

Kildee	Miller, George	Schauer
Kilpatrick (MI)	Minnick	Schiff
Kilroy	Mitchell	Schock
Kind	Mollohan	Schrader
King (IA)	Moore (KS)	Schwartz
King (NY)	Moore (WI)	Scott (GA)
Kingston	Moran (KS)	Scott (VA)
Kirk	Moran (VA)	Sensenbrenner
Kirkpatrick (AZ)	Murphy (CT)	Serrano
Kissell	Murphy (NY)	Sessions
Klein (FL)	Murphy, Patrick	Shadegg
Kline (MN)	Murphy, Tim	Shea-Porter
Kosmas	Murtha	Sherman
Kratovil	Myrick	Shimkus
Kucinich	Nadler (NY)	Shuler
Lamborn	Napolitano	Shuster
Lance	Neugebauer	Simpson
Langevin	Nunes	Sires
Larsen (WA)	Nye	Skelton
Larson (CT)	Oberstar	Slaughter
Latham	Obey	Smith (NE)
LaTourette	Olson	Smith (NJ)
Latta	Olver	Smith (TX)
Lee (CA)	Ortiz	Smith (WA)
Lee (NY)	Pallone	Snyder
Levin	Pascarella	Souder
Lewis (CA)	Pastor (AZ)	Space
Lewis (GA)	Paul	Speier
Linder	Paulsen	Spratt
Lipinski	Payne	Stark
LoBiondo	Pence	Stupak
Loeback	Perlmutter	Sullivan
Lowey	Perrillo	Sutton
Lucas	Peters	Taylor
Luetkemeyer	Peterson	Teague
Lujan	Petri	Terry
Lummis	Pingree (ME)	Thompson (CA)
Lungren, Daniel	Pitts	Thompson (MS)
E.	Platts	Thompson (PA)
Lynch	Poe (TX)	Thornberry
Mack	Polis (CO)	Tiahrt
Maffei	Pomeroy	Tiberi
Maloney	Posey	Tierney
Manzullo	Price (NC)	Titus
Marchant	Putnam	Tonko
Markey (CO)	Quigley	Towns
Markey (MA)	Radanovich	Tsongas
Marshall	Rahall	Turner
Massa	Rangel	Upton
Matheson	Rehberg	Van Hollen
Matsui	Reichert	Velázquez
McCarthy (CA)	Reyes	Visclosky
McCarthy (NY)	Richardson	Walden
McCaul	Rodriguez	Walz
McClintock	Roe (TN)	Wamp
McCollum	Rogers (AL)	Wasserman
McCotter	Rogers (KY)	Schultz
McDermott	Rogers (MI)	Waters
McGovern	Rohrabacher	Watson
McHenry	Rooney	Watt
McIntyre	Ros-Lehtinen	Waxman
McKeon	Roskam	Weiner
McMahon	Ross	Welch
McMorris	Rothman (NJ)	Westmoreland
Rodgers	Roybal-Allard	Wexler
McNerney	Royce	Whitfield
Meek (FL)	Ruppersberger	Wilson (OH)
Meeks (NY)	Rush	Wilson (SC)
Melancon	Ryan (OH)	Wittman
Mica	Ryan (WI)	Wolf
Michaud	Salazar	Woolsey
Miller (FL)	Sanchez, Loretta	Wu
Miller (MI)	Sarbanes	Yarmuth
Miller (NC)	Scalise	Young (AK)
Miller, Gary	Schakowsky	Young (FL)

NOT VOTING—18

Barrett (SC)	Culberson	Sánchez, Linda
Bishop (GA)	Higgins	T.
Bonner	Lofgren, Zoe	Schmidt
Capps	McHugh	Sestak
Cardoza	Neal (MA)	Stearns
Conyers	Price (GA)	Tanner
Costa		

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). Members are reminded there are 2 minutes remaining in this vote.

□ 1243

So (two-thirds being in the affirmative) the rules were suspended and the resolution, as amended, was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

REMOVAL OF NAME OF MEMBER
AS COSPONSOR OF H.R. 3251

Ms. FALLIN. Madam Speaker, I ask unanimous consent to remove my name as a cosponsor for H.R. 3251.

The SPEAKER pro tempore (Ms. BALDWIN). Is there objection to the request of the gentlewoman from Oklahoma?

There was no objection.

□ 1245

GENERAL LEAVE

Mr. GORDON of Tennessee. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on the bill, H.R. 3246.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Tennessee?

There was no objection.

ADVANCED VEHICLE TECHNOLOGY
ACT OF 2009

The SPEAKER pro tempore. Pursuant to House Resolution 745 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the consideration of the bill, H.R. 3246.

□ 1245

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 3246) to provide for a program of research, development, demonstration and commercial application in vehicle technologies at the Department of Energy, with Mr. PIERLUISI in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Tennessee (Mr. GORDON) and the gentleman from Texas (Mr. HALL) each will control 30 minutes.

The Chair recognizes the gentleman from Tennessee.

Mr. GORDON of Tennessee. Mr. Chairman, I yield myself such time as I may consume.

H.R. 3246, the Advanced Vehicle Technology Act of 2009, is authored by the gentleman from Michigan (Mr. PETERS) and co-sponsored by our colleague from Illinois (Mrs. BIGGERT). This legislation provides a comprehensive authorization for long-term, sustained funding of public-private vehicle research, development, demonstration and commercial application activities in the Department of Energy Vehicle Technologies Program.

From passenger cars to heavy duty long-haul trucks, we are all aware of the economic, environmental, and stra-

tegic importance of diversifying our Nation's vehicle sector through innovation in cleaner and more efficient technologies.

However, the current economic situation has made it all the more difficult for companies to invest in the research and technology development to get us there. Department of Energy programs play an invaluable role in filling this critical gap.

This bill provides a critical foundation of support to ensure U.S. leadership in developing and producing the next generation of advanced vehicle technologies. The bill instructs the Secretary to continue support for longer-term higher-risk technologies such as hydrogen, while recognizing the importance of research in areas that can deliver significant improvements in the near term, such as vehicle electrification.

It also makes important investments in areas such as vehicle manufacturing and medium- to heavy-duty vehicles research. It accomplishes this goal through continued partnership with industry and strengthened DOE coordination with other Federal research agencies.

This is a bipartisan bill reported from the Science and Technology Committee which incorporated a number of our Republican colleagues' suggestions. It follows on recommendations of the National Academies of Science and a diverse group of stakeholders and is endorsed by the likes of the Alliance of Automobile Manufacturers, GM, Ford, Chrysler, the UAW, Motor and Equipment Manufacturers Association, the National Association of Manufacturers, and the U.S. Chamber of Commerce, among many others.

After a very productive and bipartisan process in the committee, I am looking forward to a constructive floor debate and passage of this very important bill.

Mr. Chairman, I reserve the balance of my time.

Mr. HALL of Texas. Mr. Chairman, I yield myself such time as I may consume.

I rise today in support of H.R. 3246, the Advanced Vehicle Technology Act of 2009. It has the stated objective to develop technologies that improve efficiency and emissions of vehicles, reduces reliance on petroleum, and supports vehicle manufacturing in the United States. Among other things, it develops cost-effective vehicle technologies for wide-scale utilization, enhanced commercial and passenger vehicle performance, allows for greater consumer choice, shortens technology penetration times, ensures balance and diversity in Federal R&D investment, strengthens public-private R&D partnerships, and probably many other things.

I would like to thank Congressman PETERS for the good job he did working with us and working with the Science

Committee on this bill, and for incorporating our suggestions and the suggestions of our chairman into his manager's amendment for ways to improve the bill during the full committee markup, including a provision in Title I that requires the Secretary to ensure that activities do not duplicate those of other programs within the Department of Energy or other relevant research agencies. In our country's tough financial situation, we want to ensure that taxpayer dollars are being used efficiently and responsibly and not being wasted or mismanaged as well.

The manager's amendment, agreed to in the full committee, included bipartisan language supportive of applied and basic research and development of hydrogen and natural gas vehicle technologies.

Congressman TEAGUE offered an amendment that seemed to reiterate the spirit of comity, but it was unfortunately not made in order by a party-line vote at the Rules Committee hearing yesterday.

As I said during the full committee markup, the cost of the bill gives me some pause; but I understand the costs associated with the level, degree, and scope of the bill that deals with research, development, and commercial application activities on materials, technologies, and processes of not only passenger vehicles, but also medium-to heavy-duty commercial and transit vehicles, including long-haul class 8 truck and trailer platforms.

With that said, I plan to vote on an amendment that will be offered by Representative BROUN of Georgia to reduce the authorization amount in the bill by \$650 million.

The transportation sector uses 67.9 percent of the petroleum that is used in our country. If we want to reduce or wean our dependence on foreign sources of oil, we are going to need technological advances in the vehicles that Americans drive to help us reach that goal. The bill before us today will certainly help to achieve these advances.

I reserve the balance of my time.

Mr. GORDON of Tennessee. Mr. Chairman, I yield 3 minutes to the author of this excellent piece of legislation, Mr. GARY PETERS from Michigan, and concur with Mr. HALL in saying that he did a terrific job in reaching out to all parties to make this a bipartisan bill that has great support both here in Congress, as well as throughout industry.

Mr. PETERS. Mr. Chairman, I thank Chairman GORDON for those kind words.

It is no secret that the global economic crisis has had an absolutely devastating impact on the automobile industry. Automobile and truck manufacturers and parts suppliers around the globe are struggling to deal with substantially decreased demand in vehicle sales.

At the same time, we are in the midst of a transformation to a more

energy-independent economy which will require the production of new vehicle technologies that will increase fuel efficiency and reduce harmful emissions. Development of advanced technologies for both heavy duty trucks and passenger vehicles is of vital national interest and requires a coordinated effort at the Federal level.

That is why I am proud to have worked with Chairman GORDON to introduce the Advanced Vehicle Technology Act of 2009. This legislation will build upon the current research efforts of the Department of Energy and the private sector by providing an increased Federal investment in passenger and heavy duty vehicle research and development.

By directing the Department of Energy to partner with industry stakeholders and agencies across the Federal Government, the bill will ensure that our investment leverages the maximum amount of talent and innovation and leads to faster development of new technologies that will help us meet our energy challenges and promote American innovation in the advanced vehicle technologies field.

There is intense global competition right now to determine which countries will produce the cars and trucks of the future. There is no doubt that in the years ahead more Americans will be driving hybrids, plug-in hybrids, battery electric vehicles, and cars and trucks powered by hydrogen fuel cells. The only question is whether these new technologies will be researched, developed, and manufactured here in United States, creating American jobs, or whether this technology will be built overseas. The Advanced Vehicle Technology Act will help ensure that the American automobile industry will continue to be globally competitive and that we as a Nation will not trade our dependence on foreign oil for a dependence on foreign batteries and other emerging technology.

This legislation has strong support from industry. It has been endorsed by the United States Chamber of Commerce and by the National Association of Manufacturers, who understand how important it is for our Nation to maintain its competitiveness in research and development and emerging technology in order to preserve our manufacturing base.

H.R. 3246 has been endorsed by the Alliance of Automobile Manufacturers and by individual automakers like Chrysler, General Motors, Ford, and Daimler. It is strongly supported by the Motor and Equipment Manufacturers Association, which is the industry trade group representing auto parts suppliers, as well as key suppliers based in my congressional district like ArvinMeritor, Magna International, Delphi and Bosch.

I am also proud to report that this bill has the support of organized labor, including my good friends at the United Auto Workers, and from the environmental community as well, in-

cluding such organizations as the League of Conservation Voters, the Natural Resources Defense Council, and the Sierra Club.

The CHAIR. The gentleman's time has expired.

Mr. GORDON of Tennessee. I yield the gentleman an additional 30 seconds.

Mr. PETERS. This bill's broad support includes the steel industry, which is excited by the opportunities this legislation will create for them to partner with the Federal Government on research projects that will continue to make steel lighter and stronger. High-mileage cars will need to reduce weight while keeping passengers safe, and the steel industry can and must play an important role in helping us achieve that goal.

I thank Chairman GORDON and his staff for leadership on this legislation and for their helpfulness to both me and to my staff. And I would also like to thank my Republican colleagues on the Science Committee, especially Mrs. BIGGERT, for working with me to improve this important bill. And I would also like to thank the Democratic leadership, and in particular Majority Leader HOYER, for working on this bill.

The Advanced Vehicle Technology Act will help reduce our Nation's dependence on foreign oil and preserve and create manufacturing jobs in Michigan and across the country. I encourage my colleagues to support H.R. 3246.

Mr. HALL of Texas. Mr. Chairman, I yield 5 minutes to the gentleman from Indiana (Mr. SOUDER).

(Mr. SOUDER asked and was given permission to revise and extend his remarks.)

Mr. SOUDER. Mr. Chairman, I want to thank my friend from Texas.

I strongly support this bill, but I do so with some reservations. I would like to discuss some of the pressures that the government has put on a region like mine. My district is number one in manufacturing jobs and number one in percent in manufacturing, and actually gained slightly over number two last year because we lost fewer jobs than other areas of the country in manufacturing.

Without core value-added industries, our country is in deep trouble. I grew up in retailing. Retailing and service industry and so on circulate the money among themselves. To add value to our country, it can be in software, it can be in manufacturing or agriculture, but it has to be something that has a value-added addition to the economy.

Now, the challenge we have in our country, for a variety of reasons, to improve our environment, to improve the safety of our workers, to make sure we have pensions and health care, our costs have soared compared to our international competition because government has put additional pressures because we as a society felt they should be there.

But that means as the companies in my district go to make a product, they

start with costs that are higher than other countries start in their costs. We then watch China cheat on the currency, anywhere from 20 to 80 percent, and we expect our manufacturers who are already disadvantaged in price competition to compete with countries that don't even play fair in international currency that further artificially lower their prices.

□ 1300

Now the challenge we have is that when we make a car or a pickup, we start with a huge disadvantage in price, and then compound that with currency changes, and then we wind up trying to sell more value-added units. In other words, just like a house gets most of the profits from adding a bigger kitchen, a bigger bedroom, we get value from making bigger cars, making bigger trucks, making SUVs and vans, in order to pay pensions and health care.

Then, all of a sudden, the world shifts. We start to mandate that you're going to have to get higher mileage. And where are we to get R&D dollars to do that? How are we to reduce the cost to be able to compete; that as we look at the cap-and-tax bill in my area, the number one manufacturing area, we're 85 percent coal and 15 percent nuclear. We don't have a lot of wind and solar that's going to be able to employ many of these people who had a middle class lifestyle, the American Dream, because they worked at these different factories, they worked to upgrade them. They're doing every lean management technique they can possibly do in these companies. How are they supposed to keep their jobs if we raise the energy costs in the manufacturing area of the United States?

It's not an accident that the four districts hardest hit are my district, Congressman DONNELLY's in the South Bend area, Congressman LATTA, just over to the other side of Ohio, and Congressman JORDAN's, because of the energy use we have, combined with the heavy manufacturing.

Then we look at additional health care costs on these companies. The question becomes how to survive. They have no dollars for the R&D to meet these new demands. A bill like this, then, becomes essential. We don't really have money right now to spend. In case anybody hasn't figured out, we have incredible deficits.

I don't believe that this is really the role predominantly for the Federal Government to do. But I'm now left representing a district that, unless the Federal Government does this, and having piled on the mandates and having allowed China to cheat in international trade, unless we do this, I don't know how we survive. I don't know how the people in my district survive.

This program authorizes \$2.85 billion to conduct vehicle research and development. It has \$1.75 billion to create a new demonstration program to find

commercial applications to reduce or eliminate petroleum use and emissions in passenger and commercial vehicles. There's \$1.1 billion to implement a similar program that applies to medium- and heavy-duty commercial vehicles.

I first want to thank my neighbor, friend, and colleague—it shows that you can do things in a bipartisan way—Congressman JOE DONNELLY, along with Congressman DEFAZIO, for making sure that RVs were included in this. Between us, we have 58 percent—between JOE and I, and then Congressman DEFAZIO has another chunk—of the RV industry in America.

This is a huge challenge. Guess what? Not only do you have these motor homes, of which 12 percent, I believe, of American people own either a towable or a mobile home, but you have to have a big vehicle to tow them. You can't tow them with a little, tiny car. We've got to figure out how we're going to deal with the mileage in that.

I also have the largest pickup plant in the United States, a Silverado and Sierra pickup plant that's actually getting a plus-up that is heavily robotics. But they need the technology, even though they're some of the most efficient pickups sold by any company. If they're going to compete with the mileage standards and GM is going to survive, they need to find new breakthroughs.

Navistar has just contracted to build electric delivery trucks in an abandoned RV plant in Elkhart County in Wakarusa, in my district. Alcoa, in Auburn, in my district, is working with aluminum to try to reduce the weight of the vehicles.

The CHAIR. The time of the gentleman has expired.

Mr. HALL of Texas. Mr. Chairman, I'm glad to yield 3 more minutes to the gentleman, knowing of his interest in the RV industry, and his support.

Mr. SOUDER. As we heard in steel, in my area I have two massive SDI, Steel Dynamics plants, as well as a whole bunch of supplementary facilities from OmniSource and others who provide recycled steel to them.

I have five Nucor facilities in my district, that if our steel is going to compete and get the weight down and get different methods, we're going to have to have more innovation and research.

Navistar also at this point has around 1,350 to 1,500 jobs in my area doing engineering and designing big trucks, military vehicles. We have a challenge in this in the military area, too, because the Humvee is done in Congressman DONNELLY's district, but the engine blocks and the hood and a lot of those parts that we're constantly struggling with on weight, are in my district as well.

I rise in support of this bill, even though I'm reluctant to have the government take over big parts of the R&D industry. We're in fact seeing other countries do this around the world. I don't know how we're going to

achieve our goals to become greener, to get more efficient vehicles to help save our industrial base in the United States, if we don't do this.

So I rise in support of this. It's why the manufacturing groups support it, why the Chamber supports it, it's why the unions support it, because without some assistance it is not clear how in the world we're going to save the manufacturing jobs in America that are so critical to the industrial base.

And one last point. The industrial base that does the trucks, that does the RVs, that does the pickups, also does our military. And if we don't have the basic core manufacturing, it is not clear how we stay an independent Nation.

Mr. GORDON of Tennessee. Mr. Chairman, I yield such time as he may consume to the dean of the United States House of Representatives, and my mentor, the gentleman from Michigan (Mr. DINGELL).

(Mr. DINGELL asked and was given permission to revise and extend his remarks.)

Mr. DINGELL. I rise to thank my dear friend, the gentleman from Tennessee, for his courtesy to me and for the expeditious way in which he has handled this bill. The Nation owes him a debt for this and for many other things. And I thank him.

I also rise in strong support of H.R. 3246, the Advanced Vehicle Technology Act of 2009. I want to commend my colleague from Michigan, Mr. PETERS, for the superb work that he and his staff have done on this important piece of legislation. And I want to also thank my colleagues on the Republican side, including the Republican coauthors and my good friend, the ranking minority member of the committee, the gentleman from Texas (Mr. HALL).

The bill that we consider today is going to help America to grasp the new technology in automobile manufacturing and save jobs and opportunities for our people in the future.

It will augment the Department of Energy's ability to research and to develop advanced technologies, which are necessary for the fuel-efficient vehicles of tomorrow. I take no small degree of personal interest in this subject, as several of the companies, such as A123 Systems, are located in my district, and they will produce new types of technologies under H.R. 3246 which will help them to foster these efforts, which are so much in our national interest.

Not only do these technologies have the potential to reduce vehicle fleet emissions and national fuel consumption, freeing us from dependence on foreign oil, but also their production represents a growth industry, something of which my home State, Michigan, and which the entire country is in great need. H.R. 3246 is therefore both an environmental and an economic blessing.

I urge my colleagues to vote in support of H.R. 3246, and I commend, again, my dear friend from Tennessee

and my friend from Michigan for their authorship and for their leadership of this important matter.

Mr. HALL of Texas. Mr. Chairman, I continue to reserve the balance of my time.

Mr. GORDON of Tennessee. Mr. Chairman, I yield 1½ minutes to my friend, the gentleman from Connecticut (Mr. LARSON).

Mr. LARSON of Connecticut. Thank you, Mr. Chairman. I rise in strong support of H.R. 3246, the Advanced Vehicle Technology Act, and I want to especially applaud Congressman PETERS and Chairman GORDON, who I have had the honor to serve with on the Science Committee, and the distinguished ranking member, Mr. HALL, for his continued and outstanding commitment to science and technology and innovation. That's what moves the Nation forward. It's where his political career has been invested, in making sure that we continue to see America be the preeminent military, social, cultural, and economic leader in the world, and largely because of the embrace of technology and innovation like fuel cell technology.

We know, for example, that every time we replace a gasoline-powered bus with a fuel cell bus, it's equal to removing 77 cars from our roadways.

Hydrogen and fuel cell industries support in Connecticut some 2,100 jobs. With the vision that the chairman has laid out, that will only increase and expand across this country.

We had a young visionary President in the sixties who said that we could put a man on the moon within 10 years. We actually did it in nine. With this technology embracing the most abundant element in the universe, you can't tell me that we can't heat and cool our buildings and get people back and forth to their jobs if we make the appropriate investment.

When you look at the certification from NASA of our ability to utilize fuel cell technology in flight and also in our space station, you understand the great potential that it has. But unless you have the backing of a visionary leader like BART GORDON, it will not come to fruition.

The CHAIR. The time of the gentleman has expired.

Mr. GORDON of Tennessee. I yield the gentleman an additional 30 seconds.

Mr. LARSON of Connecticut. So, again, Mr. Chairman, I would like to thank you and the committee for your commitment to this very important technology that seeks to advance our country and wean ourselves from dependency on foreign nations and help bring our troops home.

Mr. HALL of Texas. May I ask how much time I have? I continue to reserve, and I want to see if I might let the chairman have some of my time, if he needs it. He apparently has half a dozen or so other speakers over there.

The CHAIR. The gentleman from Texas has 21½ minutes.

Mr. HALL of Texas. I reserve the balance of my time.

Mr. GORDON of Tennessee. Thank you, Mr. HALL. Mr. Chairman, I yield 2 minutes to a member of our committee, the gentleman from New York (Mr. TONKO).

Mr. TONKO. I rise today in support of H.R. 3246, the Advanced Vehicle Technology Act. H.R. 3246 supports the key public policy goals of improving our Nation's energy security and our environment. Specifically, this legislation encourages research and development for a diverse range of near-term and long-term vehicle electrification technologies that will improve vehicle fuel efficiency, reduce emissions, and support the United States manufacturing and American workers.

We must address our energy problems as we continue to address our economic problems. By doing so, I believe we can ensure that while our economy recovers, we will be competitive and secure in the energy sector as well. The passage of H.R. 3246 is indeed vital to addressing both of these concerns.

As Congress moves through this session, we must continue to pass policies that will promote energy efficiency—policies which drill and mine efficiencies as we previously drilled for oil and mined for coal.

Finally, we must continue to invest in research and development to ensure that our United States are at the forefront of the energy revolution: Creating jobs, embracing intellectual capacity, and promoting clean domestic energy.

I urge my colleagues to join me today and vote in favor of H.R. 3246. I commend the sponsor for his vision.

Mr. HALL of Texas. Mr. Chairman, I yield 3 minutes to the gentlewoman from Illinois (Mrs. BIGGERT).

Mrs. BIGGERT. I thank the gentleman for yielding, Mr. Chairman. I rise in support of H.R. 3246, the Advanced Vehicle Technology Act, and I'd like to thank the chairman of the committee, Mr. GORDON, and the ranking member, Mr. HALL, and my colleague particularly, Mr. PETERS, for bringing to the floor such a good bill.

H.R. 3246 will advance technologies of the future by reauthorizing the Department of Energy's vehicle technology program and build on an existing energy infrastructure to demonstrate and deploy more fuel-efficient automobiles and heavy equipment.

Over the years, the Department of Energy has worked with the industry to develop, demonstrate, and deploy vehicle technologies for automobiles and heavy-duty vehicles. Some of those research needs have been addressed through public-private research programs like the 21st Century Truck Partnership, the FreedomCAR, and Hydrogen Fuel Initiatives.

Unfortunately, in the past, our research priorities have shifted inconsistently between passenger and heavy-duty vehicles. As a result, many long-term goals remain unfulfilled.

□ 1315

H.R. 3246 offers the research parity and focus to advance technologies all across transportation sectors by including medium- to heavy-duty trucks and nonroad equipment. While the total number of heavy trucks is small compared to passenger vehicles, their fuel consumption and emissions justify a consistent investment in basic research and development of hybrid models and other advanced truck technologies. There is no one-size-fits-all approach that will address the unique needs and demands on construction, industrial and agricultural equipment. Therefore, we must examine the full range of components within nonroad equipment systems to produce the greatest overall efficiency benefits at the least cost.

I know everyone here recognizes the essential role nonroad equipment plays in improving our infrastructure. Fuel remains a primary driver in the cost of major construction and infrastructure projects. With advances in nonroad equipment technologies, we will further our drive for efficiency and fuel savings beyond the engine alone so that we can see tremendous benefits in project productivity and energy efficiency.

For these reasons, Mr. Chair, I support H.R. 3246 and urge my colleagues to do the same.

Mr. GORDON of Tennessee. Mr. Chairman, I yield 3 minutes to the champion for Cash for Clunkers, the gentlelady from Ohio (Ms. SUTTON).

Ms. SUTTON. I thank the chairman for yielding the time, and I thank him for his strong leadership on this issue and on so many initiatives that are leading our country forward. I would like to commend my friend Congressman GARY PETERS for his great work on this bill, which I am delighted to rise in support of.

The Advanced Vehicle Technology Act provides this Congress with a great opportunity to help create green automotive jobs for American workers. Currently, almost all of the major components for advanced technology vehicles sold in the United States are imported. That needs to change. We must ensure that our workers are assembling the vehicles of tomorrow and producing the components and next-generation technologies right here at home.

The Advanced Vehicle Technology Act invests in a diverse and comprehensive range of technologies and programs that will improve fuel efficiency and reduce harmful emissions. In my district, a startup company has been working on a process to recover engine waste heat to convert into electricity to power the very same vehicle. Under this bill, they could partner with the Department of Energy and other industry partners to further develop and commercialize this energy-producing and saving technology.

I'm also pleased that this bill has a provision for the research, development, demonstration and commercialization of lightweight materials.

Mr. Chair, Akron, Ohio, is the polymer capital of the world. There is a strong interest for research and commercialization of polymers and plastics by companies across the country. In addition, our steelworkers in the domestic steel industry can produce advanced high-strength steel which makes vehicles considerably stronger while requiring less mass and increasing fuel economy.

Recently, with the overwhelming success of the CARS program, Americans demonstrated their desire to trade in their less efficient clunker for a more fuel-efficient vehicle. Thanks to the CARS program, nearly 700,000 clunkers were taken off the road and replaced with vehicles that had on average 58 percent increased fuel economy. The CARS program brought thousands of workers back to work, making autos and parts for more fuel-efficient vehicles. With this bill before us, we will take another step to help our environment and grow jobs. That's why this bill has earned the support of the UAW as well as Ford, GM, Chrysler and other industry and business groups.

Mr. Chair, I'm also proud that we worked on an amendment that was added to this bill, working with Representative CHELLIE PINGREE and Chairman GORDON, which is also supported by the UAW, requiring an annual report on the technologies developed from the Advanced Vehicle Technology Program. The report must disclose whether these technologies were successfully adopted for commercial applications; and if they were, whether these technologies are manufactured in the United States. With taxpayer dollars invested, we want them to be manufactured right here in the United States. I commend the gentlemen for their great work.

Mr. HALL of Texas. Mr. Chair, I continue to reserve the balance of my time.

Mr. GORDON of Tennessee. Mr. Chairman, I yield 2 minutes to the gentleman from New York (Mr. MAFFEI).

Mr. MAFFEI. Thank you very much, to the distinguished chairman of the Science and Technology Committee, BART GORDON. I also want to thank my colleague on the Financial Services Committee, a very distinguished new Member of the House, GARY PETERS, the sponsor of this bill.

By increasing the power of alternative and renewable energy, we have the opportunity to break our addiction to foreign oil, reduce global warming and create millions of new jobs in the process, ones that cannot be shipped overseas. In my own region, we are doing research in alternative fuels such as butanol at the School of Environmental Science and Forestry in Syracuse, and we have hydrogen fuel cell technology in Rochester institutions of higher education, as well as at a Delphi plant there. We're already using these new fuel vehicles, the ones that have already come out.

On Monday I stood at an old train station in downtown Syracuse which

had been abandoned for years, creating an eyesore. But using stimulus money, the Clean Communities Group will turn this building into a charging station for electric cars as well as an alternative fueling hub for CuseCar, an alternative fuel car sharing company in Syracuse. Under this bill, it can become a center for research on the practical use of these advanced technology vehicles.

Our energy policy, Mr. Chairman, is heading in the right direction, and the Advanced Vehicle Technology Act ensures that we are charting the right course for our new energy future.

Mr. HALL of Texas. Mr. Chair, I continue to reserve the balance of my time.

Mr. GORDON of Tennessee. Mr. Chairman, I yield 2 minutes to the gentleman from Kentucky (Mr. YARMUTH).

Mr. YARMUTH. I thank the chairman for his work and his committee's great work on this bill.

Mr. Chair, I rise today in support of H.R. 3246. This bill is another example of Congress' commitment to reducing our dependence on foreign oil, creating green jobs to revitalize our economy, and reestablishing America as a global innovation leader.

I have seen firsthand how our investments are paying off for my hometown of Louisville, Kentucky. There, 400 new jobs are being created thanks to Recovery Act funding that incentivized General Electric to move the production of an energy-efficient water heater from China back to the United States in Louisville.

H.R. 3246 represents another step forward—this time, by ensuring our Nation's auto industry will drive innovation by developing clean and efficient technologies for every type of vehicle. This important legislation establishes research and development programs that will lower petroleum usage and emissions in heavy-duty vehicles that are key to commerce but are often recognized as some of the least efficient in operation.

At the Kentucky truck plant, also in my hometown, hardworking employees produce the F-Series heavy-duty truck. By developing new technologies to make heavy-duty trucks more energy efficient, more fuel efficient and, therefore, more in demand, Ford will be able to expand operations and create new jobs.

That's what this legislation is all about, investing in green technology to create good-paying U.S. jobs and to stimulate economic growth while continuing our efforts to ensure that America leads the world in the industry that will dominate the global economy for decades to come. We cannot afford to pass up this opportunity.

I, therefore, urge all my colleagues to join me in supporting the Advanced Vehicle Technology Act.

Mr. LEVIN. Mr. Chairman, I rise in strong support of the Advanced Vehicle Technology Act. I am proud to be an original co-sponsor of this important bill introduced by my colleague from Michigan, Mr. PETERS.

This legislation builds on the success of the Department of Energy's vehicle technology programs in collaborating with industry to develop the cars and trucks of the future. Hybrids, plug-in hybrids, pure electric cars, fuel cell vehicles, alternative fuel vehicles: these technologies all require enormous and sustained investments in R&D. Through vehicle technology programs like FutureCar and the 21st Century Truck Partnership, DOE is partnering with industry to make this R&D more feasible and more fruitful.

The bill before us would rationalize the authorization for DOE's varied vehicle technology programs and substantially increase the authorized funding levels. In total this bill authorizes \$2.9 billion over the next 5 years to invest in vehicle technology. It will be essential for Congress to follow through and fully fund this authorization in the annual appropriations process.

I am particularly pleased that this bill recognizes the enormous fuel savings potential in the medium and heavy duty market and specifies that up to \$200 million per year be devoted to developing advanced technology medium and heavy duty trucks. This complements legislation I've introduced to extend the tax credits for the purchase of medium and heavy duty trucks for 5 years and double the amount of the credits.

These vehicles move 80 percent of the goods transported in the U.S., serve as utility maintenance vehicles, and perform refuse collection services in our communities. It is estimated that the fuel consumption of the 90,000 refuse collection trucks in the U.S. is equivalent to 2.5 million passenger vehicles. Putting as few as 10,000 hybrid electric trucks on the road would reduce diesel fuel use by 7.2 million gallons per year and reduce carbon dioxide emissions by 83,000 tons.

In a word Mr. Chair, this bill is vital. It is a vital step toward a full partnership between the Federal Government and the domestic auto industry in developing the cars and trucks of the future and building them here in the United States. I urge all my colleagues to support it.

Mr. AL GREEN of Texas. Mr. Chair, I wish to express my strong support for H.R. 3246, the Advanced Vehicle Technology Act of 2009.

The global competition for producing the cars and trucks of the future is happening now. There is no question that in the years ahead, people will be driving hybrids, plug-in hybrids, battery electric vehicles, and cars and trucks powered by hydrogen fuel cells. The question is whether these technologies will be imported from abroad, or produced right here in the United States by a sustainable, cutting-edge American automobile industry.

The global economic downturn and credit crisis have limited the resources that automakers and vehicle manufacturers can draw on to support their research and development activities. As American automakers struggle to become globally competitive and we race to make the best and most fuel-efficient vehicles, we have a chance to accelerate their development through the Advanced Vehicle Technology Act of 2009.

The Advanced Vehicle Technology Act will reauthorize the Department of Energy's Vehicle Technologies Program, through which the Department partners with industry to provide research, development, demonstration, and commercial application of advanced vehicle

technologies in the U.S. These programs have led to numerous successes, including a dual-mode hybrid transmission system used in transit buses and trucks manufactured in the U.S.

Through supporting advanced vehicle technologies, this legislation also reaffirms our commitment to reducing energy use to combat global warming and increase America's energy independence by reducing the need for imported oil.

Recognizing the importance of this legislation, H.R. 3246 has been endorsed by General Motors, Ford Motor Company, Chrysler, the UAW, Nissan, the Motor and Equipment Manufacturers Association, Daimler, Magna International Delphi, ArvinMeritor, Robert Bosch LLC, Caterpillar, Dueco Odyne, Achates Power, and the Engine Manufacturers Association.

Let us invest in American energy independence, American jobs, a cleaner environment and cleaner communities by voting in favor of the Advanced Vehicle Technology Act of 2009. I urge my colleagues to support H.R. 3246.

Mr. LARSON of Connecticut. Mr. Chair, I rise in support of H.R. 3246, the Advanced Vehicle Technology Act, and applaud the efforts of Congressman PETERS, Chairman GORDON, and his colleagues on the Science and Technology Committee for their contributions to the future of advanced automobile technologies in the U.S. As long as we are exporting our dollars overseas in exchange for oil, our economic and national security are at risk. The future of the American auto industry and thousands of American jobs rest on the ability of domestic car companies to research, develop, and commercialize new, clean, efficient technologies, including hydrogen and fuel cell technologies, that will be the backbone of a new U.S. vehicle market and economy.

Hydrogen fuel cells can provide power for a wide array of transportation applications. Fuel Cells are a proven technology and already in use today. In Hartford, CT, the transit department is using a fuel cell powered bus that emits no pollution. Every time we replace a gasoline powered bus with a fuel cell bus it is equal to removing 77 cars from our roadways. The hydrogen and fuel cell industry already supports 2,100 jobs in Connecticut alone and with this bill is poised to add many others.

Hydrogen fuel cells are clean and efficient and will allow us to become more energy independent while reducing carbon emissions. Supporting this bill will give us more options to create jobs in Connecticut, keep America competitive, and reduce pollution. I encourage a "yes" vote on this bill.

Mr. VAN HOLLEN. Mr. Chair, I rise in support of the Advanced Vehicle Technology Act of 2009.

This bipartisan bill will provide long term, sustained funding for a comprehensive research and development program across a spectrum of vehicle sizes and advanced vehicle technologies. It will focus and better coordinate the ongoing work of our federal agencies, research institutions and private industry on this important task. And it will benefit all Americans by strengthening our energy security, reducing harmful emissions, providing consumers with more vehicle choice, boosting our manufacturing sector and enhancing our international competitiveness.

I commend Representatives PETERS and BIGGERT for crafting this forward-looking legislation. I urge my colleagues' support.

Mr. HALL of Texas. I yield back the balance of my time. Thank you, Mr. Chair.

Mr. GORDON of Tennessee. Having no additional speakers, Mr. Chairman, I yield back the balance of my time.

The CHAIR. All time for general debate has expired.

Pursuant to the rule, the amendment in the nature of a substitute printed in the bill shall be considered as an original bill for the purpose of amendment under the 5-minute rule and shall be considered read.

The text of the committee amendment is as follows:

H.R. 3246

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Advanced Vehicle Technology Act of 2009".

SEC. 2. FINDINGS.

Congress finds the following:

(1) According to the Energy Information Administration, the transportation sector accounts for approximately 28 percent of the United States primary energy demand and greenhouse gas emissions, and 24 percent of global oil demand.

(2) The United States transportation sector is over 95 percent dependent on petroleum, and over 60 percent of petroleum demand is met by imported supplies.

(3) United States heavy truck fuel consumption will increase 23 percent by 2030, while overall transportation energy use will decline by 1 percent.

(4) The domestic automotive and commercial vehicle manufacturing sectors have increasingly limited resources for research and development of advanced technologies.

(5) Vehicle, engine, and component manufacturers are playing a more important role in vehicle technology development, and should be better integrated into Federal research efforts.

(6) Priorities for the Department of Energy's vehicle technologies research have shifted drastically in recent years among diesel hybrids, hydrogen fuel cell vehicles, and plug-in electric hybrids, with little continuity among them.

(7) The integration of vehicle, communication, and infrastructure technologies has great potential for efficiency gains through better management of the total transportation system.

(8) The Federal Government should balance its role in researching longer-term exploratory concepts and developing nearer-term transformational technologies for vehicles.

SEC. 3. OBJECTIVES.

The objectives of this Act are to—

(1) develop technologies and practices that—
(A) improve the fuel efficiency and emissions of all vehicles produced in the United States; and

(B) reduce vehicle reliance on petroleum-based fuels;

(2) support domestic research, development, demonstration, and commercial application and manufacturing of advanced vehicles, engines, and components;

(3) enable vehicles to move larger volumes of goods and more passengers with less energy and emissions;

(4) develop cost-effective advanced technologies for wide-scale utilization throughout the passenger, commercial, government, and transit vehicle sectors;

(5) allow for greater consumer choice of vehicle technologies and fuels;

(6) shorten technology development and integration cycles in the vehicle industry;

(7) ensure a proper balance and diversity of Federal investment in vehicle technologies; and

(8) strengthen partnerships between Federal and State governmental agencies and the private and academic sectors.

SEC. 4. DEFINITIONS.

For the purposes of this Act:

(1) DEPARTMENT.—The term "Department" means the Department of Energy.

(2) SECRETARY.—The term "Secretary" means the Secretary of Energy.

SEC. 5. AUTHORIZATION OF APPROPRIATIONS.

(a) IN GENERAL.—The following sums are authorized to be appropriated to the Secretary for research, development, demonstration, and commercial application of vehicles and related technologies, including activities authorized under this Act:

(1) \$550,000,000 for fiscal year 2010.

(2) \$560,000,000 for fiscal year 2011.

(3) \$570,000,000 for fiscal year 2012.

(4) \$580,000,000 for fiscal year 2013.

(5) \$590,000,000 for fiscal year 2014.

(b) MEDIUM AND HEAVY DUTY COMMERCIAL VEHICLES.—From the amounts authorized under subsection (a), there are authorized to be appropriated for carrying out title II—

(1) \$200,000,000 for fiscal year 2010;

(2) \$210,000,000 for fiscal year 2011;

(3) \$220,000,000 for fiscal year 2012;

(4) \$230,000,000 for fiscal year 2013; and

(5) \$240,000,000 for fiscal year 2014.

(c) USER FACILITIES.—From the amounts authorized under subsection (a), there are authorized to be appropriated for carrying out section 104—

(1) \$35,000,000 for fiscal year 2010;

(2) \$30,000,000 for fiscal year 2011;

(3) \$20,000,000 for fiscal year 2012;

(4) \$15,000,000 for fiscal year 2013; and

(5) \$15,000,000 for fiscal year 2014.

(d) NON-ROAD PILOT PROGRAM.—From the amounts authorized under subsection (a), there are authorized to be appropriated for carrying out section 204—

(1) \$20,000,000 for fiscal year 2010;

(2) \$20,000,000 for fiscal year 2011; and

(3) \$20,000,000 for fiscal year 2012.

TITLE I—VEHICLE RESEARCH AND DEVELOPMENT

SEC. 101. PROGRAM.

(a) ACTIVITIES.—The Secretary shall conduct a program of basic and applied research, development, demonstration, and commercial application activities on materials, technologies, and processes with the potential to substantially reduce or eliminate petroleum use and the emissions of the Nation's passenger and commercial vehicles, including activities in the areas of—

(1) hybridization or full electrification of vehicle systems;

(2) batteries and other energy storage devices;

(3) power electronics;

(4) vehicle, component, and subsystem manufacturing technologies and processes;

(5) engine efficiency and combustion optimization;

(6) waste heat recovery;

(7) transmission and drivetrains;

(8) hydrogen vehicle technologies, including fuel cells and internal combustion engines, and hydrogen infrastructure;

(9) aerodynamics, rolling resistance, and accessory power loads of vehicles and associated equipment;

(10) vehicle weight reduction;

(11) friction and wear reduction;

(12) engine and component durability;

(13) innovative propulsion systems;

(14) advanced boosting systems;

(15) hydraulic hybrid technologies;

(16) engine compatibility with and optimization for a variety of transportation fuels including liquid and gaseous fuels;

(17) predictive engineering, modeling, and simulation of vehicle and transportation systems;

(18) refueling and charging infrastructure for alternative fueled and electric or plug-in electric hybrid vehicles;

(19) gaseous fuels storage system integration and optimization;

(20) sensing, communications, and actuation technologies for vehicle, electrical grid, and infrastructure;

(21) efficient use and recycling of rare earth materials, and reduction of precious metals and other high-cost materials in vehicles;

(22) aftertreatment technologies;

(23) thermal management of battery systems;

(24) development of common standards, specifications, and architectures for both transportation and stationary battery applications; and

(25) other research areas as determined by the Secretary.

(b) **TRANSFORMATIONAL TECHNOLOGY.**—The Secretary shall ensure that the Department continues to support activities and maintains competency in mid- to long-term transformational vehicle technologies with potential to achieve deep reductions in petroleum use and emissions, including activities in the areas of—

(1) hydrogen vehicle technologies, including fuel cells, internal combustion engines, hydrogen storage, infrastructure, and activities in hydrogen technology validation and safety codes and standards;

(2) multiple battery chemistries and novel energy storage devices, including electromechanical batteries and other nonchemical batteries;

(3) communication and connectivity among vehicles, infrastructure, and the electrical grid; and

(4) other innovative technologies research and development, as determined by the Secretary.

(c) **INDUSTRY PARTICIPATION.**—To the maximum extent practicable, activities under this Act shall be carried out in partnership or collaboration with automotive manufacturers, heavy commercial and transit vehicle manufacturers, vehicle and engine equipment and component manufacturers, manufacturing equipment manufacturers, advanced vehicle service providers, fuel producers and energy suppliers, electric utilities, universities, national laboratories, and independent research laboratories. In carrying out this Act the Secretary shall—

(1) determine whether a wide range of companies that manufacture or assemble vehicles or components in the United States are represented in ongoing public private partnership activities, including firms that have not traditionally participated in federally-sponsored research and development activities, and where possible, partner with such firms that conduct significant and relevant research and development activities in the United States;

(2) leverage the capabilities and resources of, and formalize partnerships with, industry-led stakeholder organizations, nonprofit organizations, industry consortia, and trade associations with expertise in the research and development of, and education and outreach activities in, advanced automotive and commercial vehicle technologies;

(3) develop more efficient processes for transferring research findings and technologies to industry;

(4) give consideration to conversion of existing or former vehicle technology manufacturing facilities for the purposes of this Act; and

(5) promote efforts to ensure that technologies developed under this Act are produced in the United States.

(d) **INTERAGENCY AND INTRAAGENCY COORDINATION.**—To the maximum extent practicable, the Secretary shall coordinate research, development, demonstration, and commercial application activities among—

(1) relevant programs within the Department, including—

(A) the Office of Energy Efficiency and Renewable Energy;

(B) the Office of Science;

(C) the Office of Electricity Delivery and Energy Reliability;

(D) the Office of Fossil Energy;

(E) the Advanced Research Projects Agency—Energy; and

(F) other offices as determined by the Secretary; and

(2) relevant technology research and development programs within other Federal agencies, as determined by the Secretary.

(e) **COORDINATION AND NONDUPLICATION.**—In coordinating activities the Secretary shall ensure, to the maximum extent practicable, that activities do not duplicate those of other programs within the Department or other relevant research agencies.

(f) **FEDERAL DEMONSTRATION OF TECHNOLOGIES.**—The Secretary shall make information available to procurement programs of Federal agencies regarding the potential to demonstrate technologies resulting from activities funded through programs under this Act.

(g) **INTERGOVERNMENTAL COORDINATION.**—The Secretary shall seek opportunities to leverage resources and support initiatives of State and local governments in developing and promoting advanced vehicle technologies, manufacturing, and infrastructure.

SEC. 102. SENSING AND COMMUNICATIONS TECHNOLOGIES.

The Secretary, in coordination with the relevant research programs of other Federal agencies, shall conduct research, development, and demonstration activities on connectivity of vehicle and transportation systems, including on sensing, computation, communication, and actuation technologies that allow for reduced fuel use, optimized traffic flow, and vehicle electrification, including technologies for—

(1) onboard vehicle, engine, and component sensing and actuation;

(2) vehicle-to-vehicle sensing and communication;

(3) vehicle-to-infrastructure sensing and communication; and

(4) vehicle integration with the electrical grid.

SEC. 103. MANUFACTURING.

The Secretary shall carry out a research, development, demonstration, and commercial application program of advanced vehicle manufacturing technologies and practices, including innovative processes to—

(1) increase the production rate and decrease the cost of advanced battery manufacturing;

(2) vary the capability of individual manufacturing facilities to accommodate different battery chemistries and configurations;

(3) reduce waste streams, emissions, and energy-intensity of vehicle, engine, and component manufacturing processes;

(4) recycle and remanufacture used batteries and other vehicle components for reuse in vehicles or stationary applications;

(5) produce cost-effective lightweight materials such as advanced metal alloys, polymeric composites, and carbon fiber;

(6) produce lightweight high pressure storage systems for gaseous fuels;

(7) design and manufacture purpose-built hydrogen and fuel cell vehicles and components; and

(8) produce permanent magnets for advanced vehicles.

SEC. 104. USER TESTING FACILITIES.

Activities under this Act may include construction, expansion, or modification of new and existing vehicle, engine, and component research and testing facilities for—

(1) testing or simulating interoperability of a variety of vehicle components and systems;

(2) subjecting whole or partial vehicle platforms to fully representative duty cycles and operating conditions;

(3) developing and demonstrating a range of chemistries and configurations for advanced vehicle battery manufacturing; and

(4) developing and demonstrating test cycles for new and alternative fuels, and other advanced vehicle technologies.

TITLE II—MEDIUM AND HEAVY DUTY COMMERCIAL AND TRANSIT VEHICLES

SEC. 201. PROGRAM.

(a) **IN GENERAL.**—The Secretary, in partnership with relevant research and development programs in other Federal agencies, and a range of appropriate industry stakeholders, shall carry out a program of cooperative research, development, demonstration, and commercial application activities on advanced technologies for medium- to heavy-duty commercial and transit vehicles, including activities in the areas of—

(1) engine efficiency and combustion research;

(2) on board storage technologies for compressed and liquefied natural gas;

(3) development and integration of engine technologies designed for natural gas operation of a variety of vehicle platforms;

(4) waste heat recovery and conversion;

(5) improved aerodynamics and tire rolling resistance;

(6) energy and space-efficient emissions control systems;

(7) heavy hybrid, hybrid hydraulic, plug-in hybrid, and electric platforms, and energy storage technologies;

(8) drivetrain optimization;

(9) friction and wear reduction;

(10) engine idle and parasitic energy loss reduction;

(11) electrification of accessory loads;

(12) onboard sensing and communications technologies;

(13) advanced lightweighting materials and vehicle designs;

(14) increasing load capacity per vehicle;

(15) thermal management of battery systems;

(16) recharging infrastructure;

(17) complete vehicle modeling and simulation;

(18) hydrogen vehicle technologies, including fuel cells and internal combustion engines, and hydrogen infrastructure;

(19) retrofitting advanced technologies onto existing truck fleets; and

(20) integration of these and other advanced systems onto a single truck and trailer platform.

(b) **LEADERSHIP.**—The Secretary shall appoint a full-time Director to coordinate research, development, demonstration, and commercial application activities in medium- to heavy-duty commercial and transit vehicle technologies. Responsibilities of the Director shall be to—

(1) improve coordination and develop consensus between government agency and industry partners, and propose new processes for program management and priority setting to better align activities and budgets among partners;

(2) regularly convene workshops, site visits, demonstrations, conferences, investor forums, and other events in which information and research findings are shared among program participants and interested stakeholders;

(3) develop a budget for the Department's activities with regard to the interagency program, and provide consultation and guidance on vehicle technology funding priorities across agencies;

(4) determine a process for reviewing program technical goals, targets, and timetables and, where applicable, aided by life-cycle impact and cost analysis, propose revisions or elimination based on program progress, available funding, and rate of technology adoption;

(5) evaluate ongoing activities of the program and recommend project modifications, including the termination of projects, where applicable;

(6) recruit new industry participants to the interagency program, including truck, trailer, and component manufacturers who have not traditionally participated in federally sponsored research and technology development activities; and

(7) other responsibilities as determined by the Secretary, in consultation with interagency and industry partners.

(c) **REPORTING.**—At the end of each fiscal year the partnership shall submit to the Secretary

and relevant Congressional committees of jurisdiction an annual report describing activities undertaken in the previous year, active industry participants, efforts to recruit new participants, progress of the program in meeting goals and timelines, and a strategic plan for funding of activities across agencies.

SEC. 202. CLASS 8 TRUCK AND TRAILER SYSTEMS DEMONSTRATION.

The Secretary shall conduct a competitive grant program to demonstrate the integration of multiple advanced technologies on Class 8 truck and trailer platforms with a goal of improving overall freight efficiency, as measured in tons and volume of freight hauled or other work performance-based metrics, by 50 percent, including a combination of technologies listed in section 201(a). Applicant teams may be comprised of truck and trailer manufacturers, engine and component manufacturers, fleet customers, university researchers, and other applicants as appropriate for the development and demonstration of integrated Class 8 truck and trailer systems.

SEC. 203. TECHNOLOGY TESTING AND METRICS.

The Secretary, in coordination with the partners of the interagency research program described in section 201(a)—

(1) shall develop standard testing procedures and technologies for evaluating the performance of advanced heavy vehicle technologies under a range of representative duty cycles and operating conditions, including for heavy hybrid propulsion systems;

(2) shall evaluate heavy vehicle performance using work performance-based metrics other than those based on miles per gallon, including those based on units of volume and weight transported for freight applications, and appropriate metrics based on the work performed by nonroad systems; and

(3) may construct heavy duty truck and bus testing facilities.

SEC. 204. NONROAD SYSTEMS PILOT PROGRAM.

The Secretary shall undertake a pilot program of research, development, demonstration, and commercial applications of technologies to improve total machine or system efficiency for heavy duty nonroad equipment, and shall seek opportunities to transfer relevant research findings and technologies between the nonroad and on-highway equipment and vehicle sectors.

The CHAIR. No amendment to the committee amendment is in order except those printed in House Report 111-255. Each amendment may be offered only in the order printed in the report, by a Member designated in the report, shall be considered read, shall be debatable for the time specified in the report, equally divided and controlled by the proponent and an opponent of the amendment, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

AMENDMENT NO. 1 OFFERED BY MR. GORDON OF TENNESSEE

The CHAIR. It is now in order to consider amendment No. 1 printed in House Report 111-255.

Mr. GORDON of Tennessee. Mr. Chairman, I have an amendment at the desk.

The CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 1 offered by Mr. GORDON of Tennessee:

Page 15, after line 9, insert the following new section:

SEC. 105. REPORTING.

Not later than 18 months after the date of enactment of this Act and annually there-

after through 2015, the Secretary of Energy shall transmit to Congress a report regarding the technologies developed as a result of the activities authorized by this title, with a particular emphasis on whether the technologies were successfully adopted for commercial applications, and if so, whether those technologies are manufactured in the United States.

Page 18, line 20, through page 19, line 2, amend subsection (c) to read as follows:

(c) REPORTING.—At the end of each fiscal year, the Secretary shall submit to the Congress an annual report describing activities undertaken in the previous year, active industry participants, efforts to recruit new participants, progress of the program in meeting goals and timelines, and a strategic plan for funding of activities across agencies.

Page 20, line 13, strike “heavy duty”.

Page 20, line 13, insert “mobile” after “nonroad”.

The CHAIR. Pursuant to House Resolution 745, the gentleman from Tennessee (Mr. GORDON) and a Member opposed each will control 10 minutes.

The Chair recognizes the gentleman from Tennessee.

Mr. GORDON of Tennessee. Mr. Chairman, I yield myself as much time as I may consume.

The amendment I have offered has three parts. First, it makes a small technical change at the request of the Department of Justice to clarify that the Secretary shall report to Congress on the medium- to heavy-duty vehicle program; second, it incorporates an amendment from my colleague from Maine (Ms. PINGREE) to require a report on commercialized technologies from the overall vehicle technology program; and third, it incorporates the amendment offered by Mr. HARE of Illinois to ensure that a range of nonroad mobile equipment is eligible for the pilot program in section 204.

This is a simple amendment which incorporates a few small changes suggested by my colleagues to make the bill even better. I urge its adoption.

I reserve the balance of my time.

Mr. HALL of Texas. Mr. Chair, I rise to claim the time on the Gordon amendment.

The CHAIR. The gentleman is recognized for 10 minutes.

Mr. HALL of Texas. I yield myself as much time as I may consume.

I support the Gordon amendment with a caveat. I support the title II reporting requirement classification that the Secretary shall submit the annual report to Congress. In regards to the report requirement for title I, I would prefer the reporting language that is in Representative BROUN's amendment as it's more comprehensive and mirrors the report language requirement in title II. Perhaps in conference, the two authors of the reporting amendments could agree to merge that language so that all bases are covered.

The third part of Mr. GORDON's amendment deals with striking “heavy duty” from the Nonroad Systems Pilot Program in section 204 in the bill and adding the word “mobile” so that we are now referring to nonroad mobile equipment. I understand that there is

some concern that the term heavy duty has a different meaning in the nonroad world than it does in the on-road world. So I appreciate the addition of “mobile” in the section as well as Mr. HOLT's upcoming amendment that would further clarify that the pilot program is intended to include agricultural and construction nonroad equipment.

With that, I reserve the balance of my time.

Mr. GORDON of Tennessee. Mr. Chairman, let me say to Mr. HALL, I understand his concern about the additional accountability with Mr. BROUN, and he has an amendment that we will be supporting later. So hopefully those will be complementary, and we will have additional accountability and transparency.

If the gentleman from Texas has nothing more to say, I don't either.

Mr. HALL of Texas. I have a speaker on the way. I don't believe he's here yet.

I would like to reserve my time. If you could take another 2 or 3 minutes to do whatever you want to do or say.

Mr. GORDON of Tennessee. Well, if you would like to compliment me for a couple of minutes, I would be happy to accept that while we wait.

Mr. HALL of Texas. Well, first I appreciate your trip to Texas Monday, up and back. And I appreciate Mr. BROUN's position on this. You know, we had amendments, and Mr. BROUN's amendment, I believe, was voted down by a party vote when we had the hearing. I may be wrong on that. But he's here to support the position that he's taken. I'd like to have some time for him to at least talk about how the two could fit together when we head to conference or any of the conference committees.

□ 1330

Mr. GORDON of Tennessee. Well, I would say to Mr. HALL, certainly I think Mr. BROUN is a constructive force, certainly in our committee as well as here. I think he has two amendments today. I would suggest this potentially to my friend; if whomever you have coming to speak, we could allow them to speak during another amendment if that would be consistent.

Mr. HALL of Texas. I would ask unanimous consent that that be granted.

Mr. GORDON of Tennessee. If that's the case, then I think we can complete this amendment now.

The CHAIR. The gentleman's request is not in order in the Committee of the Whole.

Mr. GORDON of Tennessee. Well, we don't really need a UC. Mr. HALL and I know that we can trust each other, and so if he has someone that wants to speak later, we will certainly make that available at any time they come in on whatever amendment it might be.

Mr. Chairman, I reserve my time.

Mr. HALL of Texas. Mr. Chairman, I yield back the balance of my time.

Mr. GORDON of Tennessee. Mr. Chairman, I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Tennessee (Mr. GORDON).

The amendment was agreed to.

AMENDMENT NO. 2 OFFERED BY MR. HALL OF TEXAS

The CHAIR. It is now in order to consider amendment No. 2 printed in House Report 111-255.

Mr. HALL of Texas. Mr. Chairman, I rise as the designee for the amendment by the gentleman of Georgia (Mr. BROUN).

The CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 2 offered by Mr. HALL of Texas:

Page 6, line 8, strike "\$560,000,000" and insert "\$550,000,000".

Page 6, line 9, strike "\$570,000,000" and insert "\$550,000,000".

Page 6, line 10, strike "\$580,000,000" and insert "\$550,000,000".

Page 6, line 11, strike paragraph (5).

Page 6, line 17, strike "\$210,000,000" and insert "\$200,000,000".

Page 6, line 18, strike "\$220,000,000" and insert "\$200,000,000".

Page 6, line 19, strike "\$230,000,000" and insert "\$200,000,000".

Page 6, line 20, strike paragraph (5).

Page 7, line 2, strike paragraph (5).

The CHAIR. Pursuant to House Resolution 745, the gentleman from Texas (Mr. HALL) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Texas.

Mr. HALL of Texas. Mr. Chairman, I yield such time as he may consume to the gentleman from Georgia, Dr. BROUN, for his amendment.

(Mr. BROUN of Georgia asked and was given permission to revise and extend his remarks.)

Mr. BROUN of Georgia. Thank you, Mr. HALL.

Mr. Chairman, I rise to support my amendment.

Mr. Chairman, my amendment is very straightforward. To be blunt, I'm asking this body to show the tiniest sliver of fiscal restraint to freeze the authorization levels that this bill outlines at next year's levels.

As the bill is currently written, next year this body will authorize \$550 million for advanced vehicle technology. This is money in addition to the billions of dollars in funding already authorized and made available to the auto industry in the Energy Independence and Security Act of 2007, and the millions more made available to them just this year in the nonstimulus bill.

Starting in 2011, and for the next 3 years, this authorization calls for \$10 million in increases for each ensuing year. Surely, Mr. Chairman, we can all agree that with all of the money out there already and with the massive increases authorized in this bill, saving \$30 million is more than reasonable. Additionally, because of all the money

that is already available to this program and similar programs, my amendment asks that we end this legislation's funding authorization after 2013.

Mr. Chairman, we are spending money at record rates. And with a proposed health care reform bill, a potential highway bill, cap-and-trade, and a whole slew of other bills that will be considered in the near future, there does not seem to be any end in sight. Surely we can all agree that showing just a tiny bit of fiscal responsibility is in all of our best interests.

The American taxpayers and future generations are on the hook for trillions of dollars in spending, borrowing, and interest payments over the coming decades. I'm simply asking for us to show a modicum of restraint. For simply put, isn't \$550 million a year for a program that already has multiple funding sources enough? I think so.

Mr. GORDON of Tennessee. Mr. Chairman, I rise in opposition to the amendment and claim the time.

The CHAIR. The gentleman from Tennessee is recognized for 5 minutes.

Mr. GORDON of Tennessee. Mr. Chairman, I yield 1½ minutes to the gentleman from Michigan (Mr. STUPAK).

Mr. STUPAK. Mr. Chairman, I'd like to speak about the merits of this bill, the Advanced Vehicle Technology Act, which is an important step forward for revitalizing the auto industry in my district, in Michigan, and across our Nation.

This legislation will authorize \$550 million in essential research funding, with the emphasis on medium and heavy duty commercial trucks and trailers that have previously been overlooked. Through federally directed research and development, the auto industry can move toward better, more fuel-efficient vehicles through applied research and development of materials and technologies. This will directly benefit a number of existing companies in their transition toward new parts and technologies for the domestic auto industry, and encourages entrepreneurs with an innovative idea to enter the market. This includes a number of existing and potential auto part suppliers and manufacturers in my district and throughout Michigan.

I would like to thank Chairman GORDON for yielding me the time, and I would also like to thank Congressman PETERS and Congresswoman BIGGERT for introducing this important legislation. I would encourage all my colleagues to support this bill and support the chairman on the amendments.

Mr. HALL of Texas. Mr. Chairman, I yield myself such time as I may consume.

I rise in support of the Broun amendment to reduce the authorization level in H.R. 3246. As I mentioned during the full committee markup, I have concerns over the amount of money being authorized in this bill; \$2.43 billion over the 2010-2014 period, and \$423 million after 2014, according to the Congressional Budget Office.

The Broun amendment would reduce the multiyear authorization by \$650 million. Where the bill authorizes an increase of \$10 million over the previous fiscal year for sections 5(a) and 5(b), the Broun amendment keeps each fiscal year's authorization constant and removes the authorization for fiscal year 2014 in sections 5(a), (b) and (c).

Mr. Chairman, I reserve the balance of my time.

Mr. GORDON of Tennessee. Mr. Chairman, I reserve the balance of my time to close.

Mr. HALL of Texas. Mr. Chairman, I yield Dr. BROUN an additional 2 minutes.

Mr. BROUN of Georgia. I thank my friend, Mr. HALL, from Texas for yielding me more time.

Mr. Chairman, this legislation has support from both sides of the aisle, but as was made perfectly clear in our committee markup back in July, there are some serious concerns with the amount of money being authorized and where exactly it will go. In recent bills, such as the Wall Street bailout and the stimulus bill from earlier this year, we have provided a lack of appropriate oversight for the money being spent. I do not want to see us make the same mistake with this legislation.

Most of us can agree that developing alternative fuel cell technology is a necessary precursor to taking control of our energy consumption needs, and all of us on both sides of the aisle have that philosophy and believe in that, but simply throwing money at a problem is never a solution, and my amendment is just a good, commonsense improvement, however minor, to this otherwise very noble legislation. So I ask my colleagues to support this amendment, and I thank Mr. HALL.

Mr. HALL of Texas. Mr. Chairman, I yield back the balance of my time.

Mr. GORDON of Tennessee. Mr. Chairman, while my colleague from Georgia has another amendment which we will gladly support, I am afraid I must reluctantly oppose this amendment on the grounds that it freezes funding for the bill at the 2010 levels and cuts the final year of funding.

I appreciate the gentleman's effort to keep costs down. He has been a champion, both in our committee and on this floor, for trying to make the government live in a more frugal way. However, in this situation, I need to point out that the funds that are authorized in this particular program do not duplicate any funds that are in the energy bill or the Recovery Act for this particular purpose.

I also want to point out that the amounts authorized in this bill fall upon recommendations from the National Academies of Science review of the program, as well as testimony in the committee and historic trends in the programs. The annual increases provided for in this bill are very modest and necessary for it to fulfill its goals, and I think for that reason we

have an unusual situation where this amendment is opposed by both the National Association of Manufacturers and the UAW.

Again, Mr. BROWN is doing nothing but trying to make us justify, I think, our spending, as he should. He has been a champion for that. In this situation, I think that we have made that case, and his amendment should be opposed and our good bill should move forward.

Mr. Chairman, I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Texas (Mr. HALL).

The question was taken; and the Chair announced that the noes appeared to have it.

Mr. BROWN of Georgia. Mr. Chairman, I demand a recorded vote.

The CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Texas will be postponed.

AMENDMENT NO. 3 OFFERED BY MR. BROWN OF GEORGIA

The CHAIR. It is now in order to consider amendment No. 3 printed in House Report 111-255.

Mr. BROWN of Georgia. Mr. Chairman, I have an amendment at the desk.

The CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 3 offered by Mr. BROWN of Georgia:

Page 15, after line 9, insert the following new section:

SEC. 105. REPORTING.

At the end of each fiscal year the Secretary shall submit to the relevant Congressional committees of jurisdiction an annual report describing activities undertaken in the previous year under this title, active industry participants, efforts to recruit new participants, progress of the program in meeting goals and timelines, and a strategic plan for funding of activities across agencies.

The CHAIR. Pursuant to House Resolution 745, the gentleman from Georgia (Mr. BROWN) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Georgia.

Mr. BROWN of Georgia. Mr. Chairman, I yield myself such time as I may consume and rise in support of my amendment.

(Mr. BROWN of Georgia asked and was given permission to revise and extend his remarks.)

Mr. BROWN of Georgia. Mr. Chairman, this amendment is very straightforward. In fact, it's just a small technical correction to the bill. As the bill is written, there are two titles. The first is specific to commercial and passenger vehicles, and the second is to medium-size and heavy duty vehicles. Both sections obviously deal with advanced vehicle technologies, but only one has a reporting requirement, title II. My amendment adds a reporting requirement to title I as well.

If enacted, the Secretary of Energy will have to submit an annual report to the relevant congressional committees

on the implementation, progress, and long-term goals of this program.

This legislation authorizes a large amount of taxpayer dollars to a program that, like every other government program, is susceptible to waste, fraud, and abuse. The easiest way to combat that is through diligence and a certain amount of oversight and transparency. My amendment fits both of these requirements.

Mr. Chairman, we need to exercise more caution with where taxpayer dollars are being spent. That entails both doing more research about the programs that we are funding before we write and pass legislation as well as exercising our oversight responsibilities after the money has been authorized. This amendment is very simple. The simple technical corrections go directly towards fulfilling the latter objective.

Mr. Chairman, I reserve the balance of my time.

Mr. GORDON of Tennessee. Mr. Chairman, I claim time in opposition to the amendment, although I am not opposed to the amendment.

The CHAIR. Without objection, the gentleman from Tennessee is recognized for 5 minutes.

There was no objection.

Mr. GORDON of Tennessee. Mr. Chairman, I want to thank Dr. BROWN for bringing this constructive amendment to our attention. I think the additional transparency and accountability will make this good bill an even better bill, and for that reason I urge adoption of Dr. BROWN's amendment.

Mr. Chairman, I yield back the balance of my time.

Mr. BROWN of Georgia. I thank the chairman. He has been a great chairman for us, and I enjoyed working with Chairman GORDON on this issue. My dear friend from Texas, our ranking member, Mr. HALL, would like to speak, so I yield him 2 minutes. And I just very much appreciate the Chairman's acceptance of my amendment.

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Mr. HALL of Texas. Mr. Chairman, I rise in support of the Broun amendment. This amendment would require the Secretary to report to Congress on a yearly basis on the activities undertaken in the previous year under title I, such as active industry participants, efforts to recruit new participants, progress of the program in meeting goals and timelines, and a strategic plan for the funding of activities across agencies. This amendment allows the Congress and the public to monitor the success of activities in title I and to ensure that the money that is ultimately appropriated is being well spent.

Now, while I realize the Gordon amendment added a title I report, as I stated earlier, I would prefer the reporting language that is in Representative BROWN's amendment, as it is more comprehensive and mirrors the report language requirement in title II.

I would again express my hope that, in conference, the two authors of the reporting amendments could agree to merge their language so that all bases are covered.

Mr. BROWN of Georgia. Mr. Chairman, again, I thank Chairman GORDON for accepting my amendment. I greatly appreciate it. I think this is a common-sense amendment. It will offer more transparency and more accountability, which I think we ought to do in all legislation we pass. Unfortunately, there is not a lot of that around here with multiple branches of the Federal Government. I thank the chairman for accepting my amendment.

I urge a "yes" vote for everybody.

I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Georgia (Mr. BROWN).

The amendment was agreed to.

AMENDMENT NO. 4 OFFERED BY MR. PETERS

The CHAIR. It is now in order to consider amendment No. 4 printed in House Report 111-255.

Mr. PETERS. Mr. Chairman, I rise as the designee for Mr. POLIS, and I have an amendment at the desk.

The CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 4 offered by Mr. PETERS:

Page 9, lines 11 and 14, redesignate paragraphs (24) and (25) as paragraphs (25) and (26), respectively.

Page 9, after line 10, insert the following new paragraph:

(24) retrofitting advanced vehicle technologies to existing vehicles;

The CHAIR. Pursuant to House Resolution 745, the gentleman from Michigan (Mr. PETERS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Michigan.

Mr. PETERS. Mr. Chairman, my colleague's amendment, which has been read, recognizes that it takes many years for a technology to be fully integrated into the Nation's vehicle fleet and that some technologies may actually be appropriate for the retrofitting of existing vehicles. Automakers have expressed some very strong concerns about how these aftermarket conversions are going to affect vehicles that are under warranty, and I share these concerns.

However, I support Mr. POLIS in the work that he is attempting to do with this amendment. I support the amendment, and I look forward to working with the gentleman to perfect the language in conference.

I reserve the balance of my time.

Mr. HALL of Texas. Mr. Chairman, though not opposed, I rise to claim the time on the Polis amendment.

The CHAIR. Without objection, the gentleman from Texas is recognized for 5 minutes.

There was no objection.

Mr. HALL of Texas. I support the Polis amendment. The amendment would enable our constituents to continue driving the vehicles they currently own while taking advantage of

technology that would enable them to reduce their petroleum use perhaps faster than if they were to wait for a new vehicle to make its way from concept to showroom.

Mr. POLIS. Mr. Chair, I rise in support of my amendment to H.R. 3246, The Advanced Vehicle Technology Act of 2009, which was offered by Mr. PETERS, and the underlying bill. I would first like to thank Representative GARY PETERS, Representative JUDY BIGGERT, Science and Technology Committee Chairman GORDON, my colleagues on the committee, and the committee staff for crafting this legislation that will increase the efficiency of our nation's vehicle fleet while reducing our dependence on foreign oil.

Mr. Chair, at a time when manufacturers are struggling with rising costs and foreign competition, all too often companies are forced to choose between research and the development of new clean technologies or keeping their factory doors open. No manufacturer can be blamed for choosing to not turn their employees' families loose into the winter of unemployment.

America's talented workforce is our greatest resource and our manufacturing companies understand that preserving their workforce wherever possible is essential to weathering the storm of this recession. However, to best achieve economic recovery, we must not stop at merely creating jobs. We must restore America's role as a manufacturing leader. And this cannot be done without investing in innovation. H.R. 3246 will provide the research and design dollars essential to supporting innovation, and it will do so in a competitive process to ensure that the best technologies are supported and that America's transportation fleet is the most modern and efficient in the world.

This bill's economic impact—increased production, reduced operational costs, and ease of both private and commercial transportation—is matched in its environmental benefits. The investments we will make in biofuels and electric drivetrains, as well as refinements to reduce the consumption of combustion engines—including clean diesel—will clear our skies of smog while reducing our dependence on foreign oil. America's love affair with the automobile by right should continue; however, it is imperative that we take the initiative today to make vehicles cleaner and greener for tomorrow. Future generations should be able to take part in the tradition of the summer family road trip with a vehicle that not only meets the needs of a family, but is also powered by clean energy to preserve the pristine lands such as Rocky Mountain National Park in my home State of Colorado.

These innovations, however, do not come without costs nor do they help us by sitting on a shelf. Our environment does not have time to wait for our nation's entire fleet of vehicles to cycle through their useful lives. Our economy cannot afford for these advancements to be available only to the wealthy. This legislation wisely recognizes this issue as it pertains to costly heavy duty vehicles used by industry and mass transit by investing in technologies that can be retrofitted to existing fleets.

Mr. Chair, my amendment simply adds that we must invest in retrofitting passenger cars. Retrofit technology is essential to reducing our environmental impact, and it is so an issue of social equity. The financial relief from reduced

fuel costs and the ability to choose clean domestic fuel over polluting foreign oil should be made available to all Americans, not only those who have the resources to buy a new car. My amendment ensures that the millions of Americans who are unable or uninterested in a new vehicle will benefit from this investment. Whether it is a beloved '69 Mustang or the family minivan, it is vital to our national economy and security to encourage private investment in our nascent biofuels industry, and most importantly, it is vital to our planet that every vehicle on the road is capable of being powered by clean, domestic energy.

Mr. Chair, the Advanced Vehicle Technology Act will be the jumpstart our nation's manufacturers, large and small, need to make our nation's transportation network clean, green, and powered by energy made in America. I congratulate Chairman GORDON, Representative PETERS, Representative BIGGERT and the Committee on Science and Technology on crafting this legislation and ask that my colleagues support my amendment and pass the underlying bill.

Mr. HALL of Texas. I yield back the balance of my time.

Mr. PETERS. Mr. Chairman, I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Michigan (Mr. PETERS).

The amendment was agreed to.

AMENDMENT NO. 5 OFFERED BY MR. POSEY

The CHAIR. It is now in order to consider amendment No. 5 printed in House Report 111-255.

Mr. POSEY. Mr. Chairman, I have an amendment at the desk.

The CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 5 offered by Mr. POSEY:

Page 15, after line 9, insert the following new section:

SEC. 105. INNOVATIVE AUTOMOTIVE DEMONSTRATION PROGRAM.

The Secretary shall establish an Innovative Automotive Demonstration Program, within the existing Vehicle Technologies Program, to encourage the introduction of new vehicles into the marketplace that are designed in their entirety to achieve very high energy efficiency but still provide the capabilities required by the American consumer. This program shall encourage introduction of new light duty vehicles into the marketplace capable of achieving energy efficiencies significantly greater than required under current and pending Federal Corporate Average Fuel Economy (CAFE) standards. This program shall also encourage the use of materials and manufacturing techniques that minimize environmental impacts. Awards under this section shall be made on a competitive basis for demonstration of vehicles that—

- (1) carry at least four passengers;
- (2) meet all Federal safety requirements;
- (3) achieve at least 70 miles per gallon or the equivalent on the Environmental Protection Agency drive cycle;
- (4) provide vehicle performance that is judged acceptable to the United States consumer;
- (5) be affordable to the American consumer;
- (6) use materials and manufacturing processes that minimize environmental impacts;
- (7) meet all Federal and State emission requirements; and

(8) provide new high technology engineering and production employment opportunities.

The CHAIR. Pursuant to House Resolution 745, the gentleman from Florida (Mr. POSEY) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Florida.

Mr. POSEY. Mr. Chairman, I yield myself such time as may be necessary.

(Mr. POSEY asked and was given permission to revise and extend his remarks.)

Mr. POSEY. I thank the chairman and the ranking member for their work on this bill. Creating advanced vehicles is important if we are to reduce our dependence on foreign oil and to reduce emissions.

I am pleased to be joined by my colleague from Florida (Ms. KOSMAS) in offering this amendment. Our amendment makes sure that we explore all near-term options for increasing vehicle fuel efficiency. There are very near-term technologies that can be applied to develop and produce very high-mileage vehicles. Unfortunately, the possibility has not been a priority for the Department of Energy, and it has not been incorporated into the vehicle technologies program. The Department has been doing some very good work, but that work is focused on longer-term possibilities.

I think we need nearer-term solutions and interim advances. Our amendment would ask the Department to give full consideration to these nearer-term advances.

I am aware of companies that are close to demonstrating very high-mileage passenger vehicles. A partnership with the Department of Energy could be enough to make this a reality in a relatively short period. Our amendment asks the Department of Energy, within existing funds, to create a competitive program for demonstrating very high-mileage vehicles. These would be four-person vehicles that are affordable to the average family. We're talking about vehicles that would get 70, 80, 90, maybe 100 miles per gallon or more, which is clearly in excess of three times the current CAFE standards.

If there is a vehicle that could get that kind of performance and it could be made in America and could be on the market within 3 years, I think we definitely should explore that, and our amendment makes sure that the Department does explore that possibility.

I urge you to support the Posey-Kosmas amendment, and I reserve the balance of my time.

Ms. KOSMAS. Mr. Chairman, I rise to claim the time in opposition, although I do not oppose the amendment.

The CHAIR. Without objection, the gentlewoman from Florida is recognized for 5 minutes.

There was no objection.

Ms. KOSMAS. I rise in support of the Posey-Kosmas amendment and of this bill, H.R. 3246, the Advanced Vehicle Technology Act.

Our amendment would direct the Department of Energy to establish an Innovative Automotive Demonstration Program to award competitive grants for the purpose of demonstrating and for bringing to the market very high energy-efficient vehicles, achieving at least 70 miles per gallon in the near term.

Creating opportunities such as this ensures that we are utilizing the expertise of both the Department of Energy and of those in the industry who have real-world experience. This program will help to ensure that our Nation remains competitive in the world automotive market. Here at home, it will not only help us to meet new mileage and emissions requirements but to far exceed them.

Right now, companies across the Nation, including in central Florida, are researching and developing vehicles that will use lightweight materials and highly efficient engines, enabling them to potentially reach 100 miles per gallon. This program will help ensure that these companies are able to move past the R&D stage to demonstration and to full-scale manufacturing in the near term. Our Nation can lead the world in innovation and in technology achievements if we are willing to make the investment.

I would like to thank my friend and colleague, Congressman POSEY, for working with me on this important program which, I think, will be beneficial to consumers, which will help us to reduce our emissions and dependence on foreign oil, and which will lead to new jobs in central Florida and across the Nation.

I urge my colleagues to support the bipartisan Posey-Kosmas amendment and the underlying bill.

I reserve the balance of my time.

Mr. POSEY. Mr. Chairman, I yield to my colleague, the ranking member, the gentleman from Texas (Mr. HALL).

Mr. HALL of Texas. Mr. Chairman, I rise in support of the Posey amendment.

Mr. POSEY's goal is to direct the Department of Energy to give the same consideration to demonstrating vehicles using fossil fuels that can achieve 70 miles per gallon or more as they are to alternatively fueled vehicles and hybrids. I support that.

Mr. POSEY. Mr. Chairman, I yield back the balance of my time.

Ms. KOSMAS. Mr. Chairman, I yield to Chairman BART GORDON.

Mr. GORDON of Tennessee. Thank you, Ms. KOSMAS.

I appreciate your hard work on this amendment as well as Mr. POSEY's. You've brought us an amendment that is consistent with the overall goals of the bill but which requires some fine-tuning as we move through the conference process. With that understanding, we would still like to work with the gentleman and gentlewoman on perfecting the language as we move forward, and I support the amendment and urge its adoption.

Ms. KOSMAS. Mr. Chairman, I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Florida (Mr. POSEY).

The amendment was agreed to.

AMENDMENT NO. 6 OFFERED BY MR. GORDON OF TENNESSEE

The CHAIR. It is now in order to consider amendment No. 6 printed in House Report 111-255.

Mr. GORDON of Tennessee. Mr. Chairman, I rise as the designee for Mr. KENNEDY, and I have an amendment at the desk.

The CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 6 offered by Mr. GORDON of Tennessee:

Page 10, line 12, insert "qualified plug-in electric vehicle manufacturers," after "transit vehicle manufacturers,".

The CHAIR. Pursuant to House Resolution 745, the gentleman from Tennessee (Mr. GORDON) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Tennessee.

Mr. GORDON of Tennessee. Mr. Chairman, Mr. KENNEDY's amendment seeks to recognize that the Nation's vehicle fleet encompasses more than just 4-wheel passenger cars and large commercial trucks and that the ultra-efficient 2-wheel and 3-wheel vehicles should also be considered eligible for Federal research activities. I support my colleague's amendment and urge its adoption.

I reserve the balance of my time.

Mrs. BIGGERT. Mr. Chairman, I rise to claim time in opposition to the Kennedy amendment even though I am not necessarily opposed to the amendment.

The CHAIR. Without objection, the gentlewoman from Illinois is recognized for 5 minutes.

There was no objection.

Mrs. BIGGERT. Mr. Chairman, I just have a question of the designee, Mr. GORDON.

I am not sure that this amendment is necessary as I believe that a qualified plug-in electric vehicle manufacturer is considered an automotive manufacturer.

Do you think that there definitely needs to be something written into the amendment saying that a qualified plug-in electric vehicle manufacturer is considered an automotive manufacturer?

Mr. GORDON of Tennessee. I will yield to Mr. KENNEDY.

Mr. KENNEDY. Yes. To answer the gentlewoman's question, obviously, with advanced technology and energy-efficient vehicles, we're looking at all sorts of modes of transportation. Of course, in Europe, these modes of transportation, for the most part, are these small motor scooters. In fact, if we're looking to become energy independent and efficient and if we're trying to incentivize in this country the production and manufacturing of vehi-

cles that are going to reduce our dependence on foreign oil and are going to promote energy efficiency, we cannot do this and miss a large part of the market that the rest of the world is utilizing in order for them to become more energy independent and more energy efficient.

That's why it is important that we actually put this in the language of the bill, because, otherwise, they will not be eligible for the incentives that we make available for 4-wheel vehicles. In fact, if the idea is to promote all of these kinds of vehicles, we ought to make sure that it says that distinctly in the language.

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Mrs. BIGGERT. Reclaiming my time, as I said, I am not necessarily opposed. I just wanted clarification whether you thought that these vehicles would not be included in this bill, if they were not addressed.

Mr. KENNEDY. We have found already that these vehicles have not been able to garner the loan assistance that has been already available in other pieces of legislation and in the stimulus bill and previous legislation because they don't come under the strict definition of a 4-wheel vehicle.

We have tried to make the regulations flexible enough to say that they are two and can be retrofitted to become four, but, of course, that's kind of a stretch in the fact that the manufacturing process can be expanded to make 4-wheel vehicles out of these 2-wheel kinds of systems, but it's not the intended purpose of these manufacturing facilities. That's why we want to put it in specifically to mention 2- or 3-wheel vehicles.

Mrs. BIGGERT. Reclaiming my time, I would not oppose the amendment.

I yield back the balance of my time.

Mr. GORDON of Tennessee. First let me thank Mrs. BIGGERT for the work she has done in bringing this bill to us, as well as the work for those legitimate questions that I think need to be answered, and I think Mr. KENNEDY did answer.

I yield the balance of my time to the gentleman from Rhode Island (Mr. KENNEDY).

Mr. KENNEDY. I appreciate the gentlelady, and thank the gentleman from Tennessee for yielding me this time.

I won't go on any further than I have already explained except to say that obviously there are good green jobs. We talk about good green jobs in this bill. This is about good green jobs.

These vehicles are already being sold to police departments as public safety vehicles all across America. These Vectrix vehicles that are made in my State are electrical vehicles that have enormous capacity in the metropolitan areas. And, frankly, they are obviously great for the environment, but they are also fuel efficient, and they provide a great alternative to vehicles that we have since relied on that create such pollution in our air.

So I think this is good. It's creating good jobs here domestically.

And if we provide the loans, then we can keep these manufacturing jobs here at home. Roughly, 16,000 jobs are anticipated, conservatively, within the next 5 years as a result of just loans that can be made through the Department of Energy as a result of this amendment.

So I would ask that my colleagues favorably support this amendment.

Mr. Chair, I rise in support of my amendment, offered by Mr. GORDON, an amendment to ensure that this valuable legislation includes all manufacturers of qualified plug-in electric vehicles.

Right now, there are a dozen companies in our country that are designing and manufacturing 2- and 3-wheeled electric vehicles. They have not been able to participate in Department of Energy funding opportunities, not because they lack merit, but because they simply don't have 4 wheels.

If these companies had access to Department of Energy loans on the same basis as the rest of their industry, they could create 900 green jobs in the next year and 16,000 jobs in the next 5 years. With our current unemployment, we cannot afford to leave one job on the table.

My amendment is simple. It ensures that all manufacturers producing qualified plug-in electric vehicles are eligible under this legislation. In the past, innovative vehicles like electric motorcycles were left out simply because they did not conform to outdated definitions.

My amendment clarifies that these groundbreaking vehicles and their manufacturers are eligible under the program using a definition from existing law.

The electric vehicle industry has an opportunity to profoundly influence our nation's future. It can help to preserve our environment, revitalize our manufacturing base and help free us from our dependence on fossil fuels.

I urge my colleagues in the House to join me in support of all plug-in electric vehicles and adopt this amendment.

Mr. GORDON of Tennessee. I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Tennessee (Mr. GORDON).

The amendment was agreed to.

AMENDMENT NO. 7 OFFERED BY MR. GORDON OF TENNESSEE

The Acting CHAIR (Mr. SABLON). It is now in order to consider amendment No. 7 printed in House Report 111-255.

Mr. GORDON of Tennessee. Mr. Chairman, I rise as the designee for Mr. HOLT, and I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 7 offered by Mr. GORDON of Tennessee:

Page 20, line 13, insert "including agricultural and construction equipment," after "nonroad equipment,".

The Acting CHAIR. Pursuant to House Resolution 745, the gentleman from Tennessee (Mr. GORDON) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Tennessee.

Mr. GORDON of Tennessee. Mr. Chairman, Mr. HOLT's amendment would further clarify the pilot program for nonroad equipment. It is meant to include large mobile equipment as found in sectors such as agriculture and construction. The technologies used in these sectors are analogous to those found in on-road medium to heavy-duty trucks, and greater transfer of technology between sectors would benefit all.

This is a good amendment, and I urge the adoption.

I reserve the balance of my time.

Mrs. BIGGERT. Mr. Chairman, I rise to claim the time in opposition to the Holt amendment, even though I am not opposed to the amendment.

The Acting CHAIR. Without objection, the gentleman from Illinois is recognized for 5 minutes.

There was no objection.

Mrs. BIGGERT. Mr. Chairman, I support the Holt amendment. I think that this amendment makes clear that the pilot program was intended to include agricultural and construction nonroad equipment.

Therefore, I do support the amendment.

I yield back the balance of my time.

Mr. GORDON of Tennessee. I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Tennessee (Mr. GORDON).

The amendment was agreed to.

AMENDMENT NO. 8 OFFERED BY MR. MARSHALL

The Acting CHAIR. It is now in order to consider amendment No. 8 printed in House Report 111-255.

Mr. MARSHALL. I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 8 offered by Mr. MARSHALL:

Page 8, line 24, insert "including the unique challenges facing rural areas" after "electric hybrid vehicles".

The Acting CHAIR. Pursuant to House Resolution 745, the gentleman from Georgia (Mr. MARSHALL) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Georgia.

Mr. MARSHALL. Mr. Chairman, the bill provides that the Secretary shall conduct research. It actually mandates that the Secretary conduct research that's designed to improve the efficiency of vehicles that are used in transportation and the infrastructure that refuels or recharges those vehicles.

Mr. Chairman, it does not specifically, as it now stands, direct the Secretary to consider the unique challenges that face rural areas with regard to these issues. The population is not as dense. It can be more expensive to develop the infrastructure.

The distances typically that have to be covered by those who are using vehicles are greater. The infrastructure is probably going to have to be a little denser to take that into account, relatively speaking.

In rural areas you will find that many people use larger vehicles. Pickup trucks are very common, and it's not simply because folks like pickup trucks, it's because folks have heavy things to carry, large loads fairly regularly.

These are unique challenges that face rural America. And rural America is also that portion of America that really doesn't have a lot of extra money in its pocket to meet transportation costs.

So I think it's particularly appropriate that we specifically direct the Secretary to take into account the unique challenges facing rural America when it comes to transportation issues generally, and when it comes to our attempts to improve, make more efficient, make more cost efficient, make cleaner our use of transportation across the country.

I think the amendment should be noncontroversial. I certainly hope so.

I reserve the balance of my time.

Mrs. BIGGERT. Mr. Chairman, I rise to claim the time in opposition to the Marshall amendment, even though I am not opposed to the amendment.

The Acting CHAIR. Without objection, the gentleman from Illinois is recognized for 5 minutes.

There was no objection.

Mrs. BIGGERT. Mr. Chairman, I am supportive of the Marshall amendment. As the amendment states, there are unique challenges facing rural areas, especially in regards to refueling and infrastructure for alternative-fuel vehicles, such as those that run on natural gas and hydrogen or electric or plug-in electric hybrid vehicles that require an electrical outlet.

I thank Mr. MARSHALL for trying to ensure that rural Americans have the same benefits in this area as their urban counterparts.

With that, I would support this amendment.

I yield back the balance of my time.

Mr. MARSHALL. I thank the gentlelady for her support. I think all rural Americans thank the gentlelady for her support.

What I would like to do right now, Mr. Chairman, if I could ask, is yield some time to the gentleman from New Jersey (Mr. HOLT) whose amendment was just considered and adopted. Mr. HOLT couldn't be here at the time the amendment was considered, and I know he wants to speak a little bit about his amendment.

Mr. HOLT. Mr. Chairman, I thank my respected friend from Georgia and also the chairman for their support of my legislation, this amendment that is really quite simple, and I appreciate their support of it.

There is nothing in the bill that would prohibit the use of funds for advanced agriculture vehicles. My

amendment, as adopted, simply underscores the importance of research and development in this arena.

Rising food costs have been one of the greatest burdens of America's struggling families, and the cost of fuel in transporting agricultural products has been a major factor in these costs increases.

According to the U.S. Department of Agriculture, prices for what the department calls "food at home," which includes grocery stores, convenience stores and food at farmers markets, will rise 2 to 3 percent this year following an increase of 6.4 percent last year, they say the highest jump in nearly two decades. Increasing food prices are expected to outpace increases in the Consumer Price Index.

Granted, the cost of fuel is only one factor in these increases. But everything we can do to ease the burden of high fuel costs of agricultural products certainly will help. Coming from the Garden State, which has a long agricultural tradition, I feel that this is as important an issue for my constituents as for those in the other 49 States.

I will continue to work to find ways to make agricultural production less costly, more sustainable.

Mr. Chair, I rise today in support of my amendment to the Advanced Vehicle Technology Act (H.R. 3246 which was offered by Mr. GORDON of Tennessee), to ensure that funding for the pilot program will be applied towards the development of more fuel efficient agricultural vehicles.

There is nothing in the bill that would have prohibited the use of funds for advanced agriculture vehicles; my amendment simply underscores the importance of research and development in this arena.

Rising food costs have been one of the greatest burdens on our struggling families, and the cost of fuel in producing and transporting agricultural products has been a major factor in these cost increases. According to experts from the U.S. Department of Agriculture, prices for what the Department calls "food at home," which includes purchases at grocery stores, convenience stores and farmers' markets, will rise 2 to 3 percent this year, following an increase of 6.4 percent last year, "the highest jump in nearly two decades." Increasing food prices are expected to outpace increases in the Consumer Price Index.

Granted, the cost of fuel is not the only factor behind the increasing price of food. But everything we can do to ease the burden of high fuel costs on agricultural production will help. Coming from the Garden State which has a long agricultural tradition, this is an important issue to my constituents.

I will continue to work to find ways to make agricultural production less costly and more sustainable, because I believe it is critical to our food security. I urge my colleagues to support this amendment.

Mr. MARSHALL. Mr. Chairman, I would like to yield 30 seconds to the chairman of the committee, who continues to regularly beat me in every running race we have, the gentleman from Tennessee.

Mr. GORDON of Tennessee. More importantly, I want to thank you for this

very excellent, constructive amendment. It seeks to recognize the unique challenges faced by rural communities as we move toward greater electrification of the transportation sector.

I too share the concern for my constituents in Middleton, Tennessee. This is an excellent amendment, an improvement to a good bill, and I urge its adoption.

Mr. MARSHALL. If I could just wrap up, you know, I am no expert in this area, but I do know rural areas. And with the distances, the weights of vehicles, it seems to me that natural gas and natural gas distribution facilities and hybrid engines probably are what we are going to need in rural areas more than anything else, and that pure electric isn't going to work very well.

But that's for the experts to figure out. What this amendment does is essentially direct the Secretary to make sure that the experts do focus on questions like that.

Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Georgia (Mr. MARSHALL).

The amendment was agreed to.

AMENDMENT NO. 9 OFFERED BY MR. COHEN

The Acting CHAIR. It is now in order to consider amendment No. 9 printed in House Report 111-255.

Mr. COHEN. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 9 offered by Mr. COHEN:

Page 10, lines 1 through 3, amend paragraph (2) to read as follows:

(2) multiple battery chemistries and novel energy storage devices, including nonchemical batteries and electromechanical storage technologies such as hydraulics, flywheels, and compressed air storage;

The Acting CHAIR. Pursuant to House Resolution 745, the gentleman from Tennessee (Mr. COHEN) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Tennessee.

Mr. COHEN. I yield myself such time as I may consume.

I would first like to commend Representative PETERS and the Science and Technology Committee for sponsoring this forward-looking piece of legislation and, of course, Chairman GORDON for his outstanding work in bringing this to the floor.

For more than a century the United States has been the home to automobile innovation. This innovation made the U.S.A. the world leader in automobile production and automobile design. Cars and the United States were almost synonymous.

However in recent years the United States has fallen far behind Asian and European automakers and countries there with regard to vehicle innovation, especially when it comes to fuel efficiency. As gas prices continue to

rise and American citizens become more concerned about global warming and energy security, they have responded by purchasing more fuel-efficient vehicles.

So the American car manufacturer must meet that demand to stay active and viable. Finding a safe, affordable and clean alternative to oil will not be cheap nor easy. Public and private entities will have to work cooperatively to solve this technological problem. Old-fashioned American entrepreneurship will need to be working on the cutting edge of technological advancements to keep our automobile industry alive.

From hydrogen fuel cells to electric cars, these innovators are leaving no stone unturned when it comes to finding energy solutions. So with such an array of technologies holding so much promise, we cannot afford to ignore any promising technology. With this in mind, Amendment No. 9 assures electromechanical storage technologies such as hydraulics, flywheels and compressed air storage are also allowed to be researched under this Department of Energy program.

These technologies hold tremendous promise and need to be explored as energy alternatives. For example, existing compressed air cars average more than 115 gas-equivalent miles per gallon and can reach speeds of up to 90 miles an hour. Most importantly, these cars emit almost zero carbon dioxide and only cost \$2 to \$3 to fill up.

□ 1415

Technologies such as compressed air are not yet perfect; however, with the passage of the Advanced Vehicles Technology Act, these innovative technologies can receive the funding they need to transform a novel fuel source into an energy solution of the future. Doing so will spur development throughout the country in small scientific laboratories, and one in Memphis, Bioworks, in my district might be one that engages in this, as well as in the massive grounds of General Motors, Ford, and other American manufacturing plants.

The economic competitiveness and safety of the United States depends upon the ability of American entrepreneurs to develop viable alternatives to oil. In order to ensure our future security, we must make a down payment on the future of our country by seriously investing in alternative energy research.

For these reasons, I strongly urge the passage of this amendment to the Advanced Vehicles Technology Act, which simply gives another alternative to the Department of Energy to move us into the future in a progressive and sound way.

Mrs. BIGGERT. Mr. Chairman, I rise to claim the time in opposition to the Cohen amendment even though I am not opposed to the amendment.

The Acting CHAIR. Without objection, the gentlewoman from Illinois is recognized for 5 minutes.

There was no objection.

Mrs. BIGGERT. Mr. Chairman, I do support the amendment. I think it simply lays out examples of electromechanical storage technologies to make sure that they are included in this bill.

Mr. Chairman, I yield back the balance of my time.

Mr. COHEN. Mr. Chairman, I yield to the gentleman from Murfreesboro, Tennessee (Mr. GORDON), the chairman of the committee.

Mr. GORDON of Tennessee. I thank Mr. COHEN for yielding.

I also thank him for presenting this good amendment to us. It seeks to recognize the full range of energy storage devices that can be incorporated into vehicles, including beyond batteries. We have worked with Mr. COHEN in perfecting the language. It's a good amendment, and I urge adoption.

Mr. COHEN. Mr. Chairman, I urge a positive vote on the amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Tennessee (Mr. COHEN).

The amendment was agreed to.

AMENDMENT NO. 10 OFFERED BY DONNELLY OF INDIANA

The Acting CHAIR. It is now in order to consider amendment No. 10 printed in House Report 111-255.

Mr. DONNELLY of Indiana. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 10 offered by Mr. DONNELLY of Indiana:

Page 15, line 20, insert “, recreational,” after “heavy-duty commercial”.

Page 17, line 11, insert “, recreational,” after “heavy-duty commercial”.

The Acting CHAIR. Pursuant to House Resolution 745, the gentleman from Indiana (Mr. DONNELLY) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Indiana.

Mr. DONNELLY of Indiana. Mr. Chairman, I yield myself such time as I may consume.

Americans across the country have, for decades, taken their families and recreational vehicles to national parks, historic battlefields, and other tourist sites and towns that are uniquely American. Despite the recent economic downturn and increase in gas prices, thousands more RVs will continue to be sold each year.

My amendment is simple: Include RVs as eligible for vehicle technologies research at the Department of Energy under section 201 of the bill dealing with medium and heavy duty and transit vehicles.

The RV industry has been moving in the right direction with fuel efficiency research; however, just as with other medium and heavy duty vehicles, the costs of such research for RVs are high.

High costs in a tough economic climate slow progress by making it difficult for companies to set sufficient research funding aside.

Including RVs among medium and heavy duty vehicles makes sense because of their similar size, weight, and power train. H.R. 3246 prioritizes making our vehicle fleet in the United States as fuel efficient as possible by developing and promoting new technologies, and our amendment clarifies that recreational vehicles should be part of these efforts, ensuring that the thousands of new RVs that drive onto America's roads each year are using the least amount of fuel possible.

I strongly support H.R. 3246 and believe this amendment to include RVs will make the program more successful in ensuring medium and heavy duty vehicles are more efficient energy users.

Mr. Chairman, I strongly support this bill, and I thank Chairman GORDON and Mr. PETERS for their work on this legislation to help make the vehicles on our roads more fuel efficient and our auto industry more competitive for the future. I would also like to thank my good friends and colleagues Mr. SOUDER and Mr. DEFAZIO for their support of this amendment.

I urge the House to support my amendment and also to support the underlying bill.

Mr. Chairman, I reserve the balance of my time.

Mrs. BIGGERT. Mr. Chairman, I rise to claim time in opposition to the Donnelly amendment.

The Acting CHAIR. The gentlewoman from Illinois is recognized for 5 minutes.

Mrs. BIGGERT. Mr. Chairman, I have some real concerns with this amendment. I just wonder if this bill is really the proper place for this amendment that includes recreational vehicles in a title of the bill that is intended to provide research, development, demonstration, and commercial application on medium to heavy duty commercial and transit vehicles, and I'm afraid that this amendment would divert funds from an area of research that would be more beneficial to the population at large. And I would have a question to ask of the sponsor for clarification.

There is a definition of the recreational vehicle. Would this include not just a commercial truck or bus type of vehicle, but does this include all RVs that could be a pickup or a van that they would be attached to?

Mr. DONNELLY of Indiana. If the gentlewoman will yield, this includes bus-like vehicles. This does not include towables or pickups.

Mrs. BIGGERT. Reclaiming my time, so in other words, this would be the same kind of chassis that would be in one of the commercial trucks?

Mr. DONNELLY of Indiana. It would be very similar to those chassis, yes, to fit in with the spirit of this section.

Mrs. BIGGERT. Another concern is that this is for recreational vehicles

and this is limited taxpayer money. Do you think that the American people would like to see this included as the type of research and development that we would be asking to designate—

Mr. DONNELLY of Indiana. Will the gentlewoman yield?

Mrs. BIGGERT. I yield.

Mr. DONNELLY of Indiana. I absolutely think the American taxpayers would be in support of this because it creates jobs and it creates opportunity. So, yes, I do.

Mrs. BIGGERT. Mr. Chairman, the RV is an optional purchase for a consumer, usually used for vacation purposes. We've been talking about recreational. And, again, I really have some concerns of spending taxpayer funds on research and development. If the gentleman could convince me that this would lower the fuel consumption so much that it would save—

Do you have any idea how many recreational vehicles there are that would benefit from this research?

Mr. DONNELLY of Indiana. Will the gentlewoman yield?

Mrs. BIGGERT. Yes, I yield to the gentleman.

Mr. DONNELLY of Indiana. We would have a lot more sold if we had better mileage. That's the attempt on this. We are trying to save millions of gallons of gasoline and of diesel each year and to create thousands and thousands of additional jobs and strengthen our economy, very much the same type of goals that we have had in the other programs that are part of this.

Mrs. BIGGERT. I thank the gentleman. And I'm afraid I must still stand in opposition to this amendment.

Mr. Chairman, I yield back the balance of my time.

Mr. DONNELLY of Indiana. Mr. Chairman, I yield 30 seconds to the chairman, the gentleman from Tennessee (Mr. GORDON).

Mr. GORDON of Tennessee. I thank Mr. DONNELLY for yielding.

In this bipartisan amendment, my colleagues seek to recognize the unique requirements of the types of vehicles commonly known as recreational vehicles. They highlight an important industry within the medium to heavy duty truck sector, and I would point out that these are heavy users of fuel. If we can make them more fuel efficient, we certainly are going to make our country less dependent on foreign oil. I think that this is an excellent use of these research dollars, and I support the amendment.

Mr. DONNELLY of Indiana. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Indiana (Mr. DONNELLY).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mrs. BIGGERT. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by

the gentleman from Indiana will be postponed.

AMENDMENT NO. 11 OFFERED BY MR. ALTMIRE

The Acting CHAIR. It is now in order to consider amendment No. 11 printed in House Report 111-255.

Mr. ALTMIRE. Mr. Chairman, I rise as the designee of Congressman SESTAK, the author of amendment No. 11.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 11 offered by Mr. ALTMIRE: Page 14, line 5, insert "advanced battery" after "vehicle, engine,".

Page 14, line 16, strike "; and" and insert a semicolon.

Page 14, line 17, redesignate paragraph (8) as paragraph (9).

Page 14, after line 16, insert the following new paragraph:

(8) improve the calendar life and cycle life of advanced batteries; and

The Acting CHAIR. Pursuant to House Resolution 745, the gentleman from Pennsylvania (Mr. ALTMIRE) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Pennsylvania.

Mr. ALTMIRE. Mr. Chairman, the legislation before us would reauthorize the Department of Energy's Vehicle Technologies Program, which invests in advanced vehicle research and development. This program taps American ingenuity to create good-paying American jobs and, importantly, reduce our dependence on foreign oil.

The Advanced Vehicle Technology Act requires the Energy Secretary to research and develop advanced automobile battery manufacturing. Automotive batteries for plug-in hybrids and electric vehicles are promising, but they are not yet fully competitive in the market.

Congressman SESTAK's amendment would require the Secretary to consider two additional factors in bringing advanced batteries for plug-in vehicles and electric cars to market.

First, electric vehicle batteries are limited by the number of times they can be charged and depleted before the battery fails entirely. To extend battery life cycles, vehicle manufacturers oversize the batteries, often extending battery life but then sacrificing cost and efficiency in the process. The gentleman's amendment would require research and development of technology to efficiently increase battery life.

Second, vehicle battery manufacturing is an energy-and emissions-intensive process, which ultimately contributes to an electric vehicle's carbon footprint. Congressman SESTAK's amendment would require the Energy Secretary to research and develop new technologies to increase efficiency in the battery manufacturing process.

I thank Chairman GORDON, and I urge support for Mr. SESTAK's amendment.

Mr. Chairman, I reserve the balance of my time.

Mrs. BIGGERT. Mr. Chairman, I rise to claim the time in opposition to the

Sestak amendment even though I am not opposed to the amendment.

The Acting CHAIR. Without objection, the gentleman from Illinois is recognized for 5 minutes.

There was no objection.

Mrs. BIGGERT. Mr. Chairman, I rise in support of the Sestak amendment.

As we conduct research and development and produce and manufacture advanced batteries, it makes sense to, at the same time, look into ways to not only reduce waste streams, emissions, and energy intensity, but also to improve the calendar life and cycle life of these advanced batteries.

Mrs. BIGGERT. Mr. Chairman, I yield back the balance of my time.

Mr. ALTMIRE. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Pennsylvania (Mr. ALTMIRE).

The amendment was agreed to.

AMENDMENT NO. 12 OFFERED BY MR. MASSA

The Acting CHAIR. It is now in order to consider amendment No. 12 printed in House Report 111-255.

Mr. MASSA. Mr. Chairman, I have an amendment at the desk made in order under the rule.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 12 offered by Mr. MASSA:

Page 11, lines 12 through 14, amend paragraph (4) to read as follows:

(4) give consideration to conversion of existing or former vehicle technology development or manufacturing facilities for the purposes of this Act, and support public-private partnerships dedicated to overcoming barriers in commercial application of transformational vehicle technologies that utilize such industry-led facilities; and

The Acting CHAIR. Pursuant to House Resolution 745, the gentleman from New York (Mr. MASSA) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from New York.

□ 1430

Mr. MASSA. Mr. Chairman, I yield myself such time as I may consume.

The importance of this bill and the support for critical new vehicle technologies in the United States simply cannot be overstated. The future of the American automobile industry and its accompanying tens of thousands of American jobs rest on the ability of domestic car companies to research, develop and commercialize new, clean, efficient technologies that will be the backbone of a new U.S. vehicle market in the future and for future generations.

We have achieved many breakthroughs in advanced vehicle technologies; and I am certain with the continued support from Congress and the American people, this progress will continue. Taking these breakthroughs from research to reality, however, has been an ongoing challenge for Amer-

ican innovators. Facing many barriers that prevent breaking new technologies getting to the marketplace, automobile companies have always had challenges commercializing advanced vehicles to help reduce our Nation's dangerous, if not critically dangerous, dependence on foreign oil, should I say hostile foreign oil.

Much of the focus of the past efforts by the Federal Government has been on the research side. With this amendment, the equally important commercialization part will now receive attention.

My amendment will help change this emphasizing the importance of those barriers to commercialization and by supporting new ways to help our domestic car companies bring advanced vehicle technologies online. Beyond support for research and development, we must follow through completely on our obligations to the American people to develop real solutions to our growing energy crisis. We cannot be satisfied with abandoning new technologies every time they leave the laboratory. We must help our automobile makers carry these technologies across the finish line or face the alternative as we have in the past and seen time and time again where U.S. innovation and research is picked up and developed by foreign competitors. Thus, we lose our market share and advantage in the marketplace.

To support true, real change and to bring about a serious new change for new generations of advanced technology vehicles in the United States, we must focus on basic research and on public-private partnerships that utilize the expertise of industry to conquer the many impediments to commercializing these promising new technologies.

I reserve the balance of my time.

Mrs. BIGGERT. Mr. Chairman, I claim the time in opposition to the Massa amendment, and I am not necessarily in opposition to the amendment.

The Acting CHAIR. Without objection, the gentleman from Illinois is recognized for 5 minutes.

There was no objection.

Mrs. BIGGERT. Mr. Chairman, I do have some concerns about the gentleman's amendment. As I read the amendment, I note that Mr. MASSA is adding language that would support public-private partnerships dedicated to overcoming barriers in commercial application of transformational vehicle technologies that utilize such industry-led facilities.

Perhaps the gentleman could explain in a little more detail who would be able to take advantage of this change and what types of activities it would allow.

Mr. MASSA. Would the gentlelady yield?

Mrs. BIGGERT. I yield to the gentleman.

Mr. MASSA. I think your question cuts to the core of what public-private

partnerships can do to help American industry. First, this is targeted at the domestic American automobile industry. As we have seen over and over again as our competitors around the world do everything they can to lower barriers to business competition and business commercialization, I seek to give that opportunity to our industries as well.

You know, having spent some time in business running a factory line, I understand what it means to get to the finish line, have a great product and then face barrier upon barrier of unnecessary regulation when all I need is an open line of communication to be able to overcome these. This is the spirit in which this amendment is offered, to offer the maximum amount of opportunity to our domestic industry. I think that not only the American people but my colleagues and good friends across the aisle can join me in that spirit.

Mrs. BIGGERT. Reclaiming my time, can you give me an example of a barrier?

Mr. MASSA. Would the gentlelady yield?

Mrs. BIGGERT. I yield.

Mr. MASSA. As a specific opportunity, we all know that State and Federal governments have a tremendous amount of data capability to be able to do market research and understand how the marketplace operates. And yet many times, because a corporation or a company or a private manufacturer is private, they cannot readily access that information. That is a key example of the kinds of barriers to commercialization that we must remove. These are lessons that our good friends and allies across the world, who frankly are our economic competitors, have already realized and moved forward on. I seek to give our domestic manufacturers the exact same advantages.

Mrs. BIGGERT. Reclaiming my time, you said it would help the American manufacturers. Is it one specific manufacturer, or who would this benefit? I want to make sure that it is not just a specific manufacturer.

Mr. MASSA. Would the gentlelady yield?

Mrs. BIGGERT. I yield.

Mr. MASSA. Certainly the context of this amendment is offered with the specific focus of assisting domestic automobile manufacturers. But as I am sure the gentlelady would agree with me, automobile manufacturing is such a large and encompassing industrial activity, that this will not only go from the factory floor in Detroit but may in fact help the small mom-and-pop manufacturers that support that activity. So this will have a very broad benefit across a wide spectrum of economic activities, ultimately focused on helping advanced vehicle technologies.

Mrs. BIGGERT. Reclaiming my time, I just want to make sure that we all understand the intent so we can make an informed decision as to whether it is appropriate to this bill.

Could you give me a little more on who benefits from this and the barriers?

Mr. MASSA. Would the gentlelady yield?

Mrs. BIGGERT. I yield to the gentleman.

Mr. MASSA. I can certainly do that, perhaps with your concurrence, by offering a specific example.

As we face new technologies, be they hybrid, be they new fuel sources like second-generation ethanol or hydrogen, those technologies as they mature across a pilot production line will ultimately produce a vehicle that will be offered to the American people. The business model of going from the laboratory to the actual showroom floor is as complex as the research and development.

This amendment seeks to recognize that and lower those barriers. Visualize, if I might offer this: as the vehicle rolls out of the laboratory, and we have all raised children, I have a teenager. I know how to get that teenager through college. And by golly, that is what this concept does. It helps that vehicle stand on its own so it can be proudly purchased by Americans.

Mrs. BIGGERT. Reclaiming my time, I know you are talking about the commercialization, which is what we sometimes call the "valley of death" for companies to get out beyond the demonstration to the marketplace which is probably the hardest for so many companies. And you think that this will help a lot of different companies be able to do that?

Mr. MASSA. Would the gentlelady yield?

Mrs. BIGGERT. I yield.

Mr. MASSA. Based on my personal experience of having run production lines in factories, I am certain that this will help in the commercialization of American-made products and thus help the American manufacturing sector.

Mrs. BIGGERT. With that, I yield back the balance of my time.

Mr. MASSA. Mr. Chairman, I yield 1 minute to the Chair and the individual who is responsible for allowing me the honor of presenting this amendment, the gentleman from Tennessee (Mr. GORDON).

Mr. GORDON of Tennessee. Let me thank Mr. MASSA for bringing this excellent amendment to our attention. It makes a good bill better. I support it.

Let me conclude by saying that this bill moved relatively smoothly today. This is a very important bill, but it didn't happen by accident. I want to thank Mrs. BIGGERT and Mr. HALL for working with Mr. PETERS in really a collegial way to bring this important bill before us.

But as all Members of Congress know, if it wasn't for diligent, dedicated staff, we could not bring this type of important legislation before us. So I want to thank Chris King, who is the staff director for the Energy Subcommittee on the Science and Tech-

nology Committee, and for leading a good team of John Piazza, Hillary Cain, Elizabeth Chapel, and for working with Jonathan Smith from Mr. PETERS' office. Without your work, we could not have brought this bill, and I thank you for it.

Mr. MASSA. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from New York (Mr. MASSA).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mr. MASSA. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from New York will be postponed.

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments printed in House Report 111-255 on which further proceedings were postponed, in the following order:

amendment No. 2 by Mr. HALL of Texas,

amendment No. 10 by Mr. DONNELLY of Indiana,

amendment No. 12 by Mr. MASSA of New York.

The Chair will reduce to 5 minutes the time for any electronic vote after the first vote in this series.

AMENDMENT NO. 2 OFFERED BY MR. HALL OF TEXAS

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Texas (Mr. HALL) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 179, noes 253, not voting 7, as follows:

[Roll No. 705]

AYES—179

Aderholt	Broun (GA)	Cole
Adler (NJ)	Brown (SC)	Conaway
Akin	Brown-Waite,	Crenshaw
Alexander	Ginny	Culberson
Altmire	Buchanan	Davis (KY)
Bachmann	Burgess	Deal (GA)
Bachus	Burton (IN)	Dent
Barton (TX)	Buyer	Diaz-Balart, L.
Berry	Calvert	Diaz-Balart, M.
Biggert	Campbell	Doggett
Billbray	Cantor	Dreier
Bilirakis	Cao	Duncan
Bishop (UT)	Capito	Emerson
Blackburn	Carney	Fallin
Blunt	Carter	Flake
Boehner	Cassidy	Fleming
Bono Mack	Castle	Forbes
Boozman	Chaffetz	Fortenberry
Boustany	Childers	Fox
Brady (TX)	Coble	Franks (AZ)
Bright	Coffman (CO)	Frelinghuysen

Gallegly
Garrett (NJ)
Gerlach
Gingrey (GA)
Goodlatte
Granger
Graves
Guthrie
Hall (TX)
Harper
Hastings (WA)
Heller
Hensarling
Herger
Himes
Hunter
Inglis
Issa
Jenkins
Johnson (IL)
Johnson, Sam
Jones
Jordan (OH)
King (IA)
King (NY)
Kingston
Kirkpatrick (AZ)
Kline (MN)
Kratovil
Lamborn
Lance
Latham
LaTourette
Latta
Lee (NY)
Lewis (CA)
Linder
LoBiondo
Lucas
Luetkemeyer

Lummis
Lungren, Daniel
E.
Mack
Maloney
Manzullo
Marchant
McCarthy (CA)
McCaul
McClintock
McHenry
McKeon
McMahon
McMorris
Rodgers
Mica
Miller (FL)
Miller, Gary
Minnick
Mitchell
Moran (KS)
Murphy (NY)
Myrick
Neugebauer
Nunes
Olson
Paul
Paulsen
Pence
Petri
Pitts
Platts
Poe (TX)
Posey
Price (GA)
Putnam
Radanovich
Rehberg
Reichert
Roe (TN)

Rogers (KY)
Rogers (MI)
Rohrabacher
Rooney
Ros-Lehtinen
Roskam
Royce
Ryan (WI)
Scalise
Schock
Sensenbrenner
Sessions
Shadegg
Shimkus
Shuster
Simpson
Skelton
Smith (NE)
Smith (NJ)
Smith (TX)
Souder
Stearns
Sullivan
Taylor
Teague
Terry
Thompson (PA)
Thornberry
Tiahrt
Tiberi
Walden
Wamp
Westmoreland
Whitfield
Wilson (SC)
Wittman
Wolf
Young (AK)
Young (FL)

NOES—253

Abercrombie
Ackerman
Andrews
Arcuri
Austria
Baca
Baird
Baldwin
Barrow
Bartlett
Bean
Becerra
Berkley
Berman
Bishop (GA)
Bishop (NY)
Blumenauer
Bocchieri
Bonner
Bordallo
Boren
Boswell
Boucher
Boyd
Brady (PA)
Braley (IA)
Brown, Corrine
Butterfield
Camp
Capuano
Cardoza
Carnahan
Carson (IN)
Castor (FL)
Chandler
Christensen
Chu
Clarke
Clay
Cleave
Clyburn
Cohen
Connolly (VA)
Conyers
Cooper
Costa
Costello
Courtney
Crowley
Cuellar
Cummings
Dahlkemper
Davis (AL)
Davis (CA)
Davis (IL)
Davis (TN)
DeFazio

DeGette
Delahunt
DeLauro
Dicks
Dingell
Donnelly (IN)
Doyle
Driehaus
Edwards (MD)
Edwards (TX)
Ehlers
Ellison
Ellsworth
Engel
Eshoo
Etheridge
Faleomavaega
Farr
Fattah
Filner
Foster
Frank (MA)
Fudge
Giffords
Gonzalez
Gordon (TN)
Grayson
Green, Al
Green, Gene
Griffith
Grijalva
Gutierrez
Hall (NY)
Halvorson
Hare
Harman
Hastings (FL)
Heinrich
Herseth Sandlin
Higgins
Hill
Hinchey
Hinojosa
Hirono
Hodes
Hoekstra
Holden
Holt
Honda
Hoyer
Inslee
Israel
Jackson (IL)
Jackson-Lee
(TX)
Johnson (GA)
Johnson, E.B.

Kagen
Kanjorski
Kaptur
Kennedy
Kildee
Kilpatrick (MI)
Kilroy
Kind
Kirk
Kissell
Klein (FL)
Kosmas
Kucinich
Langevin
Larsen (WA)
Larson (CT)
Lee (CA)
Levin
Lewis (GA)
Lipinski
Loebbeck
Lofgren, Zoe
Lowey
Lujan
Lynch
Maffei
Markey (CO)
Markey (MA)
Marshall
Massa
Matheson
Matsui
McCarthy (NY)
McCollum
McCotter
McDermott
McGovern
McIntyre
McNerney
Meek (FL)
Meeks (NY)
Melancon
Michaud
Miller (MI)
Miller (NC)
Miller, George
Mollohan
Moore (KS)
Moore (WI)
Moran (VA)
Murphy (CT)
Murphy, Patrick
Murphy, Tim
Murtha
Nadler (NY)
Napolitano
Neal (MA)

Norton
Nye
Oberstar
Obey
Oliver
Ortiz
Pallone
Pascrell
Pastor (AZ)
Payne
Perlmutter
Perriello
Peters
Peterson
Pierluisi
Pingree (ME)
Polis (CO)
Pomeroy
Price (NC)
Quigley
Rahall
Rangel
Reyes
Richardson
Rodriguez
Rogers (AL)
Ross
Rothman (NJ)
Roybal-Allard

Ruppersberger
Rush
Ryan (OH)
Sablan
Salazar
Sánchez, Linda
T.
Sanchez, Loretta
Sarbanes
Schakowsky
Schauer
Schiff
Schrader
Schwartz
Scott (GA)
Scott (VA)
Serrano
Shea-Porter
Sherman
Shuler
Sires
Slaughter
Smith (WA)
Snyder
Space
Speier
Spratt
Stark
Stupak

Sutton
Thompson (CA)
Thompson (MS)
Tierney
Titus
Tonko
Towns
Tsongas
Turner
Upton
Van Hollen
Velázquez
Visclosky
Walz
Wasserman
Schultz
Waters
Watson
Watt
Waxman
Weiner
Welch
Wexler
Wilson (OH)
Woolsey
Wu
Yarmuth

NOT VOTING—7

Barrett (SC)
Capps
Gohmert

McHugh
Schmidt
Sestak

Tanner

□ 1507

Messrs. WALZ, ROTHMAN of New Jersey, SALAZAR, DICKS, POLIS of Colorado, Ms. WOOLSEY, Messrs. BRALEY of Iowa, McCOTTER, HOEKSTRA, McDERMOTT, DAVIS of Tennessee, CAPUANO, Mrs. MCCARTHY of New York, Messrs. BONNER, LYNCH, FALEOMAVAEGA, MOLLOHAN, and Ms. TSONGAS changed their vote from “aye” to “no.”

So the amendment was rejected.

The result of the vote was announced as above recorded.

(By unanimous consent, Mr. BACA was allowed to speak out of order.)

ROLL CALL CUP

Mr. BACA. Mr. Chair, on Monday we had a match, which is the Roll Call Cup, between the Democrats and the Republicans, our Ryder Cup, and we've had a series of matches. In the past, the Republicans have won it 4 years in a row. This year the Democrats won it to make it 4 years in a row by winning the series 12-5.

I want to thank both of the team captains who have worked so hard on the Ryder Cup, and that's ZACH WAMP on the Republican side for doing a good job and JOHN TANNER, who has been the representative for us.

But the real winners here are First Tee and Roll Call because this really goes out to help many underprivileged kids here in Washington, D.C., with the ability to play golf.

So again, on behalf of the Democrats who retain the cup for the fourth year in a row, thank you very much.

At this time I would like to yield some time to ZACH WAMP.

Mr. WAMP. Mr. Chairman, I just would like to add that we want to thank Dan Tate, Sr. with the PGA. We want to thank the First Tee program, which is much more than golf, ladies and gentlemen. It is a leadership, development and training program for young people. They now have First Tee

facilities compliments of, frankly, the Congress at military bases all across the country and in 19 foreign countries.

The only highlight of this year's loss was that our three freshmen, Mr. ROE of Tennessee, Mr. ROONEY of Florida and Mr. HUNTER of California, performed admirably. So there is hope for next year and for the future. With that, congratulations to the Democrats. It is now 4-4. We look forward to raising money for First Tee in the future. From this year and in previous years, this event in 7 years has raised well over \$1 million for the First Tee program, and for that, we should all be grateful.

I yield back to the gentleman from California.

Mr. BACA. Thank you very much.

Mr. Chair, if I may thank the Democrats who participated, and that is JOHN YARMUTH, JOHN TANNER, CHET EDWARDS, JIM CLYBURN, ALBIO SIRE, JIM COOPER, MIKE DOYLE, BART STUPAK, CHRIS CARNEY and ED PERLMUTTER. I want to thank the Ryder Cup team for their participation.

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Without objection, 5-minute voting will continue.

There was no objection.

AMENDMENT NO. 10 OFFERED BY MR. DONNELLY OF INDIANA

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Indiana (Mr. DONNELLY) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 369, noes 62, not voting 8, as follows:

[Roll No. 706]

AYES—369

Abercrombie
Ackerman
Aderholt
Adler (NJ)
Akin
Alexander
Altmire
Andrews
Arcuri
Austria
Baca
Bachmann
Bachus
Baird
Baldwin
Barrow
Bean
Becerra
Berkley
Berman
Berry
Billbray
Billakis
Bishop (GA)
Bishop (NY)
Blackburn

Blumenauer
Blunt
Bocchieri
Bonner
Bono Mack
Boozman
Bordallo
Boren
Boswell
Boucher
Boyd
Brady (PA)
Brady (TX)
Braley (IA)
Bright
Brown (SC)
Brown, Corrine
Brown-Waite,
Ginny
Buchanan
Burton (IN)
Butterfield
Buyer
Calvert
Camp
Campbell

Cao
Capito
Capuano
Cardoza
Carnahan
Carney
Carson (IN)
Cassidy
Castor (FL)
Chandler
Childers
Christensen
Chu
Clay
Cleave
Clyburn
Coffman (CO)
Cohen
Cole
Connolly (VA)
Conyers
Cooper
Costa
Costello
Courtney
Crenshaw

Crowley
Cuellar
Culberson
Cummings
Dahlkemper
Davis (AL)
Davis (CA)
Davis (KY)
Davis (TN)
Deal (GA)
DeFazio
DeGette
Delahunt
DeLauro
Diaz-Balart, L.
Diaz-Balart, M.
Dicks
Dingell
Donnelly (IN)
Doyle
Dreier
Driehaus
Duncan
Edwards (MD)
Edwards (TX)
Ehlers
Ellison
Ellsworth
Emerson
Engel
Eshoo
Etheridge
Faleomavaega
Fallin
Farr
Fattah
Filner
Forbes
Foster
Frank (MA)
Franks (AZ)
Frelinghuysen
Fudge
Garrett (NJ)
Gerlach
Giffords
Gingrey (GA)
Gonzalez
Goodlatte
Gordon (TN)
Grayson
Green, Al
Green, Gene
Griffith
Grijalva
Guthrie
Gutierrez
Hall (NY)
Halvorson
Hare
Harman
Harper
Hastings (FL)
Heger
Herseth Sandlin
Higgins
Hill
Himes
Hinchey
Hinojosa
Hirono
Hodes
Hoekstra
Holden
Holt
Honda
Hoyer
Hunter
Inslee
Israel
Jackson (IL)
Jackson-Lee
(TX)
Jenkins
Johnson (GA)
Johnson (IL)
Johnson, E. B.
Jones
Jordan (OH)
Kagen
Kanjorski
Kaptur
Kennedy
Kildee
Kilpatrick (MI)
Kilroy
Kind
King (IA)
King (NY)

Kirk
Kirkpatrick (AZ)
Kissell
Klein (FL)
Kline (MN)
Kosmas
Kratovil
Kucinich
Lance
Langevin
Larsen (WA)
Larson (CT)
Latham
LaTourette
Latta
Lee (CA)
Lee (NY)
Levin
Lewis (CA)
Doyle
Lewis (GA)
Lipinski
LoBiondo
Loebach
Lofgren, Zoe
Lowey
Lucas
Luetkemeyer
Lujan
Lynch
Mack
Maffei
Maloney
Manzullo
Markey (CO)
Markey (MA)
Marshall
Massa
Matheson
Matsui
McCarthy (NY)
McClintock
McCollum
McCotter
McDermott
McGovern
McHenry
McIntyre
McKeon
McMahon
McMorris
Rodgers
McNerney
Meek (FL)
Meeks (NY)
Melancon
Mica
Michaud
Miller (FL)
Miller (MI)
Miller (NC)
Miller, George
Minnick
Mitchell
Mollohan
Moore (KS)
Moore (WI)
Moran (VA)
Murphy (CT)
Murphy (NY)
Murphy, Patrick
Murtha
Myrick
Nadler (NY)
Napolitano
Neal (MA)
Norton
Nye
Oberstar
Obey
Olson
Oliver
Ortiz
Pallone
Pascrell
Pastor (AZ)
Paulsen
Payne
Pence
Perlmutter
Perriello
Peters
Peterson
Pierluisi
Pingree (ME)
Pitts
Platts
Polis (CO)
Posey
Price (GA)

Price (NC)
Putnam
Quigley
Rahall
Rangel
Rehberg
Reichert
Reyes
Richardson
Rodriguez
Roe (TN)
Rogers (AL)
Rogers (KY)
Rogers (MI)
Ros-Lehtinen
Roskam
Ross
Rothman (NJ)
Roybal-Allard
Ruppersberger
Rush
Ryan (OH)
Sablan
Salazar
Sanchez, Linda
T.
Sanchez, Loretta
Sarbanes
Scalise
Schakowsky
Schauer
Schiff
Schock
Schradler
Schwartz
Scott (GA)
Scott (VA)
Serrano
Shea-Porter
Sherman
Shimkus
Shuler
Shuster
Simpson
Sires
Skelton
Slaughter
Smith (NE)
Smith (NJ)
Smith (TX)
Smith (WA)
Snyder
Souder
Space
Speier
Spratt
Stearns
Stupak
Sutton
Taylor
Teague
Terry
Thompson (CA)
Thompson (MS)
Thompson (PA)
Tiberi
Titus
Tonko
Towns
Tsongas
Turner
Upton
Van Hollen
Velázquez
Visclosky
Walden
Walz
Wamp
Wasserman
Schultz
Waters
Watson
Watt
Waxman
Weiner
Welch
Westmoreland
Wexler
Whitfield
Wilson (OH)
Wilson (SC)
Wittman
Wolf
Woolsey
Wu
Yarmuth
Young (AK)
Young (FL)

NOES—62

Bartlett
Barton (TX)
Biggert
Bishop (UT)
Boehner
Boustany
Broun (GA)
Burgess
Cantor
Carter
Castle
Chaffetz
Coble
Conaway
Dent
Doggett
Flake
Fleming
Fortenberry
Foxy
Gallegly

Gohmert
Granger
Graves
Hall (TX)
Hastings (WA)
Heinrich
Heller
Hensarling
Inglis
Issa
Johnson, Sam
Kingston
Lamborn
Linder
Lummis
Lungren, Daniel
E.
Marchant
McCarthy (CA)
McCaul
Miller, Gary

Moran (KS)
Murphy, Tim
Neugebauer
Nunes
Paul
Petri
Poe (TX)
Pomeroy
Radanovich
Rohrabacher
Rooney
Royce
Ryan (WI)
Sensenbrenner
Sessions
Shadegg
Stark
Sullivan
Thornberry
Tiahrt
Tierney

NOT VOTING—8

Barrett (SC)
Capps
Clarke

Davis (IL)
McHugh
Schmidt

Sestak
Tanner

□ 1520

Messrs. ROHRBACHER, ISSA and McCARTHY of California changed their vote from “aye” to “no.”

Ms. ZOE LOFGREN of California changed her vote from “no” to “aye.” So the amendment was agreed to.

The result of the vote was announced as above recorded.

(By unanimous consent, Mr. SHIMKUS was allowed to speak out of order.)

HOOPS FOR HOPE

Mr. SHIMKUS. I will be brief, my colleagues and friends.

You see the trophy here, it's in the middle of the Chamber because this is one of the events where it's a bipartisan game. Last night, the Members of Congress defeated a team from the American League of Lobbyists in the 11th annual Hoops for Hope charity basketball game.

After being pummeled last year, we came roaring back with a surprising 52–39 win. This could not have been possible without the assistance of my co-captain, BRAD ELLSWORTH, and Members JEFF FLAKE, FRANK KRATOVL, TODD TIAHRT, MIKE ARCURI, JOHN BOCCIERI, and Member emeritus KENNY HULSHOF.

I want to thank Visitation High School in Georgetown for their support, winning coach John Thompson from Georgetown, Coach Karl Hobbs from George Washington, Dave Johnson, who is a radio play-by-play announcer from WTOF, and the American League of Lobbyists, especially Paul Miller and Dave Weingold.

Over the 11 years of this charity event, we have raised over \$400,000 in money going to Horton's Kids, Servant Christian Community Foundation, St. Anthony's Scholarship Fund, Washington Jesuit Academy, and the Luke Tiahrt Foundation.

I want to thank my colleagues for their support.

LOBBYIST TEAM 1

Coach: Keith Urgo, Asst. Head Coach, Villanova University
Jess Peterson, Western Skies Strategies
Jack Kelly, American Trucking Assn.

Josh Brown, CBS
Paul Kanitra, Carfax
Stephanie Holland, Squadra Films
Antonio Payne, IOPFDA
Casey Dinges, ASCE
Ray Bucheger, Friedman, Beaubien,
Bucheger Federal Relations
Brian Wagner, ATK
Chaka Burgess, Amgen
Jesse Kerns, Amgen
Melissa Shannon, Kountoupes Consulting

LOBBYIST TEAM 2

Jim Martin, 60 Plus
Brad Knox, AFLAC
Bill Johnson, ATK
Booth Jameson, HP
Dan Cohen, ?
Danny Leonard, The Leonard Group
Monte Ward, Advanced Capitol Consulting
Brian Pallasch, ASCE
Paxton Baker, BET J
Michael Meehan, Blue Line Strategic Communications

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Without objection, 5-minute voting will continue. There was no objection.

AMENDMENT NO. 12 OFFERED BY MR. MASSA

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from New York (Mr. MASSA) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 416, noes 14, not voting 9, as follows:

[Roll No. 707]

AYES—416

Abercrombie
Ackerman
Aderholt
Adler (NJ)
Akin
Alexander
Altmire
Andrews
Arcuri
Austria
Baca
Bachmann
Bachus
Baird
Baldwin
Barrow
Bartlett
Barton (TX)
Bean
Becerra
Berkley
Berman
Berry
Biggert
Bilbray
Bilirakis
Bishop (GA)
Bishop (NY)
Bishop (UT)
Blumenauer
Blunt
Bocchieri
Bonner
Bono Mack
Boozman
Bordallo

Boren
Boswell
Boucher
Boustany
Boyd
Brady (PA)
Brady (TX)
Braley (IA)
Bright
Brown (SC)
Brown, Corrine
Brown-Waite,
Ginny
Buchanan
Burton (IN)
Butterfield
Buyer
Calvert
Camp
Campbell
Cao
Caputo
Capuano
Cardoza
Carnahan
Carney
Carson (IN)
Carter
Cassidy
Castle
Castor (FL)
Chaffetz
Chandler
Childers
Christensen
Chu

Clarke
Clay
Cleaver
Clyburn
Coble
Coffman (CO)
Cohen
Cole
Conaway
Connolly (VA)
Conyers
Cooper
Costa
Costello
Courtney
Crenshaw
Crowley
Cuellar
Culberson
Cummings
Dahlkemper
Davis (AL)
Davis (CA)
Davis (IL)
Davis (KY)
Davis (TN)
Deal (GA)
DeFazio
DeGette
Delahunt
DeLauro
Dent
Diaz-Balart, L.
Diaz-Balart, M.
Dicks
Dingell