limited incumbent air carrier'' has the meaning given that term in section 41714 of title 49, United States Code.

SA 3755. Ms. WARREN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. FLIGHT NOISE IMPACT AND POTENTIAL REMEDIATION STUDY.

(a) STUDY.—

(1) IN GENERAL.—Not later than one year after the date of enactment of this Act, the Comptroller General of the United States, in consultation with State and local governments, air carriers, general aviation, airports and air traffic controllers, and where applicable local resident advisory committees, shall initiate a study of the Federal Aviation Administration (FAA) Next Generation Air Transportation System's impact on the human environment in the vicinity of large-hub airports and selected medium-hub airports located in densely populated areas.

(2) CONTENTS.—The study under subsection (a) shall include—

(A) an analysis regarding the statistical relationship of discrete noise-related complaints in communities located near large-hub airports and selected medium-hub airports located in densely populated areas to changes in noise exposure since the implementation of the Next Generation Air Transportation System and to absolute levels of noise exposure experienced by those registering noise complaints;

(B) an analysis of the decrease in noise experienced by communities through the development of Performance Based Navigation Procedures;

(C) recommendations for processes to track and measure those impacts or benefits, if appropriate;

(D) a review and evaluation of the FAA's current policies and abilities to respond and address noise concerns;

(E) an evaluation of the human environment and health impacts of changes in flight

traffic in these communities including issues related to aircraft noise and pollution, including potential trade-offs between noise and carbon dioxide or emissions associated with air quality;

(F) an analysis of the processes used to determine how Next Generation Air Transportation System flight paths could be altered to mitigate the noise caused by these flights and for assessing any carbon dioxide or air quality emissions trade-offs attendant to such altered flight paths;

(G) recommendations on the best and most cost-effective approaches to address increased noise complaints associated with the Next Generation Air Transportation System; and

(H) such other issues as the Comptroller considers appropriate.

(b) REPORT.—Upon completion of the study under subsection (a), the Comptroller General shall submit to Congress a report on the results of the study conducted under subsection (a), including the Comptroller General's findings, conclusions, and recommendations.

SA 3756. Mr. WHITEHOUSE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. SENSE OF CONGRESS THAT CLIMATE CHANGE IS REAL.

(a) FINDINGS.—Congress finds the following:

(1) There is scientific consensus based on sound scientific evidence that climate change is occurring due to increases in carbon dioxide and other greenhouse gases in the atmosphere and that human activity has caused a significant increase in the amount of these greenhouse gases.

(2) Scientific measurement shows that the concentration of carbon dioxide in the atmosphere ranged from 170 to 300 parts per 1,000,000 for at least 800,000 years, which is 4 times as long as the species Homo sapiens has existed, but, in measurements taken at the Mauna Loa Observatory in each of the 2 years preceding the date of enactment of this Act, exceeded 400 parts per 1,000,000.

(3) Transportation emissions accounted for approximately 28 percent of total carbon dioxide emissions in the United States in 2012, with emissions from the aviation sector representing about 12 percent of transportation emissions in the United States.

(4) Commercial-only aviation emissions in the United States are projected to grow by almost 25 percent by 2030.

(5) Climate change diminishes the efficiency of fixed-wing and rotary-wing aircraft by increasing the likelihood of takeoff weight restrictions due to warmer ground level air reducing the lift force on the wings.

(6) Climate change increases the likelihood of clear-air turbulence, which already injures hundreds of passengers and causes structural damage to aircraft.

(7) The 2015 primer of the Federal Aviation Administration entitled ''Aviation Emissions, Impacts & Mitigation'' acknowledges that ''emissions associated with commercial aviation . . . degrade not only air quality but also the broader climate,'' and will hurt the health and welfare of society.

(8) The scientific consensus about climate change and the findings from the Federal Aviation Administration support the conclusions that—

(A) climate change poses a challenge to the growing national aviation industry of the United States; and

(B) aviation activities have a measurable effect on climate.

(b) SENSE OF CONGRESS.—It is the sense of Congress that—

(1) climate change is real and human activity is significantly contributing to climate change;

(2) the scientific consensus on climate change and the findings of the national aviation community that climate change poses real challenges to the growing aviation industry of the United States are not products of a hoax or deception perpetrated on the people of the United States; and

(3) reducing greenhouse gas emissions and adapting to the effects of climate change is in the national interest of the United States.

SA 3757. Mr. BROWN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. AMOUNTS PAID FOR AIRCRAFT MANAGEMENT SERVICES.

(a) IN GENERAL.—Subsection (e) of section 4261 of the Internal Revenue Code of 1986 is amended by adding at the end the following new paragraph:

''(5) AMOUNTS PAID FOR AIRCRAFT MANAGEMENT SERVICES.—

''(A) IN GENERAL.—No tax shall be imposed by this section or section 4271 on any amounts paid by an aircraft owner for aircraft management services related to—

''(i) maintenance and support of the aircraft owner's aircraft; or

''(ii) flights on the aircraft owner's aircraft.

''(B) AIRCRAFT MANAGEMENT SERVICES.—For purposes of subparagraph (A), the term 'aircraft management services' includes assisting an aircraft owner with administrative and support services, such as scheduling, flight planning, and weather forecasting; obtaining insurance; maintenance, storage and fueling of aircraft; hiring, training, and provision of pilots and crew; establishing and complying with safety standards; or such other services necessary to support flights operated by an aircraft owner.

''(C) LESSEE TREATED AS AIRCRAFT OWNER.—

''(i) IN GENERAL.—For purposes of this paragraph, the term 'aircraft owner' includes a person who leases the aircraft other than under a disqualified lease.

''(ii) DISQUALIFIED LEASE.—For purposes of clause (i), the term 'disqualified lease' means a lease from a person providing aircraft management services with respect to such aircraft (or a related person (within the meaning of section 465(b)(3)(C)) to the person providing such services), if such lease is for a term of 31 days or less.

''(D) PRO RATA ALLOCATION.—If any amount paid to a person represents in part an amount paid for services not described in subparagraph (A), the tax imposed by subsection (a), if applicable to such amount, shall be applied to such payment on a pro rata basis.''.

(b) EFFECTIVE DATE.—The amendment made by this section shall apply to amounts paid beginning after the date of the enactment of this Act.

SA 3758. Mr. TESTER (for himself and Mr. DAINES) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 43, line 9, strike ''Section 47109(a)(5)'' and insert the following:

(a) GRANDFATHER RULE.—Section 47109(c)(2) is amended by inserting ''or nonprimary commercial service airport that is'' after ''primary non-hub airport''.

(b) MULTI-PHASED CONSTRUCTION PROJECT.—Section 47109(a)(5)

SA 3759. Mr. BLUMENTHAL (for himself, Mr. LEAHY, Mr. MARKEY, and Ms. BALDWIN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title III, add the following:

SEC. 3124. PRIVATE RIGHT OF ACTION FOR DISCRIMINATION CLAIMS AGAINST AIR CARRIERS.

Section 41705 is amended—

''(d) CIVIL ACTION.—

''(1) IN GENERAL.—Any person aggrieved by a violation by an air carrier of this section or a regulation prescribed under this section may, not later than 2 years after the date of the violation, bring a civil action in the district court of the United States in the district in which the person resides, in the district in which the principal place of business of the air carrier is located, or in the district in which the violation occurred.

''(2) RELIEF.—In a civil action brought under paragraph (1) in which the plaintiff prevails—

''(A) the plaintiff may obtain equitable and legal relief, including compensatory and punitive damages; and

''(B) the court shall award reasonable attorney's fees, reasonable expert fees, and the costs of the action to the plaintiff.

''(3) NO REQUIREMENT FOR EXHAUSTION OF REMEDIES.—Any person aggrieved by a violation by an air carrier of this section or a regulation prescribed under this section is not required to exhaust administrative complaint procedures before filing a civil action under paragraph (1).

''(4) RULE OF CONSTRUCTION.—Nothing in this subsection shall be construed to invalidate or limit other Federal or State laws affording to people with disabilities greater legal rights or protections than those granted in this section.''.

SA 3760. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title III, add the following:

SEC. 3124. MODIFICATION OF DEFINITION OF DISABILITY FOR DISCRIMINATION CLAIMS AGAINST AIR CARRIERS.

Section 41705(a) is amended to read as follows:

''(a) IN GENERAL.—In providing air transportation, an air carrier, including (subject to section 40105(b)) any foreign air carrier, may not discriminate against an individual on the basis of disability, as defined in section 3 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12102).''.

SA 3761. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5037. REGULATIONS RELATING TO E-CIGARETTES.

(a) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Pipeline and Hazardous Materials Safety Administration shall, in coordination and consultation with the Administrator of the Federal Aviation Administration—

(1) finalize the interim final rule of the Pipeline and Hazardous Materials Safety Administration issued October 30, 2015, pertaining to e-cigarettes; and

(2) expand that rule to prohibit the carrying of battery-powered portable electronic smoking devices in checked baggage and in carry-on baggage.

(b) DEFINITION.—In this section, the term ''battery-powered portable electronic smoking devices'' means e-cigarettes, e-cigs, e-cigars, e-pipes, e-hookahs, personal vaporizers, and electronic nicotine delivery systems.

SA 3762. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title III, add the following:

SEC. 3124. IMPROVING AIRLINE COMPETITIVENESS.

(a) FINDINGS.—Congress makes the following findings:

(1) The people of the United States and the United States economy depend on a strong and competitive passenger air transportation industry to move people and goods in the fastest, most efficient manner.

(2) In a global economy, air carriers connect the people of the United States with the rest of the world. A strong air transportation industry is essential to the ability of the United States to compete in the international marketplace.

(3) A strong air transportation industry depends on competition between a number of air carriers servicing a variety of routes for domestic and international travelers, at both the national and local levels.

(4) Important stakeholders contribute to, and are dependent on, a robust air transportation industry, including—

(A) business and leisure travelers;

(B) the tourism sector;

(C) shippers;

(D) State and local governments and port authorities;

(E) aircraft manufacturers; and

(F) domestic and foreign air carriers.

(5) As a result of the consolidation of United States air carriers, there has been a precipitous decline in the number of major passenger air carriers in the United States.

(6) In the past few years, the air transportation industry has become increasingly concentrated. In 2015, the top 4 major air carriers accounted for 80 percent of passenger air traffic in the United States.

(7) The continued success of a deregulated air carrier system requires actual competition to encourage all participants in the industry to provide high quality service at competitive fares.

(8) Further consolidation among air carriers threatens to leave the industry without sufficient competition to ensure that the people of the United States share in the benefits of a well-functioning air transportation industry.

(b) ESTABLISHMENT OF NATIONAL COMMISSION TO ENSURE ALL AMERICANS HAVE ACCESS TO AND BENEFIT FROM A STRONG AND COMPETITIVE AIR TRANSPORTATION INDUSTRY.—There is established a Commission, which shall be known as the ''National Commission to Ensure All Americans Have Access to and Benefit from a Strong and Competitive Air Transportation Industry'' (referred to in this section as the ''Commission'').

(c) FUNCTIONS.—

(1) STUDY.—The Commission shall conduct a study of the passenger air transportation industry, with priority given to issues specified in subsection (d).

(2) POLICY RECOMMENDATIONS.—Based on the results of the study conducted under paragraph (1), the Commission shall recommend to the President and to Congress the adoption of policies that will—

(A) achieve the national goal of a strong and competitive air carrier system and facilitate the ability of the United States to compete in the global economy;

(B) provide robust levels of competition and air transportation at reasonable fares in cities of all sizes;

(C) provide a stable work environment for employees of air carriers;

(D) account for the interests of different stakeholders that contribute to, and are dependent on, the air transportation industry; and

(E) provide appropriate levels of protection for consumers, including access to information to enable consumer choice.

(d) SPECIFIC ISSUES TO BE ADDRESSED.—In conducting the study under subsection (c)(1), the Commission shall investigate—

(1) the current state of competition in the air transportation industry, how the structure of that competition is likely to change during the 5-year period beginning on the date of the enactment of this Act, whether that expected level of competition will be sufficient to secure the consumer benefits of air carrier deregulation, and the effects of—

(A) air carrier consolidation and practices on consumers, including the competitiveness of fares and services and the ability of consumers to engage in comparison shopping for air carrier fees;

(B) airfare pricing policies, including whether reduced competition artificially inflates ticket prices;

(C) the level of competition as of the date of the enactment of this Act on the travel distribution sector, including online and traditional travel agencies and intermediaries;

(D) economic and other effects on domestic air transportation markets in which 1 or 2 air carriers control the majority of available seat miles;

(E) the tactics used by incumbent air carriers to compete against smaller, regional carriers, or inhibit new or potential new entrant air carriers into a particular market; and

(F) the ability of new entrant air carriers to provide new service to underserved markets;

(2) the legislative and administrative actions that the Federal Government should take to enhance air carrier competition, including changes that are needed in the legal and administrative policies that govern—

(A) the initial award and the transfer of international routes;

(B) the allocation of gates and landing rights, particularly at airports dominated by 1 air carrier or a limited number of air carriers;

(C) frequent flier programs;

(D) the rights of foreign investors to invest in the domestic air transportation marketplace;

(E) the access of foreign air carriers to the domestic air transportation marketplace;

(F) the taxes and user fees imposed on air carriers;

(G) the responsibilities imposed on air carriers;

(H) the bankruptcy laws of the United States and related rules administered by the Department of Transportation as such laws and rules apply to air carriers;

(I) the obligations of failing air carriers to meet pension obligations;

(J) antitrust immunity for international air carrier alliances and the process for approving such alliances and awarding that immunity;

(K) competition of air carrier codeshare partnerships and joint ventures; and

(L) constraints on new entry into the domestic air transportation marketplace;

(3) whether the policies and strategies of the United States in international air transportation are promoting the ability of United States air carriers to achieve long-term competitive success in international air transportation markets, and to secure the benefits of robust competition, including—

(A) the general negotiating policy of the United States with respect to international air transportation;

(B) the desirability of multilateral rather than bilateral negotiations with respect to international air transportation;

(C) whether foreign countries have developed the necessary infrastructure of airports and airways to enable United States air carriers to provide the service needed to meet the demand for air transportation between the United States and those countries;

(D) the desirability of liberalization of United States domestic air transportation markets; and

(E) the impediments to access by foreign air carriers to routes to and from the United States;

(4) the effect that air carrier consolidation has had on business and leisure travelers, and travel and tourism more broadly; and

(5) the effect that air carrier consolidation has had on—

(A) employment and economic development opportunities of localities, particularly small and mid-size localities; and

(B) former hub airports, including the positive and negative consequences of routing air traffic through hub airports.

(e) MEMBERSHIP.—

(1) APPOINTMENT.—The Commission shall be composed of 21 members, of whom—

(A) 7 shall be appointed by the President;

(B) 4 shall be appointed by the Speaker of the House of Representatives;

(C) 3 shall be appointed by the minority leader of the House of Representatives;

(D) 4 shall be appointed by the majority leader of the Senate; and

(E) 3 shall be appointed by the minority leader of the Senate.

(2) QUALIFICATIONS.—

(A) IN GENERAL.—Members appointed pursuant to paragraph (1) shall be appointed from among United States citizens who bring knowledge of, and informed insights into, aviation, transportation, travel, and tourism policy.

(B) REPRESENTATION.—Members appointed pursuant to paragraph (1) shall be appointed in a manner so that at least 1 member of the Commission represents the interests of each of the following:

(i) The Department of Transportation.

(ii) The Department of Justice.

(iii) Legacy, networked air carriers.

(iv) Non-legacy air carriers.

(v) Air carrier employees.

(vi) Large aircraft manufacturers.

(vii) Ticket agents not part of an Internet-based travel company.

(viii) Large airports.

(ix) Small or mid-size airports with commercial service.

(x) Shippers.

(xi) Consumers.

(xii) General aviation.

(xiii) Local governments or port authorities that operate commercial airports.

(xiv) Internet-based travel companies.

(xv) The travel and tourism industry.

(xvi) Global distribution systems.

(xvii) Corporate business travelers.

(3) TERMS.—Members shall be appointed for the life of the Commission.

(4) CHAIRMAN.—The Chairman of the Commission shall be elected by the members of the Commission.

(5) VACANCIES.—A vacancy in the Commission shall be filled in the manner in which the original appointment was made.

(6) TRAVEL EXPENSES.—Members shall serve without pay, but shall receive travel expenses, including per diem in lieu of subsistence, in accordance with sections 5702 and 5703 of title 5, United States Code.

(f) STAFF.—The Commission may appoint and fix the pay of such personnel as the Commission considers appropriate.

(g) STAFF OF FEDERAL AGENCIES.—Upon the request of the Commission, the head of any Federal agency may detail, on a reimbursable basis, any of the personnel of that agency to the Commission to assist the Commission in carrying out its duties under this section.

(h) ADMINISTRATIVE SUPPORT SERVICES.—Upon the request of the Commission, the Administrator of General Services shall provide to the Commission, on a reimbursable basis, the administrative support services necessary for the Commission to carry out its responsibilities under this section.

(i) OBTAINING OFFICIAL DATA.—The Commission may secure directly from any Federal agency information (other than information required by any provision of law to be kept confidential by that agency) that is necessary for the Commission to carry out its duties under this section. Upon the request of the Commission, the head of such agency shall furnish such nonconfidential information to the Commission.

(j) REPORT.—Not later than 180 days after the date on which initial appointments of members to the Commission are made under subsection (e)(1), and after a public comment period of not less than 30 days, the Commission shall submit a report to the President and Congress that—

(1) describes the activities of the Commission;

(2) includes recommendations made by the Commission under subsection (c)(2); and

(3) contains a summary of the comments received during the public comment period.

(k) TERMINATION.—The Commission shall terminate on the date that is 180 days after the date of the submission of the report under subsection (j). Upon the submission of such report, the Commission shall deliver all records and papers of the Commission to the Administrator of General Services for deposit in the National Archives.

SA 3763. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 206, between lines 8 and 9, insert the following:

(c) JOINT TASK FORCE.—

(1) ESTABLISHMENT.—Not later than 30 days after the date of the enactment of this Act, the Administrator, in coordination with the Attorney General, the Secretary of Homeland Security, the head of the Federal agency authorized to regulate the use of laser pointers, and any other appropriate Federal stakeholders, shall establish a joint task force (referred to in this section as the ''Laser Pointer Safety Task Force'') to address dangers from laser pointers by establishing a coordinated response to mitigate the threat of laser pointers aimed at aircraft.

(2) REPRESENTATION.—The Administrator shall appoint a representative of the Federal Aviation Administration to lead the Laser Pointer Safety Task Force, which shall also includes representatives of the Department of Justice, the Department of Homeland Security, the Federal agency authorized to regulate the use of laser pointers, and any other appropriate Federal stakeholder.

(3) PUBLIC EDUCATION CAMPAIGN.—The Laser Pointer Safety Task Force shall develop a public education campaign to inform the public of the dangers of pointing a laser at aircraft.

(4) INCIDENT DETECTION AND REPORTING.—The Laser Pointer Safety Task Force shall develop methods for—

(A) encouraging the reporting of incidents of laser pointers aimed at an aircraft; and

(B) assess what technology could be used to enhance the detection of such incidents and to protect pilots from such incidents.

(5) REPORT.—Not later than 120 days after the date of the enactment of this Act, the Laser Pointer Safety Task Force shall submit a report to Congress that describes its efforts under this subsection and includes recommendations for further measures needed to prevent or respond to the use of laser pointers against aircraft.

(6) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as may be necessary for the Laser Pointer Safety Task Force to carry out the objectives set forth in this subsection.

SA 3764. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 197, beginning on line 14, strike ''first- or second-class airman'' and insert ''first-, second-, or third-class airman''.

SA 3765. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike subtitle F of title II and insert the following:

Subtitle F—Exemption From Medical Certification Requirements

SEC. 2601. REPORTING BY PILOTS EXEMPT FROM MEDICAL CERTIFICATION REQUIREMENTS.

Not later than 180 days after the date of the enactment of this Act, the Secretary of Transportation shall require any pilot who is exempt from medical certification requirements to submit, not less frequently than once every 180 days, a report to the Department of Transportation that—

(1) identifies the pilot's status as an active pilot; and

(2) includes a summary of the pilot's recent flight hours.

SEC. 2602. GOVERNMENT ACCOUNTABILITY OFFICE REPORT ASSESSING EFFECT ON PUBLIC SAFETY OF EXEMPTION FOR SPORT PILOTS FROM REQUIREMENT FOR A MEDICAL CERTIFICATE.

Not later than 2 years after the date of the enactment of this Act, the Comptroller General of the United States shall submit a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives that assesses the effect of section 61.23(c)(ii) of title 14, Code of Federal Regulations (permitting a person to exercise the privileges of a sport pilot certificate without holding a medical certificate), on public safety since 2004.

SA 3766. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 258, after line 25, add the following:

(m) RULEMAKING ESTABLISHING MINIMUM LIABILITY INSURANCE LEVELS FOR PILOTS.—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a rulemaking to establish minimum levels of liability insurance for any pilot covered under this section.

SA 3767. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which

was ordered to lie on the table; as follows:

On page 59, line 12, strike ''A violation'' and insert the following:

(a) PRIVATE RIGHT OF ACTION AGAINST UNFAIR AND DECEPTIVE PRACTICES.—Section 41712 is amended by adding at the end the following:

''(d) PRIVATE RIGHT OF ACTION.—

''(1) IN GENERAL.—Any person aggrieved by an action prohibited under this section may file a civil action for damages and injunctive relief in any Federal district court or State court located in the State in which—

''(A) the unlawful action is alleged to have been committed; or

''(B) the aggrieved person resides.

''(2) ENFORCEMENT BY A STATE.—The attorney general of any State, as parens patriae, may bring a civil action to enforce the provisions of this section in—

''(A) any district court of the United States in that State; or

''(B) any State court that is located in that State and has jurisdiction over the defendant.''.

(b) VIOLATION OF A PRIVACY POLICY.—A violation

SA 3768. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 279, line 7, strike ''Not later than'' and insert the following:

(a) NO PREEMPTION OF CONSUMER PROTECTION CLAIMS.—Section 41713(b)(4) is amended by adding at the end the following:

''(D) NO PREEMPTION OF CONSUMER PROTECTION CLAIMS.—Nothing in subparagraphs (A) through (C) may be construed—

''(i) to preempt, displace, or supplant any action for civil damages or injunctive relief based on a State consumer protection statute; or

''(ii) to restrict the authority of any government entity, including a State attorney general, from bringing a legal claim on behalf of the citizens of such State.''.

(b) SUPPLEMENTAL NOTICE OF PROPOSED RULEMAKING.—Not later than

---

SA 3769. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 222, between lines 2 and 3, insert the following:

SEC. 2321. CABIN AIR QUALITY TECHNOLOGY.

(a) IN GENERAL.—Not later than 60 days after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate research and development work on effective air cleaning and sensor technology for the engine and auxiliary power unit for bleed air supplied to the passenger cabin and flight deck of a pressurized aircraft.

(b) TECHNOLOGY REQUIREMENTS.—The technology developed under subsection (a) shall be capable of—

(1) removing oil-based contaminants from the bleed air supplied to the passenger cabin and flight deck; and

(2) detecting and recording oil-based contaminants in the bleed air fraction of the total air supplied to the passenger cabin and flight deck.

(c) REPORT.—Not later than 1 year after the date of the enactment of this Act, the Administrator shall submit a report to Congress that describes the results of the research and development work carried out under subsection (a).

(d) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as may be necessary to carry out this section.

SA 3770. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title V, add the following:

SEC. 5032. DIVERSIONS TO BRADLEY INTERNATIONAL AIRPORT.

The Administrator of the Federal Aviation Administration shall coordinate with the operator of Bradley International Airport, Windsor Locks, Connecticut, to develop and implement a plan for irregular operations that result in aircraft being diverted to the airport to ensure that the airport is not adversely affected.

SA 3771. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title III, add the following:

SEC. 3124. GOVERNMENT ACCOUNTABILITY OFFICE REPORT ON BAGGAGE FEES.

Not later than 180 days after the date of the enactment of this Act, the Comptroller General of the United States shall submit to Congress a report assessing—

(1) the extent to which baggage fees imposed by air carriers have led to—

(A) increased security costs at airports, as reflected by the need for more security screening officials and security screening equipment; and

(B) economic disruption, such as requiring passengers to spend increased time waiting in line instead of pursuing more worthwhile, productive pursuits; and

(2) whether any increased costs have been borne disproportionately by taxpayers instead of air carriers.

SA 3772. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Beginning on page 112, strike line 18 and all that follows through page 113, line 5, and insert the following

''(a) PROHIBITION.—Beginning on the date that is 90 days after the date of publication of the guidance under subsection (b)(1), it shall be unlawful for any person to introduce or deliver for introduction into interstate commerce any unmanned aircraft manufactured unless a safety statement is attached to the unmanned aircraft or accompanying the unmanned aircraft in its packaging.

''(b) SAFETY STATEMENT.—

''(1) IN GENERAL.—Not later than 90 days after the date of enactment of the Federal Aviation Administration Reauthorization Act of 2016, the Administrator of the Federal Aviation Administration shall issue guidance for implementing this section.

SA 3773. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subsection (a) of section 3114 add the following:

(5) by adding after subsection (d), as redesignated, the following:

''(e) REPORTING REQUIREMENT.—Upon receipt of any complaint, an air carrier shall send the content of the complaint to the Aviation Consumer Protection Division of the Department of Transportation.''.

SA 3774. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 286, strike lines 5 through 19, and insert the following:

(1) each covered air carrier to disclose to a consumer any ancillary fees, including the baggage fee, cancellation fee, change fee, ticketing fee, and seat selection fee of that covered air carrier in a standardized format; and

(2) notwithstanding the manner in which information regarding the fees described in paragraph (1) is collected, each ticket agent to disclose to a consumer such fees of a covered air carrier in the standardized format described in paragraph (1).

(b) REQUIREMENTS.—The regulations under subsection (a) shall require that each disclosure—

(1) if ticketing is done on an Internet Web site or other online service—

(A) be prominently displayed to the consumer through a link on the homepage of the covered air carrier or ticket agent and prior to the point of purchase; and

---

SA 3775. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal

Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title III, add the following:

SEC. 3124. UNFAIR OR DECEPTIVE PRACTICES RELATING TO TRAVEL INSURANCE.

Section 2 of the Act of the Act of March 9, 1945 (59 Stat. 33, chapter 20; 15 U.S.C. 1012) is amended by adding at the end the following:

''(c) Notwithstanding subsections (a) and (b), the Secretary of Transportation may investigate, and take action under section 41712(a) of title 49, United States Code, with respect to, unfair or deceptive practices and unfair methods of competition with respect to insurance relating to travel in air transportation.''.

SA 3776. Mr. BLUMENTHAL (for himself and Mr. MARKEY) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. 3124. REGULATIONS RELATING TO DISCLOSURE OF FLIGHT DATA.

(a) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Secretary of Transportation shall prescribe regulations prohibiting an air carrier from limiting the access of consumers to information relating to schedules, fares, and fees for flights in passenger air transportation.

(b) AIR CARRIER DEFINED.—In this section, the term ''air carrier'' means an air carrier or foreign air carrier, as those terms are defined in section 40102 of title 49, United States Code.

SA 3777. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 201, between lines 20 and 21, insert the following:

''(3) the existence and utility of the National Human Trafficking Resource Center.

SA 3778. Mr. BLUMENTHAL submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

After section 2307, insert the following:

SEC. 2307A. TRAINING ON HUMAN TRAFFICKING FOR ADDITIONAL AIR CARRIER PERSONNEL.

(a) IN GENERAL.—Each air carrier shall provide ticket counter agents, gate agents, and other personnel of such air carrier whose duties include regular interaction with passengers training on recognizing and responding to victims and potential victims of human trafficking. Such training shall be in addition to any other training provided by an air carrier to such personnel.

(b) DEFINITION.—In this section, the term ''air carrier'' means a person, including a commercial enterprise, that has been issued an air carrier operating certificate under section 44705 of title 49, United States Code.

SA 3779. Mr. CORNYN (for himself, Mr. FLAKE, Mr. HELLER, and Mr. MCCAIN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

TITLE ____—CROSS-BORDER TRADE ENHANCEMENT ACT OF 2016

SEC. __01. SHORT TITLE.

This title may be cited as the ''Cross-Border Trade Enhancement Act of 2016''.

SEC. __02. REPEAL AND TRANSITION PROVISION.

(a) REPEAL.—Subject to subsections (b) and (c), section 560 of the Department of Homeland Security Appropriations Act, 2013 (division D of Public Law 113–6; 127 Stat. 378) and section 559 of the Department of Homeland Security Appropriations Act, 2014 (division F of Public Law 113–76; 6 U.S.C. 211 note) are repealed.

(b) AGREEMENTS IN EFFECT.—Notwithstanding subsection (a), nothing in this Act may be construed as affecting in any manner an agreement entered into pursuant to section 560 of the Department of Homeland Security Appropriations Act, 2013 (division D of Public Law 113–6; 127 Stat. 378) or section 559 of the Department of Homeland Security Appropriations Act, 2014 (division F of Public Law 113–76; 6 U.S.C. 211 note) that is in effect on the day before the date of the enactment of this Act, and any such agreement shall continue to have full force and effect on and after such date.

(c) PROPOSED AGREEMENTS.—Notwithstanding subsection (a), nothing in this Act may be construed as affecting in any manner a proposal accepted for consideration by U.S. Customs and Border Protection pursuant to section 559 of the Department of Homeland Security Appropriations Act, 2014 (division F of Public Law 113–76; 6 U.S.C. 211 note) that was accepted prior to the date of the enactment of this Act.

SEC. __03. DEFINITIONS.

In this title:

(1) ADMINISTRATION.—The term ''Administration'' mean the General Services Administration.

(2) ADMINISTRATOR.—The term ''Administrator'' mean the Administrator of the Administration.

(3) COMMISSIONER.—The term ''Commissioner'' means the Commissioner of U.S. Customs and Border Protection.

(4) DONATION AGREEMENT.—The term ''donation agreement'' means an agreement made under section __05(a).

(5) FEE AGREEMENT.—The term ''fee agreement'' means an agreement made by the Commissioner under section __04(a)(1).

(6) PERSON.—The term ''person'' means—

(A) an individual;

(B) a corporation, partnership, trust, estate, association, or any other private or public entity;

(C) a Federal, State, or local government;

(D) any subdivision, agency, or instrumentality of a Federal, State, or local government; or

(E) any other governmental entity.

(7) RELEVANT COMMITTEES OF CONGRESS.—The term ''relevant committees of Congress'' means—

(A) the Committee on Appropriations, the Committee on Environment and Public Works, the Committee on Finance, the Committee on Homeland Security and Governmental Affairs, and the Committee on the Judiciary of the Senate; and

(B) the Committee on Appropriations, the Committee on Homeland Security, the Committee on the Judiciary, and the Committee on Transportation and Infrastructure of the House of Representatives.

SEC. __04. AUTHORITY TO ENTER INTO FEE AGREEMENTS FOR THE PROVISION OF CERTAIN SERVICES OF U.S. CUSTOMS AND BORDER PROTECTION.

(a) FEE AGREEMENTS.—

(1) AUTHORITY FOR FEE AGREEMENTS.—Notwithstanding section 13031(e) of the Consolidated Omnibus Budget Reconciliation Act of 1985 (19 U.S.C. 58c(e)) and section 451 of the Tariff Act of 1930 (19 U.S.C. 1451), the Commissioner may, upon the request of any person, enter into an agreement with that person under which—

(A) U.S. Customs and Border Protection will provide the services described in paragraph (4) at a port of entry or any other facility where U.S. Customs and Border Protection provides or will provide services;

(B) such person will remit a fee imposed under subsection (b) to U.S. Customs and Border Protection in an amount equal to the full costs incurred or that will be incurred in providing such services; and

(C) any additional facilities at which U.S. Customs and Border Protection services are performed or deemed necessary for the provision of services under an agreement entered into under this section shall be provided, maintained, and equipped by such person, without additional cost to the Federal Government, in accordance with U.S. Customs and Border Protection specifications.

(2) CRITERIA.—The Commissioner shall establish criteria for entering into a partnership under paragraph (1) that include the following:

(A) Selection and evaluation of potential partners.

(B) Identification and documentation of roles and responsibilities between U.S. Customs and Border Protection, General Services Administration, and private and government partners.

(C) Identification, allocation, and management of explicit and implicit risks of partnering between U.S. Customs and Border Protection, General Services Administration, and private and government partners.

(D) Decision-making and dispute resolution processes in partnering arrangements.

(E) Criteria and processes for U.S. Customs and Border Protection to terminate agreements if private or government partners are not meeting the terms of such a partnership, including the security standards established by U.S. Customs and Border Protection.

(3) PUBLICATION.—The Commissioner shall make publicly available the criteria established under paragraph (2), and shall notify the relevant committees of Congress not less than 15 days prior to the publication of the criteria and any subsequent changes to such criteria.

(4) SERVICES DESCRIBED.—Services described in this paragraph are any services related to, or in support of, customs, agricultural processing, border security, or inspection-related immigration matters provided by an employee or contractor of U.S. Customs and Border Protection at ports of entry or any other facility where U.S. Customs and Border Protection provides or will provide services.

(5) MODIFICATION OF PRIOR AGREEMENTS.—The Commissioner, at the request of a person who has previously entered into an agreement with U.S. Customs and Border Protection for the reimbursement of fees in effect on the date of enactment of this Act, may modify such agreement to implement any provisions of this title.

(6) LIMITATION.—The Commissioner may not enter into a reimbursable fee agreement under this subsection if such agreement would unduly and permanently impact services funded in this Act or any appropriations Act, or provided from any account in the Treasury of the United States derived by the collection of fees.

(7) NUMERICAL LIMITATIONS.—Except as provided in paragraphs (8) and (9), there shall be no limit to the number of fee agreements that may be entered into by the Commissioner.

(8) AUTHORITY FOR NUMERICAL LIMITATIONS.—

(A) RESOURCE AVAILABILITY.—If the Commissioner finds that resource or allocation constraints would prevent U.S. Customs and Border Protection from fulfilling, in whole or in part, requests for services under the terms of existing or proposed fee agreements, the Commissioner shall impose annual limits on the number of new fee agreements.

(B) ANNUAL REVIEW.—If the Commissioner limits the number of new fee agreements under this paragraph, the Commissioner shall annually evaluate and reassess such limits and publish the results of such evaluation and affirm any such limits that shall remain in effect in a publicly available format.

(9) NUMERICAL LIMITATIONS AT AIR PORTS OF ENTRY.—

(A) IN GENERAL.—The Commissioner may not enter into more than 10 fee agreements per year to provide U.S. Customs and Border Protection services at air ports of entry.

(B) CERTAIN COSTS.—A fee agreement for U.S. Customs and Border Protection services at an air port of entry may only provide for the reimbursement of—

(i) salaries and expenses of not more than 5 full-time equivalent U.S. Customs and Border Protection officers;

(ii) costs incurred by U.S. Customs and Border Protection for the payment of overtime to employee;

(iii) the salaries and expenses of employees of U.S. Customs and Border Protection to support U.S. customs and Border Protection officers in performing law enforcement functions at air ports of entry, including primary and secondary processing of passengers; and

(iv) other costs incurred by U.S. Customs and Border Protection relating to services described in paragraph (2), such as temporary placement or permanent relocation of such employees.

(C) PRECLEARANCE.—The authority in the section may not be used to enter into new preclearance agreements or initiate the provision of U.S. Customs and Border Protection services outside of the United States.

(10) PORT OF ENTRY SIZE CONSIDERATION.—If the number of fee agreement proposals that meet the eligibility criteria established in paragraph (2) exceed the number of fee agreements that the Commissioner is permitted by law to enter into, then the Commissioner shall—

(A) ensure that each fee agreement proposal is given equal consideration regardless of the size of the port of entry; and

(B) report to the relevant committees of Congress on the number of fee agreement proposals that the Commissioner did not enter into due to legal restrictions on the number of fee agreements that the Commissioner is permitted to enter into.

(11) DENIED APPLICATION.—If the Commissioner denies a proposal for a fee agreement, the Commission shall provide the person who submitted the proposal a detailed justification for the denial.

(12) CONSTRUCTION.—Nothing in this section may be construed—

(A) to require a person entering into a fee agreement to cover costs that are otherwise the responsibility of the U.S. Customs and Border Protection or any other agency of the Federal Government and are not incurred, or expected to be incurred, to cover services specifically covered by an agreement entered into under authorities provided by this title; or

(B) to unduly and permanently reduce the responsibilities or duties of U.S. Customs and Border Protection to provide services at ports of entry that have been authorized or mandated by law and are funded in any appropriation Act or from any accounts in the Treasury of the United States derived by the collection of fees.

(13) JUDICIAL REVIEW.—Decisions of the Commissioner under this subsection are in the discretion of the Commissioner and not subject to judicial review.

(b) FEE.—

(1) IN GENERAL.—A person who enters into a fee agreement shall pay a fee pursuant to such agreement in an amount equal to the full cost of U.S. Customs and Border Protection—

(A) of the salaries and expenses of individuals employed or contracted by U.S. Customs and Border Protection to provide such services; and

(B) of other costs incurred by U.S. Customs and Border Protection related to providing such services, such as temporary placement or permanent relocation of employees.

(2) ADVANCE PAYMENT.—The Commissioner, with approval from a person requesting services of U.S. Customs and Border Protection services pursuant to a fee agreement, may accept the fee for services prior to providing such services.

(3) OVERSIGHT OF FEES.—The Commissioner shall develop a process to oversee the activities for which fees are charged pursuant to a fee agreement that includes the following:

(A) A determination and report on the full cost of providing services, including direct and indirect costs, as well as a process, through consultation with affected parties and other interested stakeholders, for increasing such fees as necessary.

(B) The establishment of a periodic remittance schedule to replenish appropriations, accounts or funds, as necessary.

(C) The identification of costs paid by such fees.

(4) DEPOSIT OF FUNDS.—Amounts collected pursuant to a fee agreement shall—

(A) be deposited as an offsetting collection;

(B) remain available until expended, without fiscal year limitation; and

(C) be credited to the applicable appropriation, account, or fund for the amount paid out of that appropriation, account, or fund for—

(i) any expenses incurred or to be incurred by U.S. Customs and Border Protection in providing such services; and

(ii) any other costs incurred by U.S. Customs and Border Protection relating to such services.

(5) TERMINATION BY THE COMMISSIONER.—

(A) IN GENERAL.—The Commissioner shall terminate the services provided pursuant to a fee agreement with a person that, after receiving notice from the Commissioner that a fee imposed under the fee agreement is due, fails to pay such fee in a timely manner.

(B) EFFECT OF TERMINATION.—At the time services are terminated pursuant to subparagraph (A), all costs incurred by U.S. Customs and Border Protection which have not been paid, will become immediately due and payable.

(C) INTEREST.—Interest on unpaid fees will accrue based on the quarterly rate(s) established under sections 6621 and 6622 of the Internal Revenue Code of 1986.

(D) PENALTIES.—Any person that fails to pay any fee incurred under a fee agreement in a timely manner, after notice and demand for payment, shall be liable for a penalty or liquidated damage equal to 2 times the amount of such fee.

(E) AMOUNT COLLECTED.—Any amount collected pursuant to a fee agreement shall be deposited into the account specified under paragraph (4) and shall be available as described therein.

(F) RETURN OF UNUSED FUNDS.—The Commissioner shall return any unused funds collected under a fee agreement that is terminated for any reason, or in the event that the terms of such agreement change by mutual agreement to cause a reduction of U.S. Customs and Border Protections services. No interest shall be owed upon the return of any unused funds. (i)

(6) TERMINATION BY THE SPONSOR.—Any person who has previously entered into an agreement with U.S. Customs and Border Protection for the reimbursement of fees in effect on the date of enactment of this Act, or under the provisions of this Act, may request that such agreement make provision for termination at the request of such person upon advance notice, the length and terms of which shall be negotiated between such person and U.S. Customs and Border Protection.

(c) ANNUAL REPORT AND NOTICE TO CONGRESS.—The Commissioner shall—

(1) submit to the relevant committees of Congress an annual report that identifies each fee agreement made during the previous year; and

(2) not less than 15 days before entering into a fee agreement, notify the members of Congress that represent the State or district in which the affected port or facility is located.

(d) MODIFICATION OF EXISTING REPORTS TO CONGRESS.—Section 907(b) of the Trade Facilitation and Trade Enforcement Act of 2015 (Public Law 114–125) is amended—

(1) in paragraph (3), by striking ''or'' at the end;

(2) in paragraph (4), by striking the period at the end and inserting ''; or''; and

(3) by adding at the end the following:

''(5) the program for entering into reimbursable fee agreements for the provision of U.S. Customs and Border Protection services established by the Cross-Border Trade Enhancement Act of 2016.''.

(e) EFFECTIVE PERIOD.—The authority for the Commission to enter into new fee agreements shall be in effect until September 30, 2025. Any fee agreement entered into prior to that date shall remain in effect under the terms of that fee agreement.

SEC. __05. AUTHORITY TO ENTER INTO AGREEMENTS TO ACCEPT DONATIONS FOR PORTS OF ENTRY.

(a) AGREEMENTS AUTHORIZED.—

(1) COMMISSIONER.—The Commissioner, in collaboration with the Administrator as provided under subsection (f), may enter into an agreement with any person to accept a donation of real or personal property, including

monetary donations, or nonpersonal services, for activities in subsection (b) at a new or existing land, sea, or air port of entry, or any facility or other infrastructure at a location where U.S. Customs and Border Protection performs or will be performing inspection services within the United States.

(2) ADMINISTRATOR.—Where the Administrator owns or leases a new or existing land port of entry, facility, or other infrastructure at a location where U.S. Customs and Border Protection performs or will be performing inspection services, the Administrator, in collaboration with the Commissioner, may enter into an agreement with any person to accept a donation of real or personal property, including monetary donations, or nonpersonal services, at that location for activities set forth in subsection (b).

(b) USE.—A donation made under a donation agreement may be used for activities related to construction, alteration, operation or maintenance, including expenses related to—

(1) land acquisition, design, construction, repair, and alteration;

(2) furniture, fixtures, equipment, and technology, including installation and the deployment thereof; and

(3) operation and maintenance of the facility, infrastructure, equipment, and technology.

(c) LIMITATION ON MONETARY DONATIONS.—Any monetary donation accepted pursuant to a donation agreement may not be used to pay the salaries of employees of U.S. Customs and Border Protection who perform inspection services.

(d) TRANSFER.—

(1) AUTHORITY TO TRANSFER.—Donations accepted by the Commissioner or the Administrator under a donation agreement may be transferred between U.S. Customs and Border Protection and the Administration.

(2) NOTIFICATION.—Prior to executing a transfer under this subsection, the Commissioner or Administrator shall notify a person that entered into the donation agreement of an intent to transfer the donated property or services.

(e) TERM OF DONATION AGREEMENT.—The term of a donation agreement may be as long as is required to meet the terms of the agreement.

(f) ROLE OF ADMINISTRATOR.—The Administrator's role, involvement, and authority under this section is limited with respect to donations made at new or existing land ports of entry, facilities, or other infrastructure owned or leased by the Administration.

(g) EVALUATION PROCEDURES.—

(1) REQUIREMENTS FOR PROCEDURES.—Not later than 180 days after the date of enactment, the Commissioner, in consultation with the Administrator as appropriate, shall issue procedures for evaluating proposals for donation agreements.

(2) AVAILABILITY.—The procedures issued under paragraph (1) shall be made available to the public.

(3) COST-SHARING ARRANGEMENTS.—In issuing the procedures under paragraph (1), the Commissioner, in consultation with the Administration, shall evaluate the use of authorities provided under this section to enter into cost-sharing or reimbursement agreements with eligible persons and determine whether such agreements may improve facility conditions or inspection services at new or existing land, sea, or air ports of entry.

(h) DETERMINATION AND NOTIFICATION.—

(1) IN GENERAL.—Not later than 60 days after receiving a proposal for a donation agreement, the Commissioner, and Administrator if applicable, shall notify the person that submitted the proposal as to whether it is complete or incomplete.

(2) INCOMPLETE PROPOSALS.—If the Commissioner, and Administrator if applicable, determines that a proposal is incomplete, the person that submitted the proposal shall be notified and provided with—

(A) a detailed description of all specific information or material that is needed to complete review of the proposal; and

(B) allow the person to resubmit the proposal with additional information and material described under subparagraph (A) to complete the proposal.

(3) COMPLETE APPLICATIONS.—Not later than 180 days after receiving a completed and final proposal for a donation agreement, the Commissioner, and Administrator if applicable, shall—

(A) make a determination whether to deny or approve the proposal; and

(B) notify the person that submitted the proposal of the determination.

(4) CONSIDERATIONS.—In making the determination under paragraph (3)(A), the Commissioner, and Administrator if applicable, shall consider—

(A) the impact of the proposal on reducing wait times at that port of entry or facility and other ports of entry on the same border;

(B) the potential of the proposal to increase trade and travel efficiency through added capacity; and

(C) the potential of the proposal to enhance the security of the port of entry or facility.

(i) SUPPLEMENTAL FUNDING.—Any property, including monetary donations and nonpersonal services, donated pursuant to a donation agreement may be used in addition to any other funds, including appropriated funds, property, or services made available for the same purpose.

(j) RETURN OF DONATION.—If the Commissioner or the Administrator does not use the property or services donated pursuant to a donation agreement, such donated property or services shall be returned to the person that made the donation.

(k) INTEREST PROHIBITED.—No interest may be owed on any donation returned to a person under this subsection.

(l) PROHIBITION ON CERTAIN FUNDING.—The Commissioner and the Administrator may not, with respect to an agreement authorized under this section, obligate or expend amounts in excess of amounts that have been appropriated pursuant to any appropriations Act for purposes specified in the agreement or otherwise made available for any of such purposes.

(m) ANNUAL REPORT AND NOTICE TO CONGRESS.—The Commissioner, in collaboration with the Administrator if applicable, shall—

(1) submit to the relevant committees of Congress an annual report that identifies each donation agreement made during the previous year; and

(2) not less than 15 days before entering into a donation agreement, notify the members of Congress that represent the State or district in which the affected port or facility is located.

(n) RULE OF CONSTRUCTION.—Except as otherwise provided in this section, nothing in this section may be construed as affecting in any manner the responsibilities, duties, or authorities of U.S. Customs and Border Protection or the Administration.

(o) EFFECTIVE PERIOD.—The authority for the Commission or the Administrator to enter into new donation agreements shall be in effect until September 30, 2025. Any donation agreement entered into prior to that date shall remain in effect under the terms of that donation agreement.

SA 3780. Mr. NELSON submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the, end of section 2154, add the following:

(d) SAVINGS CLAUSE.—[Nothing in this section shall prohibit the Administrator from authorizing the owner of a fixed site facility to operate an aircraft, including a UAS, over its own property/Nothing in this section may be construed as prohibiting the Administrator from authorizing an owner of a fixed site facility to operate an aircraft, including an unmanned aircraft system, over, under, or within a specified distance from that fixed site facility].

SA 3781. Ms. KLOBUCHAR submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle D of title II, add the following:

SEC. 2406. COMPLETION OF CERTAIN PROJECTS BY STATE DEPARTMENTS OF TRANSPORTATION.

With respect to a proposed construction or alteration for which notice to the Federal Aviation Administration is required under section 77.9 of title 14, Code of Federal Regulations, upon receiving such notice, the Administrator of the Federal Aviation Administration shall allow a State department of transportation to carry out such construction or alteration, and shall not require an aeronautical study under section 77.27 of such title, if such State department of transportation—

(1) has appropriate engineering expertise to perform the construction or alteration; and

(2) complies with applicable Federal Aviation Administration standards for the construction or alteration.

SA 3782. Ms. KLOBUCHAR (for herself and Mr. FRANKEN) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. REPORT ON CONSPICUITY NEEDS FOR SURFACE VEHICLES OPERATING ON THE AIRSIDE OF AIR CARRIER SERVED AIRPORTS.

(a) STUDY REQUIRED.—The Administrator of the Federal Aviation Administration shall perform a study of the need for the Federal Aviation Administration to prescribe conspicuity standards for surface vehicles operating on the airside of the categories of airports that air carriers serve as specified in subsection (b).

(b) COVERED AIRPORTS.—The study required by subsection (a) shall cover, at a minimum, one large hub airport, one medium hub airport and one small hub airport, as those terms are defined in section 40102 of title 49, United States Code.

(c) REPORT TO CONGRESS.—Not later than July 1, 2017, the Administrator shall submit to the appropriate committees of Congress a report setting forth the results of the study required by subsection (a), including such recommendations as the Administrator considers appropriate regarding the need for the Administration to prescribe conspicuity standards as described in subsection (a).

SA 3783. Mr. BROWN submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. MODIFICATION OF REQUIREMENT UNDER CERTAIN FEDERAL AVIATION ADMINISTRATION PROGRAMS TO BUY GOODS PRODUCED IN UNITED STATES.

Subparagraph (A) of section 50101(d)(3) is amended to read as follows:

''(A) the cost of components and subcomponents produced in the United States—

''(i) for fiscal years 2017 and 2018, is more than 60 percent of the cost of all components of the facility or equipment;

''(ii) for fiscal years 2019 and 2020, is more than 65 percent of the cost of all components of the facility or equipment; and

''(iii) for fiscal year 2021 and each fiscal year thereafter, is more than 70 percent of the cost of the facility or equipment; and''.

SA 3784. Mr. PERDUE submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

Strike subtitle A of title I and insert the following:

Subtitle A—Funding of FAA Programs

SEC. 1001. AIRPORT PLANNING AND DEVELOPMENT AND NOISE COMPATIBILITY PLANNING AND PROGRAMS.

(a) AUTHORIZATION.—Section 48103(a) is amended by striking ''section 47505(a)(2), and carrying out noise compatibility programs under section 47504(c) $3,350,000,000 for each of fiscal years 2012 through 2015 and $2,652,083,333 for the period beginning on October 1, 2015, and ending on July 15, 2016'' and inserting ''section 47505(a)(2), carrying out noise compatibility programs under section 47504(c), for an airport cooperative research program under section 44511, for Airports Technology-Safety research, and Airports Technology-Efficiency research, $3,350,000,000 for fiscal year 2016 and $3,750,000,000 for each of fiscal years 2017 and 2018''.

(b) OBLIGATIONAL AUTHORITY.—Section 47104(c) is amended in the matter preceding paragraph (1) by striking ''July 15, 2016'' and inserting ''September 30, 2018''.

SEC. 1002. AIR NAVIGATION FACILITIES AND EQUIPMENT.

Section 48101(a) is amended by striking paragraphs (1) through (5) and inserting the following:

''(1) $2,855,241,025 for fiscal year 2016.

''(2) $2,862,020,524 for fiscal year 2017.

''(3) $2,901,601,229 for fiscal year 2018.''.

SEC. 1003. FAA OPERATIONS.

(a) IN GENERAL.—Section 106(k)(1) is amended by striking subparagraphs (A) through (E) and inserting the following:

''(A) $9,910,009,314 for fiscal year 2016;

''(B) $10,025,361,111 for fiscal year 2017; and

''(C) $10,103,780,622 for fiscal year 2018.''.

(b) AUTHORIZED EXPENDITURES.—Section 106(k)(2) is amended by striking ''for fiscal years 2012 through 2015'' each place it appears and inserting ''for fiscal years 2016 through 2018''.

(c) AUTHORITY TO TRANSFER FUNDS.—Section 106(k)(3) is amended by striking ''2012 through 2015 and for the period beginning on October 1, 2015, and ending on July 15, 2016'' and inserting ''2016 through 2018''.

SEC. 1004. FAA RESEARCH AND DEVELOPMENT.

Section 48102 is amended—

(1) in subsection (a)—

(A) in the matter preceding paragraph (1)—

(i) by striking ''44511-44513'' and inserting ''44512-44513''; and

(ii) by striking ''and, for each of fiscal years 2012 through 2015, under subsection (g)'';

(B) in paragraph (8), by striking ''; and'' and inserting a semicolon; and

(C) by striking paragraph (9) and inserting the following:

''(9) $166,000,000 for fiscal year 2016;

''(10) $169,000,000 for fiscal year 2017; and

''(11) $171,000,000 for fiscal year 2018.''; and

(2) in subsection (b), by striking paragraph (3).

SEC. 1005. FUNDING FOR AVIATION PROGRAMS.

(a) AIRPORT AND AIRWAY TRUST FUND GUARANTEE.—Section 48114(a)(1)(A) is amended to read as follows:

''(A) IN GENERAL.—The total budget resources made available from the Airport and Airway Trust Fund each fiscal year under sections 48101, 48102, 48103, and 106(k)—

''(i) shall in each of fiscal years 2016 through 2018, be equal to the sum of—

''(I) 90 percent of the estimated level of receipts plus interest credited to the Airport and Airway Trust Fund for that fiscal year; and

''(II) the actual level of receipts plus interest credited to the Airport and Airway Trust Fund for the second preceding fiscal year minus the total amount made available for obligation from the Airport and Airway Trust Fund for the second preceding fiscal year; and

''(ii) may be used only for the aviation investment programs listed in subsection (b)(1).''.

(b) ENFORCEMENT OF GUARANTEES.—Section 48114(c)(2) is amended by striking ''2016'' and inserting ''2018''.

SEC. 1006. EXTENSION OF EXPIRING AUTHORITIES.

(a) MARSHALL ISLANDS, MICRONESIA, AND PALAU.—Section 47115(j) is amended by striking ''2015 and for the period beginning on October 1, 2015, and ending on July 15, 2016,'' and inserting ''2018''.

(b) EXTENSION OF COMPATIBLE LAND USE PLANNING AND PROJECTS BY STATE AND LOCAL GOVERNMENTS.—Section 47141(f) is amended by striking ''July 15, 2016'' and inserting ''September 30, 2018''.

(c) INSPECTOR GENERAL REPORT ON PARTICIPATION IN FAA PROGRAMS BY DISADVANTAGED SMALL BUSINESS CONCERNS.—

(1) IN GENERAL.—For each of fiscal years 2016 through 2018, the Inspector General of the Department of Transportation shall submit to Congress a report on the number of new small business concerns owned and controlled by socially and economically disadvantaged individuals, including those owned by veterans, that participated in the programs and activities funded using the amounts made available under this Act.

(2) NEW SMALL BUSINESS CONCERNS.—For purposes of paragraph (1), a new small business concern is a small business concern that did not participate in the programs and activities described in paragraph (1) in a previous fiscal year.

(3) CONTENTS.—The report shall include—

(A) a list of the top 25 and bottom 25 large and medium hub airports in terms of providing opportunities for small business concerns owned and controlled by socially and economically disadvantaged individuals to participate in the programs and activities funded using the amounts made available under this Act;

(B) the results of an assessment, to be conducted by the Inspector General, on the reasons why the top airports have been successful in providing such opportunities; and

(C) recommendations to the Administrator of the Federal Aviation Administration and Congress on methods for other airports to achieve results similar to those of the top airports.

(d) EXTENSION OF PILOT PROGRAM FOR REDEVELOPMENT OF AIRPORT PROPERTIES.—Section 822(k) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 47141 note) is amended by striking ''July 15, 2016'' and inserting ''September 30, 2018''.

SA 3785. Mr. WARNER (for himself and Mr. KAINE) submitted an amendment intended to be proposed to amendment SA 3679 proposed by Mr. MCCONNELL (for Mr. THUNE (for himself and Mr. NELSON)) to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

On page 238, after line 23, add the following:

SEC. 2507. USE OF FEDERAL FACILITIES FOR AVIATION TESTING.

(a) FINDINGS.—Congress makes the following findings:

(1) Wallops Flight Facility is an important Federal research and test site that supports the National Aeronautics and Space Administration (referred to in this section as ''NASA'' and other Federal and non-Federal entities through the conduct of hazardous rocket and aviation-based missions, including the launch and recovery of experimental space vehicles and aircraft being developed for NASA, the Department of Defense, and private industry.

(2) The designation of restricted airspace provides the Wallops Flight Facility with critical capability to safely conduct the missions described in paragraph (1) by protecting public and private aircraft from the hazards associated with such missions.

(3) Although Wallops Flight Facility has been working with the Federal Aviation Administration to extend its restricted airspace in order to meet the national needs of its programs for more than 5 years, and has been in a formal application process for more than 2 years, Federal Aviation Administration officials have not yet approved such an extension.

(b) SENSE OF CONGRESS.—It is the Sense of Congress that—

(1) it is in the public interest to make full use of Federal facilities, including facilities operated by NASA, to support aviation testing and operations;

(2) Federal regulations governing the use of restricted airspace to support the activities described in paragraph (1) should be continually reviewed to ensure that such regulations support such activities; and

(3) it is imperative that updates and changes sought by Federal agencies to support hazardous rocket and aviation-based missions are evaluated and resolved by the Federal Aviation Administration as expeditiously as possible.

(c) RULEMAKING.—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration, after considering the interagency and public comments received over the course of the review described in subsection (a)(3), shall issue a rule regarding the requested extension of restricted airspace surrounding Wallops Flight Facility.

SA 3786. Mr. NELSON submitted an amendment intended to be proposed by him to the bill H.R. 636, to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes; which was ordered to lie on the table; as follows:

At the end of section 2154, add the following:

(d) Savings Clause.—Nothing in this section may be construed as prohibiting the Administrator from authorizing an owner of a fixed site facility to operate an aircraft, including an unmanned aircraft system, over, under, or within a specified distance from that fixed site facility.

SA 3787. Mr. PAUL submitted an amendment intended to be proposed by him to the bill S. 2012, to provide for the modernization of the energy policy of the United States, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

DIVISION A—ECONOMIC FREEDOM ZONES

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This division may be cited as the ''Economic Freedom Zones Act of 2016''.

(b) TABLE OF CONTENTS.—The table of contents for this division is as follows:

SEC. 2. DEFINITIONS.

In this division:

(1) CITY.—The term ''city'' means any unit of general local government that is classified as a municipality by the United States Census Bureau, or is a town or township as determined jointly by the Director of the Office of Management and Budget and the Secretary.

(2) COUNTY.—The term ''county'' means any unit of local general government that is classified as a county by the United States Census Bureau.

(3) ELIGIBLE ENTITY.—The term ''eligible entity'' means a municipality or a zip code.

(4) MUNICIPALITY.—The term ''municipality'' has the meaning given that term in section 101(40) of title 11, United States Code.

(5) SECRETARY.—The term ''Secretary'' means the Secretary of the Treasury.

(6) ZIP CODE.—The term ''zip code'' means any area or region associated with or covered by a United States Postal zip code of not less than 5 digits.

TITLE I—PROHIBITION OF FEDERAL GOVERNMENT BAILOUTS

SEC. 101. PROHIBITION OF FEDERAL GOVERNMENT BAILOUTS.

(a) DEFINITIONS.—In this section—

(1) the term ''credit rating'' has the meaning given that term in section 3(a)(60) of the Securities Exchange Act of 1934 (15 U.S.C. 78c(a)(60));

(2) the term ''credit rating agency'' has the meaning given that term in section 3(a)(61) of the Securities Exchange Act of 1934 (15 U.S.C. 78c(a)(61));

(3) the term ''Federal assistance'' means the use of any advances from the Federal Reserve credit facility or discount window that is not part of a program or facility with broad-based eligibility under section 13(3)(A) of the Federal Reserve Act (12 U.S.C. 343(3)(A)), Federal Deposit Insurance Corporation insurance, or guarantees for the purpose of—

(A) making a loan to, or purchasing any interest or debt obligation of, a municipality;

(B) purchasing the assets of a municipality;

(C) guaranteeing a loan or debt issuance of a municipality; or

(D) entering into an assistance arrangement, including a grant program, with an eligible entity;

(4) the term ''insolvent'' means, with respect to an eligible entity, a financial condition such that the eligible entity—

(A) has any debt that has been given a credit rating lower than a ''B'' by a nationally recognized statistical rating organization or a credit rating agency;

(B) is not paying its debts as they become due, unless such debts are the subject of a bona fide dispute; or

(C) is unable to pay its debts as they become due; and

(5) the term ''nationally recognized statistical rating organization'' has the meaning given that term in section 3(a)(62) of the Securities Exchange Act of 1934 (15 U.S.C. 78c(a)(62)).

(b) PROHIBITION OF FEDERAL GOVERNMENT BAILOUTS.—

(1) PROHIBITION OF FEDERAL ASSISTANCE.—Notwithstanding any other provision of law, no Federal assistance may be provided to an eligible entity (other than the assistance provided for in this division for an area that is designated as an Economic Free Zone).

(2) PROHIBITION OF FINANCIAL ASSISTANCE TO BANKRUPT OR INSOLVENT ELIGIBLE ENTITIES.—Except as provided in paragraph (1), the Federal Government may not provide financial assistance—

(A) to a municipality that is a debtor under chapter 9 of title 11, United States Code; or

(B) to a municipality that is insolvent.

TITLE II—DESIGNATION OF ECONOMIC FREEDOM ZONES (EFZ)

SEC. 201. ELIGIBILITY REQUIREMENTS FOR ECONOMIC FREEDOM ZONE STATUS.

(a) DESIGNATION OF MUNICIPALITIES AS ECONOMIC FREEDOM ZONES.—

(1) IN GENERAL.—An eligible entity that is a municipality may be designated by the Secretary as an Economic Freedom Zone if the municipality—

(A) meets the requirements under section 109(c) of title 11, United States Code;

(B) is at risk of insolvency, as determined under paragraph (2);

(C) has been subject to receivership by the State within the last 3 years;

(D) has been a debtor under chapter 9 of title 11, United States Code within the last 3 years; or

(E) has been subject to a financial advisory board, emergency manager, or similar entity that—

(i) has arisen from the legislative or executive authority of the State; and

(ii) exercises significant financial control over the finances of the entity within the last 3 years.

(2) AT RISK OF INSOLVENCY.—A municipality is at risk of insolvency if—

(A) an independent actuarial firm that has been engaged by the municipality and that does not have a conflict of interest with the municipality, including any previous relationship with the municipality, as determined by the Secretary—

(i) determines that the municipality is insolvent (as defined in section 101(a)(4) of title 11, United States Code); and

(ii) submits its analysis regarding the insolvency of the municipality to the Secretary; and

(B) the Secretary has reviewed and approved the determination of insolvency by the actuarial firm.

(b) DESIGNATION OF COUNTIES, CITIES, AND ZIP CODES AS ECONOMIC FREEDOM ZONES.—

(1) IN GENERAL.—An eligible entity may be designated by the Secretary as an Economic Freedom Zone if the eligible entity—

(A) is a county or city that—

(i) is located in a non-metropolitan statistical area (as defined by the Director of the Office of Management and Budget); and

(ii) meets the requirements under paragraph (2); or

(B) is a zip code that meets the requirements under paragraph (2).

(2) LOW ECONOMIC AND HIGH POVERTY AREA.—

(A) IN GENERAL.—An eligible entity shall be eligible for designation as an Economic Freedom Zone under paragraph (1) if the eligible entity is designated by the Secretary as a low economic or high poverty area under subparagraph (B).

(B) DESIGNATION AS LOW ECONOMIC AND HIGH POVERTY AREA.—The Secretary, after reviewing supporting data as determined appropriate, shall designate an eligible entity as a low economic or high poverty area if—

(i) the State or local government with jurisdiction over the eligible entity certifies that—

(I) the eligible entity is one of pervasive poverty, unemployment, and general distress;

(II) the average rate of unemployment within such eligible entity during the most recent 3-month period for which data is available is at least 1.5 times the national unemployment rate for the period involved;

(III) during the most recent 3-month period, at least 30 percent of the residents of the eligible entity have incomes below the national poverty level; or

(IV) at least 70 percent of the residents of the eligible entity have incomes below 80 percent of the median income of households within the jurisdiction of the local government (as determined in the same manner as under section 119(b)(2) of the Housing and Community Development Act of 1974); and

(ii) the Secretary determines that such a designation is appropriate.

(c) REFUSAL TO GRANT STATUS.—The Secretary may refuse to designate an eligible entity as an Economic Freedom Zone if the Secretary determines that any requirement under this division, including any requirement under subsection (a)(2), has not been satisfied.

SEC. 202. APPLICATION AND DURATION OF DESIGNATION.

(a) APPLICATION.—The Secretary shall develop procedures to enable an eligible entity to submit to the Secretary an application for designation as an Economic Freedom Zone under this title.

(b) DURATION.—The designation by the Secretary of an eligible entity as a Economic Freedom Zone shall be for a period of 10 years.

TITLE III—FEDERAL TAX INCENTIVES

SEC. 301. TAX INCENTIVES RELATED TO ECONOMIC FREEDOM ZONES.

(a) IN GENERAL.—Chapter 1 of the Internal Revenue Code of 1986 is amended by adding at the end the following new subchapter:

"Subchapter Z—Economic Freedom Zones

''PART I—TAX INCENTIVES

''PART II—DEFINITIONS

"PART I—TAX INCENTIVES

"SEC. 1400V–1. ECONOMIC FREEDOM ZONE INDIVIDUAL FLAT TAX.

''(a) IN GENERAL.—In the case of any individual whose principal residence (within the meaning of section 121) is located in an Economic Freedom Zone for the taxable year, in lieu of the tax imposed by section 1, there shall be imposed a tax equal to 5 percent of the taxable income of such taxpayer. For purposes of this title, the tax imposed by the preceding sentence shall be treated as a tax imposed by section 1.

''(b) JOINT RETURNS.—In the case of a joint return under section 6013, subsection (a) shall apply so long as either spouse has a principal residence (within the meaning of section 121) in an Economic Freedom Zone for the taxable year.

''(c) ALTERNATIVE MINIMUM TAX NOT TO APPLY.—The tax imposed by section 55 shall not apply to any taxpayer to whom subsection (a) applies.

"SEC. 1400V–2. ECONOMIC FREEDOM ZONE CORPORATE FLAT TAX.

''(a) IN GENERAL.—In the case of any corporation located in an Economic Freedom Zone for the taxable year, in lieu of the tax imposed by section 11, there shall be imposed a tax equal to 5 percent of the taxable income of such corporation. For purposes of this title, the tax imposed by the preceding sentence shall be treated as a tax imposed by section 11.

''(b) LIMITATION.—Subsection (a) shall not apply to any corporation for any taxable year if the adjusted gross income of such corporation for such taxable year exceeds $500,000,000.

''(c) LOCATED.—For purposes of this section, a corporation shall be considered to be located in an Economic Freedom Zone if—

''(1) not less than 10 percent of the total gross income of such corporation is derived from the active conduct of a trade or business within an Economic Freedom Zone, or

''(2) at least 25 percent of the employees of such corporation are residents of an Economic Freedom Zone.

''(d) ALTERNATIVE MINIMUM TAX NOT TO APPLY.—The tax imposed by section 55 shall not apply to any taxpayer to whom subsection (a) applies.

"SEC. 1400V–3. ZERO PERCENT CAPITAL GAINS RATE.

''(a) EXCLUSION.—Gross income shall not include qualified capital gain from the sale or exchange of—

''(1) any Economic Freedom Zone asset held for more than 5 years, or

''(2) any real property located in an Economic Freedom Zone.

''(b) ECONOMIC FREEDOM ZONE ASSET.—For purposes of this section—

''(1) IN GENERAL.—The term 'Economic Freedom Zone asset' means—

''(A) any Economic Freedom Zone business stock,

''(B) any Economic Freedom Zone partnership interest, and

''(C) any Economic Freedom Zone business property.

''(2) ECONOMIC FREEDOM ZONE BUSINESS STOCK.—

''(A) IN GENERAL.—The term 'Economic Freedom Zone business stock' means any stock in a domestic corporation if—

''(i) such stock is acquired by the taxpayer, before the date on which such corporation no longer qualifies as an Economic Freedom Zone business due to the lapse of 1 or more Economic Freedom Zones, at its original issue (directly or through an underwriter) solely in exchange for cash,

''(ii) as of the time such stock was issued, such corporation was an Economic Freedom Zone business (or, in the case of a new corporation, such corporation was being organized for purposes of being an Economic Freedom Zone business), and

''(iii) during substantially all of the taxpayer's holding period for such stock, such corporation qualified as an Economic Freedom Zone business.

''(B) REDEMPTIONS.—A rule similar to the rule of section 1202(c)(3) shall apply for purposes of this paragraph.

''(3) ECONOMIC FREEDOM ZONE PARTNERSHIP INTEREST.—The term 'Economic Freedom Zone partnership interest' means any capital or profits interest in a domestic partnership if—

''(A) such interest is acquired by the taxpayer, before the date on which such partnership no longer qualifies as an Economic Freedom Zone business due to the lapse of 1 or more Economic Freedom Zones, from the partnership solely in exchange for cash,

''(B) as of the time such interest was acquired, such partnership was an Economic Freedom Zone business (or, in the case of a new partnership, such partnership was being organized for purposes of being an Economic Freedom Zone business), and

''(C) during substantially all of the taxpayer's holding period for such interest, such partnership qualified as an Economic Freedom Zone business.

A rule similar to the rule of paragraph (2)(B) shall apply for purposes of this paragraph.

''(4) ECONOMIC FREEDOM ZONE BUSINESS PROPERTY.—

''(A) IN GENERAL.—The term 'Economic Freedom Zone business property' means tangible property if—

''(i) such property was acquired by the taxpayer by purchase (as defined in section 179(d)(2)) after the date on such taxpayer qualifies as an Economic Freedom Zone business and before the date on which such taxpayer no longer qualifies as an Economic Freedom Zone business due to the lapse of 1 or more Economic Freedom Zones,

''(ii) the original use of such property in the Economic Freedom Zone commences with the taxpayer, and

''(iii) during substantially all of the taxpayer's holding period for such property, substantially all of the use of such property was in an Economic Freedom Zone business of the taxpayer.

''(B) SPECIAL RULE FOR BUILDINGS WHICH ARE SUBSTANTIALLY IMPROVED.—

''(i) IN GENERAL.—The requirements of clauses (i) and (ii) of subparagraph (A) shall be treated as met with respect to—

''(I) property which is substantially improved by the taxpayer before the date on which such taxpayer no longer qualifies as an Economic Freedom Zone business due to the lapse of 1 or more Economic Freedom Zones, and

''(II) any land on which such property is located.

''(ii) SUBSTANTIAL IMPROVEMENT.—For purposes of clause (i), property shall be treated as substantially improved by the taxpayer only if, during any 24-month period beginning after the date on which the taxpayer qualifies as an Economic Freedom Zone business additions to basis with respect to such property in the hands of the taxpayer exceed the greater of—

''(I) an amount equal to the adjusted basis of such property at the beginning of such 24-month period in the hands of the taxpayer, or

''(II) $5,000.

''(5) TREATMENT OF ECONOMIC FREEDOM ZONE TERMINATION.—Except as otherwise provided in this subsection, the termination of the designation of the Economic Freedom Zone shall be disregarded for purposes of determining whether any property is an Economic Freedom Zone asset.

''(6) TREATMENT OF SUBSEQUENT PURCHASERS, ETC.—The term 'Economic Freedom Zone asset' includes any property which would be an Economic Freedom Zone asset but for paragraph (2)(A)(i), (3)(A), or (4)(A)(i) or (ii) in the hands of the taxpayer if such property was an Economic Freedom Zone asset in the hands of a prior holder.

''(7) 5-YEAR SAFE HARBOR.—If any property ceases to be an Economic Freedom Zone asset by reason of paragraph (2)(A)(iii), (3)(C), or (4)(A)(iii) after the 5-year period beginning on the date the taxpayer acquired such property, such property shall continue to be treated as meeting the requirements of such paragraph; except that the amount of gain to which subsection (a) applies on any sale or exchange of such property shall not exceed the amount which would be qualified capital gain had such property been sold on the date of such cessation.

''(c) ECONOMIC FREEDOM ZONE BUSINESS.—For purposes of this section, the term 'Economic Freedom Zone business' means any enterprise zone business (as defined in section 1397C), determined—

''(1) after the application of section 1400(e),

''(2) by substituting '80 percent' for '50 percent' in subsections (b)(2) and (c)(1) of section 1397C, and

''(3) by treating only areas that are Economic Freedom Zones as an empowerment zone or enterprise community.

''(d) OTHER DEFINITIONS AND SPECIAL RULES.—For purposes of this section—

''(1) QUALIFIED CAPITAL GAIN.—Except as otherwise provided in this subsection, the

term 'qualified capital gain' means any gain recognized on the sale or exchange of—

''(A) a capital asset, or

''(B) property used in the trade or business (as defined in section 1231(b)).

''(2) CERTAIN GAIN NOT QUALIFIED.—The term 'qualified capital gain' shall not include any gain attributable to periods before the date on which the a business qualifies as an Economic Freedom Zone business or after the date that is 4 years after the date on which such business no longer qualifies as an Economic Freedom Zone business due to the lapse of 1 or more Economic Freedom Zones.

''(3) CERTAIN GAIN NOT QUALIFIED.—The term 'qualified capital gain' shall not include any gain which would be treated as ordinary income under section 1245 or under section 1250 if section 1250 applied to all depreciation rather than the additional depreciation.

''(4) INTANGIBLES NOT INTEGRAL PART OF ECONOMIC FREEDOM ZONE BUSINESS.—In the case of gain described in subsection (a)(1), the term 'qualified capital gain' shall not include any gain which is attributable to an intangible asset which is not an integral part of an Economic Freedom Zone business.

''(5) RELATED PARTY TRANSACTIONS.—The term 'qualified capital gain' shall not include any gain attributable, directly or indirectly, in whole or in part, to a transaction with a related person. For purposes of this paragraph, persons are related to each other if such persons are described in section 267(b) or 707(b)(1).

''(e) SALES AND EXCHANGES OF INTERESTS IN PARTNERSHIPS AND S CORPORATIONS WHICH ARE ECONOMIC FREEDOM ZONE BUSINESSES.—In the case of the sale or exchange of an interest in a partnership, or of stock in an S corporation, which was an Economic Freedom Zone business during substantially all of the period the taxpayer held such interest or stock, the amount of qualified capital gain shall be determined without regard to—

''(1) any gain which is attributable to an intangible asset which is not an integral part of an Economic Freedom Zone business, and

''(2) any gain attributable to periods before the date on which the a business qualifies as an Economic Freedom Zone business or after the date that is 4 years after the date on which such business no longer qualifies as an Economic Freedom Zone business due to the lapse of 1 or more Economic Freedom Zones.

''SEC. 1400V–4. REDUCED PAYROLL TAXES.

''(a) IN GENERAL.—

''(1) EMPLOYEES.—The rate of tax under 3101(a) (including for purposes of determining the applicable percentage under sections 3201(a) and 3211(a)(1)) shall be 4.2 percent for any remuneration received during any period in which the individual's principal residence (within the meaning of section 121) is located in an Economic Freedom Zone.

''(2) EMPLOYERS.—

''(A) IN GENERAL.—The rate of tax under section 3111(a) (including for purposes of determining the applicable percentage under sections 3221(a)) shall be 4.2 percent with respect to remuneration paid for qualified services during any period in which the employer is located in an Economic Freedom Zone.

''(B) QUALIFIED SERVICES.—For purposes of this section, the term 'qualified services' means services performed—

''(i) in a trade or business of a qualified employer, or

''(ii) in the case of a qualified employer exempt from tax under section 501(a) of the Internal Revenue Code of 1986, in furtherance of the activities related to the purpose or function constituting the basis of the employer's exemption under section 501 of such Code.

''(C) LOCATION OF EMPLOYER.—For purposes of this paragraph, the location of an employer shall be determined in the same manner as under section 1400V–2(c).

''(3) SELF-EMPLOYED INDIVIDUALS.—The rate of tax under section 1401(a) shall be 8.40 percent any taxable year in which such individual was located (determined under section 1400V–2(c) as if such individual were a corporation) in an Economic Freedom Zone.

''(b) TRANSFERS OF FUNDS.—-

''(1) TRANSFERS TO FEDERAL OLD-AGE AND SURVIVORS INSURANCE TRUST FUND.—There are hereby appropriated to the Federal Old-Age and Survivors Trust Fund and the Federal Disability Insurance Trust Fund established under section 201 of the Social Security Act (42 U.S.C. 401) amounts equal to the reduction in revenues to the Treasury by reason of the application of subsection (a). Amounts appropriated by the preceding sentence shall be transferred from the general fund at such times and in such manner as to replicate to the extent possible the transfers which would have occurred to such Trust Fund had such amendments not been enacted.

''(2) TRANSFERS TO SOCIAL SECURITY EQUIVALENT BENEFIT ACCOUNT.—There are hereby appropriated to the Social Security Equivalent Benefit Account established under section 15A(a) of the Railroad Retirement Act of 1974 (45 U.S.C. 231n–1(a)) amounts equal to the reduction in revenues to the Treasury by reason of the application of paragraphs (1) and (2) of subsection (a). Amounts appropriated by the preceding sentence shall be transferred from the general fund at such times and in such manner as to replicate to the extent possible the transfers which would have occurred to such Account had such amendments not been enacted.

''(3) COORDINATION WITH OTHER FEDERAL LAWS.—For purposes of applying any provision of Federal law other than the provisions of the Internal Revenue Code of 1986, the rate of tax in effect under section 3101(a) shall be determined without regard to the reduction in such rate under this section.

''SEC. 1400V–5. INCREASE IN EXPENSING UNDER SECTION 179.

''(a) IN GENERAL.—In the case of an Economic Freedom Zone business, for purposes of section 179—

''(1) the limitation under section 179(b)(1) shall be increased by the lesser of—

''(A) 200 percent of the amount in effect under such section (determined without regard to this section), or

''(B) the cost of section 179 property which is Economic Freedom Zone business property placed in service during the taxable year, and

''(2) the amount taken into account under section 179(b)(2) with respect to any section 179 property which is Economic Freedom Zone business property shall be 50 percent of the cost thereof.

''(b) ECONOMIC FREEDOM ZONE BUSINESS PROPERTY.—For purposes of this section, the term 'Economic Freedom Zone business property' has the meaning given such term under section 1400V–3(b)(4), except that for purposes of subparagraph (A)(ii) thereof, if property is sold and leased back by the taxpayer within 3 months after the date such property was originally placed in service, such property shall be treated as originally placed in service not earlier than the date on which such property is used under the leaseback.

''(c) RECAPTURE.—Rules similar to the rules under section 179(d)(10) shall apply with respect to any qualified zone property which ceases to be used in an empowerment zone by an enterprise zone business.

''PART II—DEFINITIONS

''Sec. 1400V–6. Economic Freedom Zone.

''SEC. 1400V–6. ECONOMIC FREEDOM ZONE.

''For purposes of this subchapter, the term 'Economic Freedom Zone' means any area which is an Economic Freedom Zone under title II of the Economic Freedom Zone Act.''.

(b) CLERICAL AMENDMENT.—The table of subchapters for chapter 1 of such Code is amended by inserting after the item relating to subchapter Y the following new item:

''SUBCHAPTER Z—ECONOMIC FREEDOM ZONES''.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after the date of the enactment of this Act.

TITLE IV—FEDERAL REGULATORY REDUCTIONS

SEC. 401. SUSPENSION OF CERTAIN LAWS AND REGULATIONS.

(a) ENVIRONMENTAL PROTECTION AGENCY.—For each area designated as an Economic Freedom Zone under this division, the Administrator of the Environmental Protection Agency shall not enforce, with respect to that Economic Freedom Zone, and the Economic Freedom Zone shall be exempt from compliance with—

(1) part D of the Clean Air Act (42 U.S.C. 7501 et seq.) (including any regulations promulgated under that part);

(2) section 402 of the Federal Water Pollution Control Act (33 U.S.C. 1342);

(3) sections 139, 168, 169, 326, and 327 of title 23, United States Code;

(4) section 304 of title 49, United States Code; and

(5) sections 1315 through 1320 of Public Law 112–141 (126 Stat. 549).

(b) DEPARTMENT OF THE INTERIOR.—

(1) WILD AND SCENIC RIVERS.—For each area designated as an Economic Freedom Zone under this division, the Secretary of the Interior shall not enforce, with respect to that Economic Freedom Zone, and the Economic Freedom Zone shall be exempt from compliance with the Wild and Scenic Rivers Act (16 U.S.C. 1271 et seq.).

(2) NATIONAL HERITAGE AREAS.—For the period beginning on the date of enactment of this Act and ending on the date on which an area is removed from designation as an Economic Freedom Zone, any National Heritage Area located within that Economic Freedom Zone shall not be considered to be a National Heritage Area and any applicable Federal law (including regulations) relating to that National Heritage Area shall not apply.

TITLE V—EDUCATIONAL ENHANCEMENTS

SEC. 501. EDUCATIONAL OPPORTUNITY TAX CREDIT.

(a) IN GENERAL.—Subpart A of part IV of subchapter A of chapter 1 of the Internal Revenue Code of 1986 is amended by inserting after section 25D the following new section:

''SEC. 25E. CREDIT FOR QUALIFIED ELEMENTARY AND SECONDARY EDUCATION EXPENSES.

''(a) IN GENERAL.—In the case of an individual, there shall be allowed as a credit against the tax imposed by this chapter for the taxable year an amount equal to the qualified elementary and secondary education expenses of an eligible student.

''(b) LIMITATION.—The amount taken into account under subsection (a) with respect to any student for any taxable year shall not exceed $5,000.

''(c) DEFINITIONS.—For purposes of this section—

''(1) QUALIFIED ELEMENTARY AND SECONDARY EDUCATION EXPENSES.—The term 'qualified elementary and secondary education expenses' has the meaning given such term under section 530(b)(3).

''(2) ELIGIBLE STUDENT.—The term 'eligible student' means any student who—

''(A) is enrolled in, or attends, any public, private, or religious school (as defined in section 530(b)(3)(B)), and

''(B) whose principal residence (within the meaning of section 123) is located in an Economic Freedom Zone.

''(3) ECONOMIC FREEDOM ZONE.—The term 'Economic Freedom Zone' means any area which is an Economic Freedom Zone under title II of the Economic Freedom Zone Act.''.

(b) CLERICAL AMENDMENT.—The table of sections for subpart A of part IV of subchapter A of chapter 1 of such Code is amended by inserting after the item relating to section 25D the following new item:

''Sec. 25E. Credit for qualified elementary and secondary education expenses.''.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to expenditures made in taxable years beginning after the date of the enactment of this Act.

SEC. 502. SCHOOL CHOICE THROUGH PORTABILITY.

(a) IN GENERAL.—Subpart 2 of part A of title I of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 6331 et seq.) is amended by adding at the end the following:

''SEC. 1128. SCHOOL CHOICE THROUGH PORTABILITY.

''(a) AUTHORIZATION.—

''(1) IN GENERAL.—Notwithstanding sections 1124, 1124A, and 1125 and any other provision of law, and to the extent permitted under State law, a State educational agency may allocate grant funds under this subpart among the local educational agencies in the State based on the formula described in paragraph (2).

''(2) FORMULA.—A State educational agency may allocate grant funds under this subpart for a fiscal year among the local educational agencies in the State in proportion to the number of eligible children enrolled in public schools served by the local educational agency and enrolled in State-accredited private schools within the local educational agency's geographic jurisdiction, for the most recent fiscal year for which satisfactory data are available, compared to the number of such children in all such local educational agencies for that fiscal year.

''(b) ELIGIBLE CHILD.—

''(1) IN GENERAL.—In this section, the term 'eligible child' means a child—

''(A) from a family with an income below the poverty level, on the basis of the most recent satisfactory data published by the Department of Commerce; and

''(B) who resides in an Economic Freedom Zone as designated under title II of the Economic Freedom Zones Act of 2016 .

''(2) CRITERIA OF POVERTY.—In determining the families with incomes below the poverty level for the purposes of paragraph (2), a State educational agency shall use the criteria of poverty used by the Census Bureau in compiling the most recent decennial census.

''(3) IDENTIFICATION OF ELIGIBLE CHILDREN.—On an annual basis, on a date to be determined by the State educational agency, each local educational agency that receives grant funding in accordance with subsection (a) shall inform the State educational agency of the number of eligible children enrolled in public schools served by the local educational agency and enrolled in State-accredited private schools within the local educational agency's geographic jurisdiction.

''(c) DISTRIBUTION TO SCHOOLS.—Each local educational agency that receives grant funding under subsection (a) shall distribute such funds to the public schools served by the local educational agency and State-accredited private schools with the local educational agency's geographic jurisdiction—

''(1) based on the number of eligible children enrolled in such schools; and

''(2) in the manner that would, in the absence of such Federal funds, supplement the funds made available from the non-Federal resources for the education of pupils participating in programs under this part, and not to supplant such funds.''.

(b) TABLE OF CONTENTS.—The table of contents in section 2 of the Elementary and Secondary Education Act of 1965 is amended by inserting after the item relating to section 1127 the following:

''Sec. 1128. School choice through portability.''.

SEC. 503. SPECIAL ECONOMIC FREEDOM ZONE VISAS.

(a) DEFINITIONS.—In this section:

(1) ABANDONED; DILAPIDATED.—The terms ''abandoned'' and ''dilapidated'' shall be defined by the States in accordance with the provisions of this division.

(2) FULL-TIME EMPLOYMENT.—The term ''full-time employment'' means employment in a position that requires at least 35 hours of service per week at any time, regardless of who fills the position.

(b) PURPOSE.—The purpose of this section is to facilitate increased investment and enhanced human capital in Economic Freedom Zones through the issuance of special regional visas.

(c) AUTHORIZATION.—The Secretary of Homeland Security, in collaboration with the Secretary of Labor, may issue Special Economic Freedom Zone Visas, in a number determined by the Governor of each State, in consultation with local officials in regions designated by the Secretary of Treasury as Economic Freedom Zones, to authorize qualified aliens to enter the United States for the purpose of—

(1) engaging in a new commercial enterprise (including a limited partnership)—

(A) in which such alien has invested, or is actively in the process of investing, capital in an amount not less than the amount specified in subsection (d); and

(B) which will benefit the region designated as an Economic Freedom Zone by creating full-time employment of not fewer than 5 United States citizens, aliens lawfully admitted for permanent residence, or other immigrants lawfully authorized to be employed in the United States (excluding the alien and the alien's immediate family);

(2) engaging in the purchase and renovation of dilapidated or abandoned properties or residences (as determined by State and local officials) in which such alien has invested, or is actively in the process of investing, in the ownership of such properties or residences; or

(3) residing and working in an Economic Freedom Zone.

(d) EFFECTIVE PERIOD.—A visa issued to an alien under this section shall expire on the later of—

(1) the date on which the relevant Economic Freedom Zone loses such designation; or

(2) the date that is 5 years after the date on which such visa was issued to such alien.

(e) CAPITAL AND EDUCATIONAL REQUIREMENTS.—

(1) NEW COMMERCIAL ENTERPRISES.—Except as otherwise provided under this section, the minimum amount of capital required to comply with subsection (c)(1)(A) shall be $50,000.

(2) RENOVATION OF DILAPIDATED OR ABANDONED PROPERTIES.—An alien is not in compliance with subsection (c)(2) unless the alien—

(A) purchases a dilapidated or abandoned property in an Economic Freedom Zone; and

(B) not later than 18 months after such purchase, invests not less than $25,000 to rebuild, rehabilitate, or repurpose the property.

(3) VERIFICATION.—A visa issued under subsection (c) shall not remain in effect for more than 2 years unless the Secretary of Homeland Security has verified that the alien has complied with the requirements described in subsection (c).

(4) EDUCATION AND SKILL REQUIREMENTS.—An alien is not in compliance with subsection (c)(3) unless the alien possesses—

(A) a bachelor's degree (or its equivalent) or an advanced degree;

(B) a degree or specialty certification that—

(i) is required for the job the alien will be performing; and

(ii) is specific to an industry or job that is so complex or unique that it can be performed only by an individual with the specialty certification;

(C)(i) the knowledge required to perform the duties of the job the alien will be performing; and

(ii) the nature of the specific duties is so specialized and complex that such knowledge is usually associated with attainment of a bachelor's or higher degree; or

(D) a skill or talent that would benefit the Economic Freedom Zone.

(f) ADDITIONAL PROVISIONS.—

(1) GEOGRAPHIC LIMITATION.—An alien who has been issued a visa under this section is not permitted to live or work outside of an Economic Freedom Zone.

(2) RESCISSION.—A visa issued under this section shall be rescinded if the visa holder resides or works outside of an Economic Freedom Zone or otherwise fails to comply with the provisions of this section.

(3) OTHER VISAS.—An alien who has been issued a visa under this section may apply for any other visa for which the alien is eligible in order to pursue employment outside of an Economic Freedom Zone.

(g) ADJUSTMENT OF STATUS.—The Secretary of Homeland Security may adjust the status of an alien who has been issued a visa under this section to that of an alien lawfully admitted for permanent residence, without numerical limitation, if the alien—

(1) has fully complied with the requirements set forth in this section for at least 5 years;

(2) submits a completed application to the Secretary; and

(3) is not inadmissible to the United States based on any of the factors set forth in section 212(a) of the Immigration and Nationality Act (8 U.S.C. 1182(a)).

SEC. 504. ECONOMIC FREEDOM ZONE EDUCATIONAL SAVINGS ACCOUNTS.

(a) IN GENERAL.—Part VIII of subchapter F of chapter 1 of the Internal Revenue Code of 1986 is amended by adding at the end the following new section:

''SEC. 530A. ECONOMIC FREEDOM ZONE EDUCATIONAL SAVINGS ACCOUNTS.

''(a) IN GENERAL.—Except as provided in this section, an Economic Freedom Zone educational savings account shall be treated for purposes of this title in the same manner as a Coverdell education savings account.

''(b) DEFINITIONS.—For purposes of this section—

''(1) ECONOMIC FREEDOM ZONE EDUCATIONAL SAVINGS ACCOUNT.—The term 'Economic Freedom Zone educational savings account' means a trust created or organized in the United States exclusively for the purpose of paying the qualified education expenses (as defined in section 530(b)(2)) of an individual who is the designated beneficiary of the trust (and designated as an Economic Freedom Zone educational saving account at the time created or organized) and who is a qualified individual at the time such trust is established, but only if the written governing instrument creating the trust meets the following requirements:

''(A) No contribution will be accepted—

''(i) unless it is in cash,

''(ii) after the date on which such beneficiary attains age 25, or

''(iii) except in the case of rollover contributions, if such contribution would result in aggregate contributions for the taxable year exceeding $10,000.

''(B) No contribution shall be accepted at any time in which the designated beneficiary is not a qualified individual.

''(C) The trust meets the requirements of subparagraphs (B), (C), (D), and (E) of section 530(b)(1).

The age limitations in subparagraphs (A)(ii), subparagraph (E) of section 530(b)(1), and paragraphs (5) and (6) of section 530(d), shall not apply to any designated beneficiary with special needs (as determined under regulations prescribed by the Secretary).

''(2) QUALIFIED INDIVIDUAL.—The term 'qualified individual' means any individual whose principal residence (within the meaning of section 121) is located in an Economic Freedom Zone (as defined in section 1400V–6).

''(c) DEDUCTION FOR CONTRIBUTIONS.—

''(1) IN GENERAL.—There shall be allowed as a deduction under part VII of subchapter B of this chapter an amount equal to the aggregate amount of contributions made by the taxpayer to any Economic Freedom Zone educational savings account during the taxable year.

''(2) LIMITATION.—The amount of the deduction allowed under paragraph (1) for any taxpayer for any taxable year shall not exceed $40,000.

''(3) NO DEDUCTION FOR ROLLOVER CONTRIBUTIONS.—No deduction shall be allowed under paragraph (1) for any rollover contribution described in section 530(d)(5).

''(d) OTHER RULES.—

''(1) NO INCOME LIMIT.—In the case of an Economic Freedom Zone educational savings account, subsection (c) of section 530 shall not apply.

''(2) CHANGE IN BENEFICIARIES.—Notwithstanding paragraph (6) of section 530(b), a change in the beneficiary of an Economic Freedom Zone education savings account shall be treated as a distribution unless the new beneficiary is a qualified individual.''.

(b) CLERICAL AMENDMENT.—The table of sections for part VIII of subchapter F of chapter 1 of such Code is amended by adding at the end the following new item:

''Sec. 530A. Economic Freedom Zone educational savings accounts.''.

TITLE VI—COMMUNITY ASSISTANCE AND REBUILDING

SEC. 601. NONAPPLICATION OF DAVIS-BACON.

The wage rate requirements of subchapter IV of chapter 31 of title 40, United States Code (commonly referred to as the ''Davis-Bacon Act''), shall not apply with respect to any area designated as an Economic Freedom Zone under this division.

SEC. 602. ECONOMIC FREEDOM ZONE CHARITABLE TAX CREDIT.

(a) IN GENERAL.—Section 170 is amended by redesignating subsection (p) as subsection (q) and by inserting after subsection (o) the following new subsection:

''(o) ELECTION TO TREAT CONTRIBUTIONS FOR ECONOMIC FREEDOM ZONE CHARITIES AS A CREDIT.—

''(1) IN GENERAL.—In the case of an individual, at the election of the taxpayer, so much of the deduction allowed under subsection (a) (determined without regard to this subsection) which is attributable to Economic Freedom Zone charitable contributions—

''(A) shall be allowed as a credit against the tax imposed by this chapter for the taxable year, and

''(B) shall not be allowed as a deduction for such taxable year under subsection (a).

Any amount allowable as a credit under this subsection shall be treated as a credit allowed under subpart A of part IV of subchapter A for purposes of this title.

''(2) AMOUNT ATTRIBUTABLE TO ECONOMIC FREEDOM ZONE CHARITABLE CONTRIBUTIONS.—For purposes of paragraph (1)—

''(A) IN GENERAL.—In any case in which the total charitable contributions of a taxpayer for a taxable year exceed the contribution base, the amount of Economic Freedom Zone charitable contributions taken into account under paragraph (1) shall be the amount which bears the same ratio to the total charitable contributions made by the taxpayer during such taxable year as the amount of the deduction allowed under subsection (a) (determined without regard to this subsection and after application of subsection (b)) bears to the total charitable contributions made by the taxpayer for such taxable year.

''(B) CARRYOVERS.—In the case of any contribution carried from a preceding taxable year under subsection (d), such amount shall be treated as attributable to an Economic Freedom Zone charitable contribution in the amount that bears the same ratio to the total amount carried from preceding taxable years under subsection (d) as the amount of Economic Freedom Zone charitable contributions not allowed as a deduction under subsection (a) (other than by reason of this subsection) for the preceding 5 taxable year bears to total amount carried from preceding taxable years under subsection (d).

''(3) ECONOMIC FREEDOM ZONE CHARITABLE CONTRIBUTION.—The term 'Economic Freedom Zone charitable contribution' means any contribution to a corporation, trust, or community chest fund, or foundation described in subsection (c)(2), but only if—

''(A) such entity is created or organized exclusively for—

''(i) religious purposes,

''(ii) educational purposes, or

''(iii) any of the following charitable purposes: providing educational scholarships, providing shelters for homeless individuals, or setting up or maintaining food banks,

''(B) the primary mission of such entity is serving individuals in an Economic Freedom Zone,

''(C) the entity maintains accountability to residents of such Economic Freedom Zone through their representation on any governing board of the entity or any advisory board to the entity, and

''(D) the entity is certified by the Secretary for purposes of this subsection.

Such term shall not include any contribution made to an entity described in the preceding sentence after the date in which the designation of the Economic Freedom Zone serviced by such entity lapses.

''(4) ECONOMIC FREEDOM ZONE.—The term 'Economic Freedom Zone' means any area which is an Economic Freedom Zone under title II of the Economic Freedom Zone Act.''.

(b) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after the date of the enactment of this Act.

TITLE VII—STATE AND COMMUNITY POLICY RECOMMENDATIONS

SEC. 701. SENSE OF THE SENATE CONCERNING POLICY RECOMMENDATIONS.

It is the sense of the Senate that State and local governments should review and adopt the following policy recommendations:

(1) PENSION REFORM.—State and local governments should—

(A) implement reforms to address any fiscal shortfall in public pension funding, including utilizing accrual accounting methods, such as those reforms undertaken by the private sector pension funds; and

(B) restructure and renegotiate any public pension fund that is deemed to be insolvent or underfunded, including adopting defined contribution retirement systems.

(2) TAXES.—State and local governments should reduce jurisdictional tax rates below the national average in order to help facilitate capital investment and economic growth, particularly in combination with the provisions of this division.

(3) EDUCATION.—State and local governments should adopt school choice options to provide children and parents more educational choices, particularly in impoverished areas.

(4) COMMUNITIES.—State and local governments should adopt right-to-work laws to allow more competitiveness and more flexibility for businesses to expand.

(5) REGULATIONS.—State and local governments should streamline the regulatory burden on families and businesses, including streamlining the opportunities for occupational licensing.

(6) ABANDONED STRUCTURES.—State and local governments should consider the following options to reduce or fix areas with abandoned properties or residences:

(A) In the case of foreclosures, tax notifications should be sent to both the lien holder (if different than the homeowner) and the homeowner.

(B) Where State constitutions permit, property tax abatement or credits should be provided for individuals who purchase or invest in abandoned or dilapidated properties.

(C) Non-profit or charity demolition entities should be permitted or encouraged to help remove abandoned properties.

(D) Government or municipality fees and penalties should be limited, and be proportional to the outstanding tax amount and the ability to pay.

(E) The sale of tax liens to third parties should be reviewed, and where available, should prohibit the selling of tax liens below a certain threshold (for example the prohibition of the sale of tax liens to third parties under $1,000).

SA 3788. Mr. INHOFE (for Mr. CASEY) proposed an amendment to the bill H.R. 1493, to protect and preserve international cultural property at risk due to political instability, armed conflict, or natural or other disasters, and for other purposes; as follows:

On page 19, line 16, strike ''and advance''.

On page 20, line 6, insert after ''research institutions'' the following: '', and participants in the international art and cultural property market''.

On page 20, line 8, strike ''and advance''.

On page 22, line 9, insert after ''2602)'' the following: '', including the requirements under subsection (a)(3) of that section''.

On page 26, line 25, strike ''and''.

On page 27, between lines 4 and 5, insert the following:

(E) actions undertaken to promote the legitimate commercial and non-commercial exchange and movement of cultural property; and

---

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

Ms. MURKOWSKI. Mr. President, I ask unanimous consent that the Committee on Environment and Public Works be authorized to meet during the session of the Senate on April 13, 2016, at 9:30 a.m., in room SD–406 of the

Dirksen Senate Office Building, to conduct a hearing entitled, ''Examining the Role of Environmental Policies on Access to Energy and Economic Opportunity.''

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

COMMITTEE ON FOREIGN RELATIONS

Ms. MURKOWSKI. Dear Mr. President, I ask unanimous consent that the Committee on Foreign Relations be authorized to meet during the session of the Senate on April 13, 2016, at 2:15 p.m., to conduct a hearing entitled ''Do No Harm: Ending Sexual Abuse in United Nations Peacekeeping.''

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

COMMITTEE ON HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS

Ms. MURKOWSKI. Mr. President, I ask unanimous consent that the Committee on Homeland Security and Governmental Affairs be authorized to meet during the session of the Senate on April 13, 2016, at 9:30 a.m., to conduct a hearing entitled ''America's Insatiable Demand for Drugs.''

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

COMMITTEE ON INDIAN AFFAIRS

Ms. MURKOWSKI. Mr. President, I ask unanimous consent that the Committee on Indian Affairs be authorized to meet during the session of the Senate on April 13, 2016, in room SD–628 of the Dirksen Senate Office Building, at 2:15 p.m.

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

COMMITTEE ON THE JUDICIARY

Ms. MURKOWSKI. Mr. President, I ask unanimous consent that the Committee on the Judiciary be authorized to meet during the session of the Senate on April 13, 2016, at 10 a.m., in room SD–226 of the Dirksen Senate Office Building, to conduct a hearing entitled, ''The Distortion of EBG–5 Targeted Employment Areas: Time to End the Abuse.''

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

JOINT CONGRESSIONAL COMMITTEE ON INAUGURAL CEREMONIES

Ms. MURKOWSKI. Mr. President, I ask unanimous consent that the Committee on Inaugural Ceremonies be authorized to meet during the session of the Senate on April 13, 2016, at 2:15 p.m., in room S–219 of the Capitol.

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

SUBCOMMITTEE ON SEAPOWER

Ms. MURKOWSKI. Mr. President, I ask unanimous consent that the Subcommittee on Seapower of the Committee on Armed Services be authorized to meet during the session of the Senate on April 13, 2016, at 2 p.m.

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

SUBCOMMITTEE ON STRATEGIC FORCES

Ms. MURKOWSKI. Mr. President, I ask unanimous consent that the Subcommittee on Strategic Forces of the Committee on Armed Services be authorized to meet during the session of the Senate on April 13, 2016, at 2:30 p.m.

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

PRIVILEGES OF THE FLOOR

Mr. ROUNDS. Mr. President, I ask unanimous consent that LCDR Erik Phelps, a Navy legislative fellow in my office, be granted floor privileges for the remainder of the 114th Congress.

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

Mr. COONS. Mr. President, I ask unanimous consent that Dan Pedraza of my staff be granted floor privileges for the duration of today's session.

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

PROTECT AND PRESERVE INTERNATIONAL CULTURAL PROPERTY ACT

Mr. INHOFE. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 360, H.R. 1493.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (H.R. 1493) to protect and preserve international cultural property at risk due to political instability, armed conflict, or natural or other disasters, and for other purposes.

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Foreign Relations, with an amendment to strike all after the enacting clause and insert in lieu thereof the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Protect and Preserve International Cultural Property Act''.

SEC. 2. SENSE OF CONGRESS.

It is the sense of Congress that the President should establish an interagency coordinating committee to coordinate and advance the efforts of the executive branch to protect and preserve international cultural property at risk from political instability, armed conflict, or natural or other disasters. Such committee should—

(1) be chaired by a Department of State employee of Assistant Secretary rank or higher, concurrent with that employee's other duties;

(2) include representatives of the Smithsonian Institution and Federal agencies with responsibility for the preservation and protection of international cultural property;

(3) consult with governmental and nongovernmental organizations, including the United States Committee of the Blue Shield, museums, educational institutions, and research institutions on efforts to protect and preserve international cultural property;

(4) coordinate and advance core United States interests in—

(A) protecting and preserving international cultural property;

(B) preventing and disrupting looting and illegal trade and trafficking in international cultural property, particularly exchanges that provide revenue to terrorist and criminal organizations;

(C) protecting sites of cultural and archaeological significance; and

(D) providing for the lawful exchange of international cultural property.

SEC. 3. EMERGENCY PROTECTION FOR SYRIAN CULTURAL PROPERTY.

(a) IN GENERAL.—The President shall exercise the authority of the President under section 304 of the Convention on Cultural Property Implementation Act (19 U.S.C. 2603) to impose import restrictions set forth in section 307 of that Act (19 U.S.C. 2606) with respect to any archaeological or ethnological material of Syria—

(1) not later than 90 days after the date of the enactment of this Act;

(2) without regard to whether Syria is a State Party (as defined in section 302 of that Act (19 U.S.C. 2601)); and

(3) notwithstanding—

(A) the requirement of subsection (b) of section 304 of that Act (19 U.S.C. 2603(b)) that an emergency condition (as defined in subsection (a) of that section) applies; and

(B) the limitations under subsection (c) of that section.

(b) ANNUAL DETERMINATION REGARDING CERTIFICATION.—

(1) DETERMINATION.—

(A) IN GENERAL.—The President shall, not less often than annually, determine whether at least 1 of the conditions specified in subparagraph (B) is met, and shall notify the appropriate congressional committees of such determination.

(B) CONDITIONS.—The conditions referred to in subparagraph (A) are the following:

(i) The Government of Syria is incapable, at the time a determination under such subparagraph is made, of fulfilling the requirements to request an agreement under section 303 of the Convention on Cultural Property Implementation Act (19 U.S.C. 2602).

(ii) It would be against the United States national interest to enter into such an agreement.

(2) TERMINATION OF RESTRICTIONS.—

(A) IN GENERAL.—Except as provided in subparagraph (B), the import restrictions referred to in subsection (a) shall terminate on the date that is 5 years after the date on which the President determines that neither of the conditions specified in paragraph (1)(B) are met.

(B) REQUEST FOR TERMINATION.—If Syria requests to enter into an agreement with the United States pursuant to section 303 of the Convention on Cultural Property Implementation Act (19 U.S.C. 2602) on or after the date on which the President determines that neither of the conditions specified in paragraph (1)(B) are met, the import restrictions referred to in subsection (a) shall terminate on the earlier of—

(i) the date that is 3 years after the date on which Syria makes such a request; or

(ii) the date on which the United States and Syria enter into such an agreement.

(c) WAIVER.—

(1) IN GENERAL.—The President may waive the import restrictions referred to in subsection (a) for specified archaeological and ethnological material of Syria if the President certifies to the appropriate congressional committees that the conditions described in paragraph (2) are met.

(2) CONDITIONS.—The conditions referred to in paragraph (1) are the following:

(A)(i) The owner or lawful custodian of the specified archaeological or ethnological material of Syria has requested that such material be temporarily located in the United States for protection purposes; or

(ii) if no owner or lawful custodian can reasonably be identified, the President determines that, for purposes of protecting and preserving such material, the material should be temporarily located in the United States.

(B) Such material shall be returned to the owner or lawful custodian when requested by such owner or lawful custodian.

(C) There is no credible evidence that granting a waiver under this subsection will contribute to illegal trafficking in archaeological or ethnological material of Syria or financing of criminal or terrorist activities.

(3) ACTION.—If the President grants a waiver under this subsection, the specified archaeological or ethnological material of Syria that is the subject of such waiver shall be placed in the temporary custody of the United States Government or in the temporary custody of a cultural

or educational institution within the United States for the purpose of protection, restoration, conservation, study, or exhibition, without profit.

(4) IMMUNITY FROM SEIZURE.—Any archaeological or ethnological material that enters the United States pursuant to a waiver granted under this section shall have immunity from seizure under Public Law 89–259 (22 U.S.C. 2459). All provisions of Public Law 89–259 shall apply to such material as if immunity from seizure had been granted under that Public Law.

(d) DEFINITIONS.—In this section:

(1) APPROPRIATE CONGRESSIONAL COMMITTEES.—The term ''appropriate congressional committees'' means—

(A) the Committee on Foreign Relations and the Committee on Finance of the Senate; and

(B) the Committee on Foreign Affairs and the Committee on Ways and Means of the House of Representatives.

(2) ARCHAEOLOGICAL OR ETHNOLOGICAL MATERIAL OF SYRIA.—The term ''archaeological or ethnological material of Syria'' means cultural property (as defined in section 302 of the Convention on Cultural Property Implementation Act (19 U.S.C. 2601)) that is unlawfully removed from Syria on or after March 15, 2011.

SEC. 4. REPORT.

Not later than 1 year after the date of the enactment of this Act, and annually thereafter for the next 6 years, the President shall submit to the appropriate congressional committees a report on the efforts of the executive branch, during the 12-month period preceding the submission of the report, to protect and preserve international cultural property, including—

(1) whether an interagency coordinating committee as described in section 2 has been established and, if such a committee has been established, a description of the activities undertaken by such committee, including a list of the entities participating in such activities;

(2) a description of measures undertaken pursuant to relevant statutes, including—

(A) actions to implement and enforce section 3 of this Act and section 3002 of the Emergency Protection for Iraqi Cultural Antiquities Act of 2004 (Public Law 108–429; 118 Stat. 2599), including measures to dismantle international networks that traffic illegally in cultural property;

(B) a description of any requests for a waiver under section 3(c) of this Act and, for each such request, whether a waiver was granted;

(C) a list of the statutes and regulations employed in criminal, civil, and civil forfeiture actions to prevent illegal trade and trafficking in cultural property; and

(D) actions undertaken to ensure the consistent and effective application of law in cases relating to illegal trade and trafficking in cultural property; and

(3) actions undertaken in fulfillment of international agreements on cultural property protection, including the Convention for the Protection of Cultural Property in the Event of Armed Conflict, done at The Hague May 14, 1954.

Mr. INHOFE. Mr. President, I further ask unanimous consent that the Casey amendment be agreed to; the committee-reported amendment, as amended, be agreed to; the bill, as amended, be read a third time and passed; and the motion to reconsider be considered made and laid upon the table, with no intervening action or debate.

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

The amendment (No. 3788) was agreed to, as follows:

(Purpose: To improve the bill)

On page 19, line 16, strike ''and advance''.

On page 20, line 6, insert after ''research institutions'' the following: '', and participants in the international art and cultural property market''.

On page 20, line 8, strike ''and advance''.

On page 22, line 9, insert after ''2602)'' the following: '', including the requirements under subsection (a)(3) of that section''.

On page 26, line 25, strike ''and''.

On page 27, between lines 4 and 5, insert the following:

(E) actions undertaken to promote the legitimate commercial and non-commercial exchange and movement of cultural property; and

The committee-reported amendment in the nature of a substitute, as amended, was agreed to.

The amendment was ordered to be engrossed, and the bill to be read a third time.

The bill was read the third time.

The bill (H.R. 1493), as amended, was passed.

SUPPORTING THE GOALS OF INTERNATIONAL WOMEN'S DAY

Mr. INHOFE. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 401, S. Res. 388.

The PRESIDING OFFICER. The clerk will report the resolution by title.

The senior assistant legislative clerk read as follows:

A resolution (S. Res. 388) supporting the goals of International Women's Day.

There being no objection, the Senate proceeded to consider the resolution, which had been reported from the Committee on Foreign Relations, with an amendment and an amendment to the preamble, as follows:

(Strike out all after the resolving clause and insert the part printed in italic.)

(Strike the preamble and insert the part printed in italic.)

Whereas, in March 2016, there are more than 3,640,000,000 women in the world;

Whereas women around the world—

(1) have fundamental rights;

(2) participate in the political, social, and economic lives of their communities;

(3) play a critical role in providing and caring for their families;

(4) contribute substantially to economic growth and the prevention and resolution of conflict; and

(5) as farmers and caregivers, play an important role in the advancement of food security for their communities;

Whereas the advancement of women around the world is a foreign policy priority for the United States;

Whereas, on July 28, 2015, in Mandela Hall at the African Union in Addis Ababa, Ethiopia, the President told individuals in Africa—

(1) ''if you want your country to grow and succeed, you have to empower your women. And if you want to empower more women, America will be your partner''; and

(2) ''girls cannot go to school and grow up not knowing how to read or write—that denies the world future women engineers, future women doctors, future women business owners, future women presidents—that sets us all back'';

Whereas 2015 marked the 20th anniversary of the Fourth World Conference on Women, where 189 countries committed to integrating gender equality into each dimension of society;

Whereas 2016 will mark the 5-year anniversary of the establishment of the first United States National Action Plan on Women, Peace, and Security, which includes a comprehensive set of commitments by the United States to advance the meaningful participation of women in decisionmaking relating to matters of war or peace;

Whereas the first United States National Action Plan on Women, Peace, and Security states that, ''Deadly conflicts can be more effectively avoided, and peace can be best forged and sustained, when women become equal partners in all aspects of peace-building and conflict prevention, when their lives are protected, their experiences considered, and their voices heard.'';

Whereas there are 58 national action plans around the world, and there are 15 national action plans known to be in development;

Whereas at the White House Summit on Countering Violent Extremism in February 2015, leaders from more than 60 countries, multilateral bodies, civil society, and private sector organizations agreed to a comprehensive action agenda against violent extremism that—

(1) highlights the importance of the inclusion of women in countering the threat of violent extremism; and

(2) notes that ''women are partners in prevention and response, as well as agents of change'';

Whereas women remain underrepresented in conflict prevention and conflict resolution efforts, despite the proven success of women in conflict-affected regions in—

(1) moderating violent extremism;

(2) countering terrorism;

(3) resolving disputes through nonviolent mediation and negotiation; and

(4) stabilizing societies by improving access to peace and security—

(A) services;

(B) institutions; and

(C) venues for decisionmaking;

Whereas according to the United Nations, peace negotiations are more likely to end in a peace agreement when women's groups play an influential role in the negotiation process;

Whereas according to a study by the International Peace Institute, a peace agreement is 35 percent more likely to last at least 15 years if women participate in the development of the peace agreement;

Whereas according to the Bureau of International Narcotics and Law Enforcement Affairs of the Department of State, the full and meaningful participation of women in security forces vastly enhances the effectiveness of the security forces;

Whereas, on August 30, 2015, the Secretary of State and the Secretary of State for Foreign and Commonwealth Affairs of the United Kingdom highlighted, ''our goal must be to build societies in which sexual violence is treated—legally and by every institution of authority—as the serious and wholly intolerable crime that it is. We have seen global campaigns and calls to action draw attention to this issue and mobilize governments and organizations to act. But transformation requires the active participation of men and women everywhere. We must settle for nothing less than a united world saying no to sexual violence and yes to justice, fairness and peace.'';

Whereas according to the United Nations Children's Emergency Fund (referred to in this preamble as ''UNICEF''), in 2014—

(1) 700,000,000 women or girls had been married before the age of 18; and

(2) 250,000,000 women or girls had been married before the age of 15;

Whereas, on October 11, 2013, the President strongly condemned the practice of child marriage;

Whereas according to UNICEF—

(1) approximately ¼ of girls between the ages of 15 and 19 are victims of physical violence; and

(2) it is estimated that 1 in 3 women around the world has experienced some form of physical or sexual violence;

Whereas according to the 2012 report of the United Nations Office on Drugs and Crime entitled the ''Global Report on Trafficking in Persons''—

(1) adult women account for between 55 and 60 percent of all known trafficking victims worldwide; and

(2) adult women and girls account for approximately 75 percent of all known trafficking victims worldwide;

Whereas women in conflict zones are subjected to physical or sexual violence, including rape, other forms of sexual violence, and human trafficking;

Whereas 603,000,000 women live in countries in which domestic violence is not criminalized;

Whereas, on August 10, 2012, the President announced the United States Strategy to Prevent and Respond to Gender-Based Violence Globally, the first interagency strategy to address gender-based violence around the world;

Whereas, in December 2015, the Department of State released a report on the implementation of the United States Strategy to Prevent and Respond to Gender-Based Violence Globally that states, ''Addressing GBV is intimately tied to a range of global efforts that address gender equality and women's and girls' empowerment, whether in peacetime or in the midst of conflict. This includes addressing GBV as part of efforts to raise the status of adolescent girls and through women's economic empowerment activities.'';

Whereas the ability of women and girls to realize their full potential is critical to the ability of a country to achieve—

(1) strong and lasting economic growth; and

(2) political and social stability;

Whereas according to the United Nations Educational, Scientific, and Cultural Organization, ⅔ of the 775,000,000 illiterate individuals in the world are female;

Whereas according to the World Bank Group, 150,000,000 children currently enrolled in school will drop out before completing primary school, not less than 100,000,000 of whom are girls;

Whereas according to the United States Agency for International Development, in comparison with uneducated women, educated women are—

(1) less likely to marry as children; and

(2) more likely to have healthier families;

Whereas the goal of the United Nations Millennium Project to eliminate gender disparity in primary education was reached in most countries by 2015, but more work remains to achieve gender equality in primary education worldwide;

Whereas in September 2015 world leaders rededicated themselves to ending discrimination against women and girls and advancing equality for women worldwide;

Whereas according to the United Nations, women have access to fewer income earning opportunities and are more likely to manage the household or engage in agricultural work than men, making women more vulnerable to economic insecurity caused by—

(1) natural disasters; or

(2) long term changes in weather patterns;

Whereas according to the World Bank Group, women own or partially own more than ⅓ of small- and medium-sized enterprises in developing countries, and 40 percent of the global workforce is female, but female entrepreneurs and employers have disproportionately less access to capital and other financial services than men;

Whereas according to the United Nations, women earn less than men globally;

Whereas despite the achievements of individual female leaders—

(1) women around the world remain vastly underrepresented in—

(A) high-level positions; and

(B) national and local legislatures and governments; and

(2) according to the Inter-Parliamentary Union, women account for only 22 percent of national parliamentarians and 17.7 percent of government ministers;

Whereas according to the World Health Organization, during the period beginning in 1990 and ending in 2015, global maternal mortality decreased by approximately 44 percent, but approximately 830 women die from preventable causes relating to pregnancy or childbirth each day, and 99 percent of all maternal deaths occur in developing countries;

Whereas according to the World Health Organization—

(1) suicide is the leading cause of death for girls between the ages of 15 and 19; and

(2) complications from pregnancy or childbirth is the second-leading cause of death for those girls;

Whereas the Office of the United Nations High Commissioner for Refugees reports that approximately ½ of—

(1) refugees and internally displaced or stateless individuals are women; and

(2) the 59,500,000 displaced individuals in the world are women;

Whereas it is imperative—

(1) to alleviate violence and discrimination against women; and

(2) to afford women every opportunity to be full and productive members of their communities;

Whereas, on October 10, 2014, Malala Yousafzai became the youngest ever Nobel Peace Prize laureate for her work promoting the access of girls to education; and

Whereas March 8, 2016, is recognized as International Women's Day, a global day—

(1) to celebrate the economic, political, and social achievements of women in the past, present, and future; and

(2) to recognize the obstacles that women face in the struggle for equal rights and opportunities: Now, therefore, be it

Resolved, That the Senate—

(1) supports the goals of International Women's Day;

(2) recognizes that the empowerment of women is inextricably linked to the potential of a country to generate—

(A) economic growth;

(B) sustainable democracy; and

(C) inclusive security;

(3) recognizes and honors individuals in the United States and around the world, including women human rights defenders and civil society leaders, that have worked throughout history to ensure that women are guaranteed equality and basic human rights;

(4) reaffirms the commitment—

(A) to end discrimination and violence against women and girls;

(B) to ensure the safety and welfare of women and girls;

(C) to pursue policies that guarantee the basic human rights of women and girls worldwide; and

(D) to promote meaningful and significant participation of women in every aspect of society and community;

(5) supports sustainable, measurable, and global development that seeks to achieve gender equality and the empowerment of women; and

(6) encourages the people of the United States to observe International Women's Day with appropriate programs and activities.

Mr. INHOFE. Mr. President, I ask unanimous consent that the committee-reported amendment to the resolution be agreed to; the resolution, as amended, be agreed to; the committee-reported amendment to the preamble be agreed to; the preamble, as amended, be agreed to; and the motions to reconsider be considered made and laid upon the table with no intervening action or debate.

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

The committee-reported amendment in the nature of a substitute was agreed to.

The resolution (S. Res. 388), as amended, was agreed to.

The committee-reported amendment to the preamble in the nature of a substitute was agreed to.

The preamble, as amended, was agreed to.

RESOLUTIONS SUBMITTED TODAY

Mr. INHOFE. Mr. President, I ask unanimous consent that the Senate now proceed to the en bloc consideration of the following Senate resolutions which were submitted earlier today: S. Res. 419, S. Res. 420, S. Res. 421, S. Res. 422, S. Res. 423, and S. Res. 424.

The PRESIDING OFFICER. The clerk will report the resolutions by title.

The senior assistant legislative clerk read as follows:

A resolution (S. Res. 419) congratulating the University of North Dakota men's hockey team for winning the 2016 National Collegiate Athletic Association division I men's hockey championship.

A resolution (S. Res. 420) congratulating the 2016 national champion Augustana Vikings for their win in the 2016 National Collegiate Athletic Association Division II Men's Basketball Tournament.

A resolution (S. Res. 421) congratulating the University of Connecticut Women's Basketball Team for winning the 2016 National Collegiate Athletic Association Division I title.

A resolution (S. Res. 422) supporting the mission and goals of 2016 ''National Crime Victims' Rights Week,'' which include increasing public awareness of the rights, needs, concerns of, and services available to assist victims and survivors of crime in the United States.

A resolution (S. Res. 423) congratulating the University of Minnesota Women's Ice Hockey Team on winning the 2016 National Collegiate Athletic Association Women's Ice Hockey Championship.

A resolution (S. Res. 424) supporting the goals and ideals of Take Our Daughters And Sons To Work Day.

There being no objection, the Senate proceeded to consider the resolutions en bloc.

Mr. INHOFE. Mr. President, I ask unanimous consent that the resolutions be agreed to, the preambles be agreed to, and the motions to reconsider be laid upon the table en bloc.

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

The resolutions were agreed to.

The preambles were agreed to.

(The resolutions, with their preambles, are printed in today's RECORD under ''Submitted Resolutions.'')

RESOLUTIONS AT THE DESK

Mr. INHOFE. Mr. President, I ask unanimous consent that the Senate now proceed to the en bloc consideration of the following House concurrent resolutions, which are at the desk: H. Con. Res. 115, H. Con. Res. 117, and H. Con. Res. 120.

The PRESIDING OFFICER. The clerk will report the concurrent resolutions by title.

The senior assistant legislative clerk read as follows:

A concurrent resolution (H. Con. Res. 115) authorizing the use of Emancipation Hall in the Capitol Visitor Center for an event to celebrate the birthday of King Kamehameha I.

A concurrent resolution (H. Con. Res. 117) authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition.

A concurrent resolution (H. Con. Res. 120) authorizing the use of the Capitol Grounds for the 3rd Annual Fallen Firefighters Congressional Flag Presentation Ceremony.

There being no objection, the Senate proceeded to consider the concurrent resolutions en bloc.

Mr. INHOFE. Mr. President, I ask unanimous consent that the concurrent resolutions be agreed to and the motions to reconsider be laid upon the table en bloc.

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

The concurrent resolutions were agreed to.

ORDERS FOR THURSDAY, APRIL 14, 2016

Mr. INHOFE. Mr. President, I ask unanimous consent that when the Senate completes its business today, it adjourn until 9:30 a.m., Thursday, April 14; that following the prayer and pledge, the morning hour be deemed expired, the Journal of proceedings be approved to date, and the time for the two leaders be reserved for their use later in the day; further, that following leader remarks, the Senate resume consideration of H.R. 636.

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

ADJOURNMENT UNTIL 9:30 A.M. TOMORROW

Mr. INHOFE. Mr. President, if there is no further business to come before the Senate, I ask unanimous consent that it stand adjourned under the previous order.

There being no objection, the Senate, at 7:30 p.m., adjourned until Thursday, April 14, 2016, at 9:30 a.m.