

John, who had virtually no experience in the energy sector, moved to Maine and joined Central Maine Power, or CMP, as CEO in 1984—as the company was confronting unparalleled challenges. It was also after he came to CMP that my husband, the former Governor of Maine Jock McKernan, and I first met John.

In Maine, John quickly demonstrated exceptional business acumen and quickly altered the discussion in Maine from one of confrontation to one of collaboration that involved regulators and the rest of the business community. He carried that experience forward to New England Electric Systems where he became a forceful voice for deregulation of the electricity markets in the 1990s. Always a strong proponent of increasing competitiveness in the electricity market, John realized that the electricity industry was on course toward a new paradigm when he remarked to the Bangor Daily News in 1995, “We’re on a route to increasing competition, and that is unlikely to be turned around.”

John steadfastly maintained that ideology throughout the rest of his career, and while he left Maine and New England for his work at Exelon and its predecessor, Unicom, he indisputably continued to influence public policy throughout the country—garnering him numerous industry accolades, including Edison Electric Institute’s Distinguished Leadership Award, the Keystone Center Leadership in Industry Award, Chicagoland Chamber of Commerce Burnham Award for Business and Civic Leadership, as well as an induction to the Chicago Business Hall of Fame. But most invaluable to the Nation has been his ever-steady and thoughtful commentary on the development of sensible policies that would reduce greenhouse gas emissions while providing certainty for business investments.

Rather than challenging regulations, John has led the effort to replace antiquated Clean Air Act rules with market-based solutions that provide environmental dividends at a reduced cost to industry and consumers. Specifically, as cochair of the National Commission on Energy Policy, he developed the report, “Ending the Energy Stalemate,” which called for increasing and reforming fuel economy standards, addressing climate change through a mandatory market-based trading program, and increasing the development and distribution of energy-efficient products.

Specifically, the report stated that, “improving passenger vehicle fuel economy is by far the most significant oil demand reduction measure proposed by the Commission.” As a coauthor of the “Ten-in-Ten” Fuel Economy Title of the 2007 Energy Independence and Security Act, I took these recommendations to heart, and with Senator FEINSTEIN, embarked on an initiative to achieve historic fuel economy standards based upon this law—which, given the increasing prices for gasoline, could not be more imperative.

However, John’s true expertise, starting with his initial effort to stop the campaign to close a nuclear plant in Maine, focuses on developing a regulatory environment that provides safe nuclear power to consumers. As the operator of the largest nuclear fleet in the United States, John has meticulously worked to address the current challenges confronting additional nuclear power in the United States, while also preemptively positioning the industry for unanticipated impediments. The American nuclear power fleet is the safest in the world in part because of his unparalleled contributions.

At a time when trust of institutions, companies, and public policymakers has eroded, it is difficult to lose John’s voice as a head of one of the most influential companies in the United States. John has always demonstrated a trust with his colleagues as well as policymakers, and I look forward to watching his continued contributions following his retirement as chief executive officer of Exelon.

I wish John and his wife, Jeanne, the very best in the next chapter of their lives, and I look forward to continuing to work with an individual who believes in cost-effective development of clean energy in the United States, is champion of competition, and is committed to responsibility throughout society.●

#### TRIBUTE TO JAMES McCORMICK

● Mr. ROCKEFELLER. Mr. President, last week, an extraordinary West Virginian, James McCormick, received a national award, Citizen Service Before Self Honors, from the Congressional Medal of Honor Foundation. This nonprofit is dedicated to education and awareness about the Congressional Medal of Honor. James McCormick was recognized by this distinguished group for his extraordinary commitment to his fellow veterans. Mr. McCormick returned from service and rather than thinking of just himself, he realized that his fellow veterans needed to work and they needed housing.

His deep understanding of the needs of returning veterans led to the creation of his nonprofit, Raising Cane Farms. The vision is simple but important. Raising Cane Farms is an organic, environmentally friendly farm located in Mason County, WV, that grows and market bamboo for multiple uses, including sales to manufacturers of bamboo products, produce sellers, restaurants, and landscapers. But beyond that, the farm will also serve as an educational facility and place to employ veterans and provide quality jobs in an outdoors, veteran-friendly environment using both the outdoors and fellowship with other veterans to help them recover from combat disabilities.

Raising Cane Farms has been helped by dedicated partners including the Farmer Veteran’s Coalition, FVC, that

provided support to clear the land, build roads, establish a watering system, and build a greenhouse. Other partners include Work Vessels for Veterans, which helped with funding for a trailer, marketing and Web development support, and important introductions to other veteran farmers including Veteran Farm’s pioneer Adam Burke.

As the longest serving member of the Senate Veterans’ Affairs Committee, I am deeply moved by the courage of our veterans and their ongoing service to our country and their colleagues. James McCormick is such an inspiration.●

#### MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Pate, one of his secretaries.

#### EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the appropriate committees.

(The nominations received today are printed at the end of the Senate proceedings.)

#### MESSAGES FROM THE HOUSE

At 12:50 p.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, in which it requests the concurrence of the Senate:

H.R. 5. An act to improve patient access to health care services and provide improved medical care by reducing the excessive burden the liability system places on the health care delivery system.

H.R. 1339. An act to designate the City of Salem, Massachusetts, as the Birthplace of the National Guard of the United States.

At 1:54 p.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 bill, in which it requests the concurrence of the Senate:

H.R. 4281. An act to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a multiyear law reauthorizing such programs.

#### ENROLLED BILL SIGNED

At 6:23 p.m., a message from the House of Representatives, delivered by Mr. Bias, one of its reading clerks, announced that the Speaker pro tempore (Mr. THORNBERRY) has signed the following enrolled bill:

H.R. 4281. An act to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a multiyear law reauthorizing such programs.