

can manufacture every single one of those in Michigan.

When I look at the opportunities around new clean energy manufacturing, I see jobs in every single part for wind, for solar, for electric vehicles. Any of the areas around clean energy creates thousands of jobs.

It is about the future. Now is not the time to raise taxes on these companies. If we do not extend these tax cuts, that is exactly what is going to happen.

Our economy is slowly coming back, as we know, and manufacturing and clean energy business owners have been leading the way. There are nearly 2.7 million people whose jobs depend on this new part of our economy—the clean energy economy. These are good jobs. This is part of moving our country forward so we can compete successfully in the global economy and keep jobs here.

Right now we are in a race with China and Germany and other countries that want to lead the world in clean energy production. They have made clean energy manufacturing a top priority in their tax policy, in their investment strategy. We know, in fact, in China alone they are spending hundreds of millions of dollars every single day trying to beat us in the clean energy production business.

We should not turn our back on the American businesses that are fighting to compete with countries such as China. We should not turn our back on the millions of people whose jobs depend on the strength of these businesses. We should not turn our back on the opportunity to truly diversify our energy sources so we can get off foreign oil and not have to worry about what that price sign is at the pump.

I strongly urge my colleagues to join together on this amendment, to support it tomorrow, to provide certainty for our businesses and our job creators. This has wide backing from business, from labor organizations, from the environmental and clean energy community. It is a chance to come together and create some certainty for a very important and exciting new part of our economy that is critical for us as we climb out of this recession and create jobs for our American citizens.

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 Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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

#### MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT

The PRESIDING OFFICER. The Senate will now resume consideration of S. 1813, which the clerk will report.

The legislative clerk read as follows:

A bill (S. 1813) to reauthorize Federal-aid highway and highway safety construction programs, and for other purposes.

Pending:

Roberts amendment No. 1826, of a perfecting nature.

McCain modified amendment No. 1669, to enhance the natural quiet and safety of airspace of the Grand Canyon National Park.

Corker amendment No. 1785, to lower the FY13 discretionary budget authority cap as set in the Balanced Budget and Emergency Deficit Control Act of 1985 by \$20,000,000,000 in order to offset the general fund transfers to the Highway Trust Fund.

Corker amendment No. 1810, to ensure that the aggregate amount made available for transportation projects for a fiscal year does not exceed the estimated amount available for those projects in the Highway Trust Fund for the fiscal year.

Portman-Coburn amendment No. 1736, to free States to spend gas taxes on their transportation priorities.

Portman amendment No. 1742, to allow States to permit nonhighway uses in rest areas along any highway.

Coats (for Alexander) amendment No. 1779, to make technical corrections to certain provisions relating to overflights of National Parks.

Coats (for DeMint) amendment No. 1589, to amend the Internal Revenue Code of 1986 to terminate certain energy tax subsidies and lower the corporate income tax rate.

Coats (for DeMint) amendment No. 1756, to return to the individual States maximum discretionary authority and fiscal responsibility for all elements of the national surface transportation systems that are not within the direct purview of the Federal Government.

Coats-Lugar amendment No. 1517, to modify the apportionment formula to ensure that the percentage of apportioned funds received by a State is the same as the percentage of total gas taxes paid by the State.

Blunt-Casey amendment No. 1540, to modify the section relating to off-system bridges.

#### AMENDMENT NO. 1826, AS MODIFIED AND AMENDMENT NO. 1812, AS MODIFIED

Mr. REID. Madam President, I ask unanimous consent that the pending Roberts amendment No. 1826 be modified with the changes at the desk and that Senator STABENOW be permitted to modify her amendment No. 1812 with the changes that are at the desk; further, that at noon tomorrow, March 13, the Senate proceed to vote in relation to the amendments listed under the previous order and the following two amendments be the first amendments acted upon, with all other provisions of the previous order remaining in effect: DeMint amendment No. 1756 and Bingaman amendment No. 1759.

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

The amendment (No. 1826) is modified as follows:

#### SEC. 1013. EXCLUSION.

Section 0101 and Section 0102 shall not apply to the North Atlantic Planning area.

Ms. STABENOW. Madam President, on Thursday I voted for the Collins amendment No. 1660 to send a message that it is extremely important that Boiler MACT rules be done right. I have heard from manufacturers, paper companies, and the forestry industry all across the State of Michigan who rely on boilers in their plants. While I strongly support efforts to limit air pollution, I am concerned about the

impact of the proposed rules as they are now written on manufacturing businesses and jobs in Michigan.

This amendment is certainly not perfect. I have serious concerns about certain provisions such as the changes to the health-based approach that EPA uses to set emissions rules. This amendment also did not reflect the positive changes that the EPA has already made to the proposed rules. It is my intent to continue working with the EPA as they write their final rules to address the concerns that have been raised by Michigan employers—large and small—and to give our businesses the time necessary to comply with these new emissions rules.

It is critical that the EPA draft rules that protect our environment while also protecting our jobs and our economy.

#### MORNING BUSINESS

Mr. REID. Madam President, I ask unanimous consent that the Senate proceed to a period of morning business.

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

#### MIDWEST STORMS

Mr. MCCONNELL. Madam President, I come to the floor again today to resume a conversation with my colleagues about the incredible wave of destructive storms and tornadoes that ripped through my home State of Kentucky, along with several other States in the Midwest, on Friday March 2.

As I have already stated on this floor, these were very severe tornadoes, with at least 11 funnel clouds confirmed to have touched down in the Bluegrass State by the National Weather Service, blowing at wind speeds up to 125 miles per hour.

We now know that these deadly storms claimed 23 lives in Kentucky, and more than 300 were injured. We have heard stories like that of Stephanie Decker, currently in stable condition at the University Hospital of Louisville, who raced home during the storm just in time to hurry her 8-year-old son and 5-year-old daughter into the basement of their three-story, brick-and-stone house.

She covered their tiny bodies with her own as the tornado crashed the house down on top of them. Stephanie has lost one leg above the knee and the other above the ankle, but her children survived without a scratch.

The weekend immediately after the storms I visited the part of Kentucky that was arguably hardest hit by them, the town of West Liberty. The town is home to just 3,400 people—and all 3,400 lives have been thrown into chaos, as virtually the entire population had to be evacuated.

Churches, homes, schools, and businesses are reduced to rubble. The town courthouse and city hall are both in ruins. Basically, this once-thriving,