

no disconnecting the life cycle from the water cycle. If I can continue to remind people of this and motivate people to act on it, both our natural resources and our most precious resource, our children, will be better off. We are all at least 60 percent water, after all."

LCI is a federally recognized 501(c)(3) non-profit organization actively involved in shaping the future of Lake Champlain's water and fisheries health for the well-being of the people who depend on it today and tomorrow. To protect, restore, and revitalize Lake Champlain and its communities, LCI educates, advocates, and motivates to ensure that Lake Champlain is swimmable, drinkable, and fishable, understanding that healthy water resources are essential for a healthy economy and a healthy community.

The GMP-Zetterstrom Environmental Award, first presented in 2010 shortly after Zetterstrom's death, was created to honor her legacy and recognize others who follow her example. Past award recipients include Sally Laughlin, a leading wildlife advocate and scientist whose work was instrumental in restoring three species of endangered birds in Vermont; Michael Smith, the founder of Rutland's Pine Hill Park; Margaret Fowle, who leads Vermont's peregrine falcon restoration program; the Lake Champlain Committee, which for five decades has used science-based advocacy, education and collaboration to protect and improve Lake Champlain; and Kelly Stettner, who founded the Black River Action Team, which protects the Black River in southeastern Vermont; and Roy Pilcher, co-founder of Rutland County Audubon.

TRIBUTE TO AMBASSADOR PETER WESTMACOTT

Mr. LEAHY. Mr. President, I wanted to share with my friends in the Senate some news from across the pond. Sir Peter Westmacott, who served as British Ambassador to the United States from 2012 until January of this year, was recently bestowed the high honor of Knight Grand Cross of the Order of Saint Michael and Saint George for his services to British diplomacy. In other words, Sir Peter is now a "super knight."

Sir Peter has served British diplomatic interests at home and abroad for decades. His commitment and dedication to peaceful cooperation in the international community is unparalleled. Sir Peter first came to Washington, DC, as Counsellor for Political and Public Affairs in Washington, a position he held from 1993 to 1996, after which he returned home to serve as Director for the Americas at the Foreign and Commonwealth Office.

From 2002 to 2006, Sir Peter Westmacott served as Her Majesty's Ambassador to Turkey. His experience and unwavering commitment to diplomacy were instrumental as he navigated difficult and tragic waters following the November 2003 terrorist attack on the British Embassy in Turkey. He also fostered diplomatic discussions surrounding Turkey's candidacy as a member of the European Union. Beginning in 2007, Sir Peter served as Her Majesty's ambassador to France, where he promoted diplomacy, trade, and investments between France and the U.K.

During his time as Her Majesty's Ambassador to the United States, Sir Peter worked tirelessly to maintain and strengthen U.K.-U.S. relations and to promote diverse and inclusive cultures. His long career illustrates his deep belief in unity and that we, as nations, can accomplish more together than we could dream of achieving alone.

Marcelle and I are lucky to count Peter Westmacott and his wife, Susie, among our friends and are proud of him for earning this prestigious honor. I wanted to share with the Senate the full citation from the Queen's 2016 Birthday Honours for Diplomatic Services: "Peter Westmacott has successfully and relentlessly pursued British interests at the highest levels of international diplomacy, including over the last ten years through three important relationships for the UK—the USA, France and Turkey. He has used every aspect of modern diplomacy—political, prosperity, soft power and leadership—to deliver high impact outcomes for the UK. In each of these most recent roles he has faced difficult challenges to deliver for the UK whether it be deepening the bilateral relationship at the highest levels or persuading partners to work with the UK on difficult issues. He has been one of the UK's leading and most accomplished British Ambassadors of his generation."

I thank Peter and Susie for their many achievements and dedication to strengthening the special relationship between the United States and United Kingdom.

FAA CONTRACT TOWER PROGRAM

Mr. DAINES. Mr. President, I want to applaud the passage of the Federal Aviation Administration FAA Reauthorization, as it strengthens security, provides for critical aviation infrastructure, and maintains access to affordable travel for Montanans as well as the rest of the country. However, while many important provisions were addressed in the FAA reauthorization, improvements to the Federal Contract Tower Program that I advocated for were not included.

There are currently 253 airports in 46 States that participate in the Contract Tower Program, including three airports in my home State of Montana. The Contract Tower Program is a prime example of a successful government-industry partnership and provides safety and air traffic efficiency benefits to airports across our country.

The Bozeman, Kalispell, and Missoula airports in Montana count on the Contract Tower Program to provide essential and cost-effective services. That is why I introduced an amendment in the Senate passed FAA reauthorization bill that would protect contract towers and require the FAA to respond to airports when additional control staff and hours are needed. Unfortunately, this 14-month FAA authorization extension legislation does not

include this broadly supported provision.

Congress must take seriously the management of taxpayer dollars, and be good stewards of such. The Contract Tower Program is a clear example of a cost-efficient program that provides essential safety services. In fact, according to FAA statistics, towers in this program are responsible for 28 percent of air traffic and utilize only 14 percent of total funding.

Montanans are fully aware of the need for safe and reliable transportation services. They are also all too aware of the wasteful and careless spending by our Federal Government. Ensuring the Contract Tower Program is fully utilized is a commonsense solution that addresses both of these issues. I call on my Senate colleagues to join me in supporting this vital program.

CLIMATE CHANGE

Mrs. FEINSTEIN. Mr. President, I wish to speak about the importance of recognizing the reality of climate change.

The truth is that manmade climate change is real. This past May was the planet's warmest May in the 136-year history of weather records. In fact, the last 13 months in a row all set world records for hottest average temperatures. Last year was the planet's hottest recorded year, and the last two decades include the 19 hottest years on record. Sea levels rose 7 inches in the last century. And, since the beginning of the industrial era, the acidity of the oceans has increased by 26 percent, which could destabilize the food chain.

My own home State of California is seeing firsthand the effects of higher temperatures and changing precipitation patterns. We are in the midst of an epic drought, which scientists say has been made 15–20 percent worse due to human-induced changes in the climate. This has made a drought into a disaster. The wildfires in California are made even more terrifying by the hot, dry conditions. And the fire season now lasts 75 days longer than just 10 years ago, resulting in more and larger fires.

As urgent as this issue is, it is not a surprise. We have seen these changes coming from a long way off. Scientists employed by the oil company Exxon were warning the company's leadership about climate change as early as 1977, writing that: "There is general scientific agreement that the most likely manner in which mankind is influencing the global climate is through carbon dioxide release from the burning of fossil fuels."

Even before that, White House scientific advisers first cautioned about climate change in 1965, explaining that "almost certainly cause significant changes" and "could be deleterious from the point of view of human beings."

And as far back as 1956, the New York Times reported early evidence connecting climate change with greenhouse gases from fossil fuel combustion. That prescient article concluded with a sad commentary: "Coal and oil are still plentiful and cheap in many parts of the world, and there is every reason to believe that both will be consumed by industry as long as it pays to do so."

Despite the overwhelming scientific evidence, many in the Senate refuse to accept that climate change is caused by human activity. During the Keystone Pipeline debate at the end of 2014, a majority of Senators revealed they were in denial about climate change. Over the course of three votes on resolutions concerning climate change. All but one Senator could agree that climate change is "real." However, only 14 Republican Senators agreed that human activity contributes to climate change, and only five of those Republican Senators would agree that human activity significantly contributes to climate change. This denial of the link between our greenhouse gas emissions and climate change makes political action very difficult.

Several of my colleagues have spoken about organizations and industries that have actively contributed to the political denial of climate change. These coordinated campaigns to obscure the facts and defeat legislative solutions have succeeded in delaying action.

However, whether we act now to forestall the worst changes or we are forced to react to the refugees and the floods and the fires after the fact, there is no escaping that we must reckon with the reality of climate change.

Fortunately, we have already demonstrated that political progress is possible. For example, California has implemented several policies to address the problem, including a cap-and-trade program to return statewide emissions back to their 1990 levels by 2020, a renewable portfolio standard requiring 50 percent renewable electricity by 2030, regulations to double energy efficiency by 2030, a low-carbon fuel standard to reduce greenhouse gas emissions from transportation fuels at least 10 percent by 2020, and a program to reach 1 million zero-emission vehicles by 2020.

Here is the thing: Even as California is implementing these policies, the State continues to grow. The State's economy grew by 2.8 percent last year, and unemployment was reduced by 1.3 percent. Both of those figures are better than the national average.

Combating climate change will grow our national economy; ignoring the reality will only weaken it. We will all be forced to recognize the reality of climate change sooner or later. The faster we act, the easier it will be to avoid catastrophic disasters, disruptions, and dislocations.

This problem requires the sincere, informed collaboration individuals, businesses, and every level of government.

It is hard to undertake such a collaboration, however, when well-financed special interests dig in their heels, and place profits over the public's needs.

We are out of time.

Let's end the denial of climate change and start building sustainable energy, water, and transportation infrastructure. This transformation will be good for our businesses and communities, and it is what the next generation needs.

100TH ANNIVERSARY OF THE FARM CREDIT SYSTEM

Mr. CARPER. Mr. President, today I wish to celebrate the 100th anniversary of the Farm Credit System and to recognize the important contributions of the Mid Atlantic Farm Credit to Delaware's farmers and communities.

When President Woodrow Wilson signed the Federal Farm Loan Act of 1916, he created a robust and reliable source of credit for American farmers and ranchers that would come to serve our rural communities for a century. Since its founding, the Farm Credit has supported farming operations large and small and served as a lifeline for farmers in the face of tremendous hardships—including the Great Depression, the Second World War, and the farm crisis of the 1980s.

Today, the Farm Credit System supports farmers and ranchers with a wide variety of financial services, including crop insurance, appraisal service, life insurance, and the leasing of farm-related vehicles. By providing farm operations with the financial trust and support they need to get up and running or survive and thrive through difficult times, the Farm Credit System has been crucial to the ongoing success of our farmers, rural communities, local economies, and national agriculture sector. The partnership of the Farm Credit System with communities across the Nation throughout the last century has helped to build our country's vibrant and thriving agriculture sector.

Across the country, the Farm Credit System continues to do a great deal of good for the farmers and farm families who need help the most, ensuring that farmers who are young, beginners, or own a small plot have the financial footing they need to embark on the difficult yet rewarding experience of starting their own farm operation. By supporting organizations such as 4-H and the Future Farmers of America, the Farm Credit System is working to make a brighter future for our farmers in the generations to come.

In Delaware, farms and communities rely on the Mid Atlantic Farm Credit for those essential services. With 17 branches across Delaware and our neighboring States of Maryland, Pennsylvania, and Virginia, the Mid Atlantic Farm Credit supports over 11,000 members and today has more than \$2.5 billion in outstanding trust. The folks there have made a great impact on the

communities they serve, providing scholarships, sponsorships, and their own interactive educational learning system to continuously support the families and businesses they work with. The Mid Atlantic Farm Credit's dedication and commitment to their customers goes above and beyond their responsibilities in agriculture credit and funding.

I am delighted and honored to recognize the Mid Atlantic Farm Credit and the Farm Credit System, which for the past 100 years has helped meet the credit and financial service needs of rural communities and allowed American agriculture to flourish in Delaware and across these United States of America.

RECOGNIZING THE WYOMING AIR NATIONAL GUARD

Mr. BARRASSO. Mr. President, it is a privilege to recognize the Wyoming Air National Guard as it celebrates its 70th anniversary.

The Wyoming Air National Guard boasts a legacy of service that spans decades—and generations. Since its formation, dedicated men and women from communities throughout Wyoming have provided essential support to our State, Nation, and world during times of trial. This rich history illustrates Wyoming's devotion and commitment to serving our Nation.

The Wyoming Air National Guard was organized in Cheyenne on August 10, 1946, and designated the 187th Fighter Group. Three years after formation, the 187th was tested. During the Great Blizzard of 1949, the Guard took to the air to aid stranded ranchers, travelers, and residents in central and southeastern Wyoming. Operations Snowbound and Haylift included more than 200 flyovers to provide much-needed supplies, such as food and medicine, to those stranded below. In addition, members of the 187th provided over 550 tons of hay to livestock.

The members of the Wyoming Air National Guard have provided mission support in nearly every national military campaign. During the Korean conflict, Wyoming pilots served around the world in Germany, Japan, and South Korea, flying over 1,500 combat missions.

The Guard also served valiantly in the face of other major military conflicts. In 1953, under the threat of nuclear war, the 187th Fighter Group was redesignated as the 187th Fighter Interceptor Squadron. The squadron's members trained relentlessly and routinely executed 5-minute simulation drills to prepare for attacks from Russian bombers.

During the Vietnam war, the Air Guard flew combat zone missions in Southeast Asia. In 1966, the group was designated as the 153rd Military Airlift Group and later as the 153rd Aeromedical Airlift Group. Throughout the grueling conflict, Wyoming airmen flew dangerous missions through rough