

and other market crude prices would decline. Crude costs to (East Coast) and (Gulf Coast) refineries would be lower.

Here is the key sentence from this section:

Gasoline prices in all markets served by (East and Gulf Coast) refineries would be lower, including the Midwest.

So the Department of Energy in its report specifically states that the oil will be used in the United States—we are a net importer of crude oil—and that gas prices would be lower, not higher. As I said earlier, the State Department in the EIS said the job number will be 42,000, not 2,000.

The President then concludes the interview by essentially telling Canada what they should do in terms of their regulatory requirements. He says:

And there is no doubt that Canada at the source in those tar sands could potentially be doing more to mitigate carbon release.

The interviewer then asks:

And if they did, could that offset the concerns about the pipeline itself?

President Obama declines to indicate any specifics, but he says essentially all of that will go into the mix for the decision on whether to approve the Keystone XL Pipeline.

So here we are. After 5 years—after 5 years of delay, the President is talking about adding new requirements to the project. He is talking about adding those requirements in another country—our closest friend and ally, Canada—or I guess he is essentially saying he would turn down the project—a project that actually reduces greenhouse gas because there is less greenhouse gas if we move that oil by pipeline than if it is moved by truck, by train, or by tanker.

Furthermore, perhaps the biggest irony is that he is imposing this type of regulatory barrier at the same time he is on a jobs tour, which created some problems for his Cabinet members as well. For example, Jack Lew was on “Fox News Sunday” with Chris Wallace, and he got it wrong on Keystone as well last Sunday. The following is part of that transcript. Again, this was “Fox News Sunday” with Chris Wallace and Jack Lew. Wallace asked this question:

Let me ask you one question. If you’re so interested in creating more jobs, why not approve the Keystone Pipeline which would create tens of thousands of jobs, sir?

Lew responds:

Chris, I think, as you know, the Keystone Pipeline is being reviewed. It’s been in the process that was slowed down because—

Wallace then says:

Several years it’s being reviewed. I think what, three, four years.

Lew responds:

It was—there were some political games that were played that took it off the trail, past its completion. When Republicans put it out there as something that was put on a timetable where it could not be resolved, it caused a delay. We are getting to the end of the review and we’ll have to see where that review is. But I think playing political games with something like this is a mistake.

So he is saying that somehow the Republicans were playing political games and that slowed down the project and that is why it has been in review for 5 years. Five years it has been in review.

Well, as for Secretary Lew’s remarks on “Fox News Sunday,” we need only to let the facts—especially the dates—speak for themselves. Secretary Lew claimed that the Keystone XL project was delayed because Republicans politicized it. I would be happy to share with them a letter I received in the summer of 2011 from Secretary of State Hillary Clinton. In that letter the Secretary assured me that the Department was poised to make a permitting decision on the Keystone XL project by December of that year—December of 2011.

I have the letter here. It is dated July 26, 2011. It is addressed to Senator HOEVEN. It says: “Thank you for your letter regarding the proposed Keystone XL Pipeline.” It goes on to make various comments. The key line in the letter is this: “We expect to make a decision on whether to grant or deny the permit before the end of the year.” This is for the Keystone XL Pipeline project from, at that time, Secretary of State Clinton. Instead, however, during the 2012 Presidential election—less than a year away in November—President Obama intervened to postpone that decision until after the election. Then and only then did I press to seek legislatively for a timely decision on the Keystone XL Pipeline and introduced legislation, which we passed, calling for a decision within 60 days, which the President declined to make. So clearly the delay of 5 years is because the administration has refused to make a decision and not for any other reason.

It is not only time to make a decision on the Keystone Pipeline, it is far past time. That is exactly what the American people want. As a matter of fact, in a recent—the most recent poll on the Keystone Pipeline project, Harris Interactive Poll, 82 percent of Americans support approving the Keystone XL Pipeline—82 percent. The President has continued to review it and talk about more requirements. He has provided incorrect information on the jobs and whether the oil will be used here and the impact on gas prices. But 82 percent of Americans want this project approved.

It is about energy. It is about jobs. It is about economic activity. It is about energy security for our country. That is why, as I conclude here today, I wish to submit for the Senate RECORD today, along with Senator MARY LANDRIEU of Louisiana, a concurrent resolution expressing the sense of the Congress that construction of the Keystone XL Pipeline and the Federal approvals required for construction of the Keystone XL Pipeline are in the national interests of the United States. Essentially, with this concurrent resolution, what we are saying is that the Keystone XL Pipeline is in the national interests of the United States and that the administra-

tion needs to approve it. It is a bipartisan resolution, and we will seek to have it approved here in the Senate and approved in the House as well. This is in addition to bipartisan legislation I have already introduced which would approve the project congressionally.

The simple point is this: We need to keep the push on to get this project approved, whether it is with a joint resolution of Congress in support of the project, getting the President to make a decision and to make a favorable decision and to do it now instead of continuing to postpone after 5 years or whether Congress steps forward and approves the project directly through legislation I have already submitted.

We need to get this project done for the American people. It really is about jobs. It is about economic growth and activity. It is about energy for our country and getting this country to the point where we are energy independent, energy secure, where we don’t need to rely on oil from the Middle East. That is why 82 percent of Americans in the most recent poll across this country are saying this is the kind of project we need. Mr. President, step up and get it done for the American people.

AMENDMENTS SUBMITTED AND PROPOSED

SA 1832. Mr. KING (for himself and Ms. HEITKAMP) submitted an amendment intended to be proposed by him to the bill S. 1243, making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014, and for other purposes; which was ordered to lie on the table.

SA 1833. Ms. HEITKAMP submitted an amendment intended to be proposed by her to the bill S. 1243, supra; which was ordered to lie on the table.

SA 1834. Mr. SANDERS submitted an amendment intended to be proposed by him to the bill S. 1243, supra; which was ordered to lie on the table.

SA 1835. Mr. SANDERS submitted an amendment intended to be proposed by him to the bill S. 1243, supra; which was ordered to lie on the table.

SA 1836. Mr. DURBIN submitted an amendment intended to be proposed by him to the bill S. 1243, supra; which was ordered to lie on the table.

SA 1837. Mr. WHITEHOUSE submitted an amendment intended to be proposed by him to the bill S. 1243, supra; which was ordered to lie on the table.

SA 1838. Ms. MURKOWSKI submitted an amendment intended to be proposed by her to the bill S. 1243, supra; which was ordered to lie on the table.

SA 1839. Mr. PRYOR (for himself and Mr. BOOZMAN) submitted an amendment intended to be proposed by him to the bill S. 1243, supra; which was ordered to lie on the table.

TEXT OF AMENDMENTS

SA 1832. Mr. KING (for himself and Ms. HEITKAMP) submitted an amendment intended to be proposed by him to the bill S. 1243, making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the