responsible for more than $200 billion of public and private works annually.

There are now 51 State and regional ACEC counsels, including a chapter in my State of Arkansas. The 2008–2009 Arkansas chapter president, Jerry Martin; vice president, Matt Crafton; treasurer, Barry McCormick; and state director, Brent Massey, all are doing a tremendous job. I can attest firsthand to the Arkansas chapter's hard work and the tremendous job that they have done in contributing to the State of Arkansas.

Mr. Speaker, the American Council of Engineering Companies' mission is to contribute to America's prosperity and welfare. I believe they do just that, and I commend the Council and their members for 100 years of outstanding service to the United States and urge adoption of H. Res. 447.

Mr. TONKO. Mr. Speaker, I now yield 3 minutes to Representative EARL BLUMENAUER of the State of Oregon. He is an outspoken voice for energy and environment matters and understands the role of engineers in that entire process.

Mr. BLUMENAUER. Thank you. I appreciate the gentleman's courtesy and his leadership.

If you spend a little time around here and work on a variety of issues, occasionally the various awards and honorary memberships come your way. Well, I am pleased to be an honorary fellow of the American Society of Civil Engineers. Nothing gives me more pride.

In the fight to rebuild and renew America, the American Council of Engineering Companies is in the forefront. ACEC provides, as referenced by my colleagues on the floor, the technical know-how to plan, develop design projects and help manage them through construction. These companies are at the heart of the essential building blocks of the built environment, the bridges, roads, water, sanitation, transit, rail, buildings, environmental protection and cleanup. They are leaders in the policy areas as well.

We have watched the engineering profession provide leadership and insight, counsel and advice in dealing with the reauthorization of our transportation bill, dealing with the recent legislation we have offered for a water trust fund, and with the reinstitution of the Superfund, the accountability that the ASCE has provided with an invaluable report card on the State of American infrastructure. They have done the study on a repeated basis, most recently issuing a new report that showed that we are still rated about a ''D'' in all the different categories. They do this on an ongoing basis to provide information that policymakers, businesses, the media can rely upon. Nobody else does it as well and as systematically.

For years, Congress has ducked the tough questions of accountability and finance. Here again, ACEC is in the forefront.

There are lots of jokes about engineers and the pocket-protector crowd, but I am deeply appreciative of how the American Council of Engineering Companies, and their thousands of engineers across the country, are playing a critical role in rebuilding and renewing America and making sure our communities are more liveable, our families are safer, healthier and more economically secure.

I hope our Members not only celebrate this 100th anniversary, but maybe use this as an opportunity to take the time to look at the resources that ACEC gives to us to help us do our job better.

Mr. HALL of Texas. Mr. Speaker, I yield 3 minutes to the gentleman from Michigan, Dr. EHLERS.

Mr. EHLERS. I thank you for recognizing me, and I wish to join in the accolades. You just heard from the gentleman from Oregon (Mr. BLUMENAUER) about the pocket-protector crowd, and I am proud to say that I am a member of the pocket-protector crowd, although I am not an engineer; I am a physicist. But I rise to commend the engineers for the work that they do and to recognize not just the companies—you have already heard all the companies lauded, and they do great and marvelous work—but the engineers behind it are also essential.

Whenever you step on an elevator, whenever you drive your car, whenever you go down a road or across a bridge, you are using engineering products. Throughout your entire life everything you touch, almost everything you do is related to engineers who designed and built the objects that you are using.

We fail to recognize the importance of this. Other countries have not failed to. India, for example, which has a much bigger population than the U.S., is now producing more engineers than we do.

China, with a very large population, is producing considerably more engineers than we do. If we want to maintain our preeminent position as a Nation, we have to provide more emphasis and more incentives to engineers, and especially incentives to students to get into the engineering profession.

And that is why it is extremely important that we improve our math and science curricula in the elementary and secondary schools, because it has become true that if students don't study enough math or science in the elementary and secondary schools, they will not go into engineering when they get to the university because they simply don't have the right background. So it is essential that we develop better programs and better-trained teachers for elementary and secondary school math and science courses, so that we can once again capture the lead in engineering and manufacturing that we have had for many years and which we are in danger of losing.

So I urge that, as we celebrate what this particular organization has done, we also recognize that they need good engineers to accomplish their objectives and we, as a Congress, have a responsibility to make sure that we train the people who will become the engineers of the future.

Mr. TONKO. Mr. Speaker, I reserve the balance of my time.

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

Mr. TONKO. Mr. Speaker, as an engineer serving in the House, I want to commend Representative SHULER for his work on House Resolution 447, which recognizes the American Council of Engineering Companies for its 100 years of service. Obviously the impact made by engineers and related scientists on our society is profound.

We need them to continue through their professionalism to lead us along the ways of discovery of creating new concepts and certainly designs that will lift us as a society. This Nation relies heavily on their professionalism and their services, and they will be those agents that transition this economy to an innovation economy.

So I would ask that our colleagues strongly support House Resolution 447.

Mr. Speaker, I yield back my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. TONKO) that the House suspend the rules and agree to the resolution, H. Res. 447.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. TONKO. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

□ 1100

SUPPORTING THE GOALS AND IDEALS OF NATIONAL AEROSPACE DAY

Mr. TONKO. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 167), supporting the goals and ideals of National Aerospace Day, and for other purposes.

The Clerk read the title of the concurrent resolution.

The text of the concurrent resolution is as follows:

H. CON. RES. 167

Whereas the missions to the Moon by the National Aeronautics and Space Administration are recognized around the globe as one of the most outstanding achievements of humankind;

Whereas the United States is a leader in the International Space Station, the first permanent human habitation and scientific laboratory in space;

Whereas the first aircraft flight occurred in the United States, and the United States operates the largest and safest aviation system in the world;

Whereas the United States aerospace industry is a powerful, reliable source of employment, innovation, and export income, directly employing 831,000 people in the United States and supporting more than 2,000,000 jobs in related fields;

Whereas space exploration is a source of inspiration that captures the interest of young people;

Whereas aerospace education is an important component of science, technology, engineering, and mathematics education and helps to develop the science and technology workforce in the United States;

Whereas aerospace innovation has led to the development of advanced meteorological forecasting, which has saved lives around the world;

Whereas aerospace innovation has led to the development of the Global Positioning System, which has strengthened national security and increased economic productivity;

Whereas the aerospace industry assists and protects members of the Armed Forces with military communications, unmanned aerial systems, situational awareness, and satellite-guided ordinances; and

Whereas September 16 is an appropriate date to observe ''National Aerospace Day'': Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That the Congress—

(1) supports the goals and ideals of ''National Aerospace Day''; and

(2) recognizes the contributions of the aerospace industry to the history, economy, security, and educational system of the United States.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. TONKO) and the gentleman from Texas (Mr. HALL) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. TONKO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on House Concurrent Resolution 167, the resolution now under consideration.

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

There was no objection.

Mr. TONKO. Mr. Speaker, I yield myself such time as I may consume.

I rise in strong support of H. Con. Res. 167, supporting the goals and ideals of National Aerospace Day. Since it opened in 1976, the Smithsonian Air and Space Museum has been the most popular museum in our Nation's Capital, with over 6 million visitors each year. This is indicative of our Nation's love of flight and the importance of flight to our country's well-being.

In this museum, you can see the Wright Flyer, which was the world's first powered airplane. You can also see the X–1 that Chuck Yeager first powered past the speed of sound and the Apollo XI capsule that returned Neil Armstrong, Buzz Aldrin and Michael Collins from their remarkable trip to the Moon. These are truly great achievements, and they deserve their hallowed place in our Nation's history.

The industry and individuals that support our aerospace endeavors also deserve our recognition, because they are the ones that make the great achievements in flight and space exploration possible.

The aerospace industry directly employs over 800,000 people in the United States with high-paying and high-tech jobs. In addition, the industry supports more than 2 million jobs in related fields. The United States is the unquestioned leader in aerospace technology, and it is a leadership position made possible only through the dedication of the talented aerospace workforce.

I want to thank Representative EHLERS for introducing this resolution to recognize the contributions of the aerospace industry to our country and urge my colleagues to support its passage.

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

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

Mr. Speaker, I rise in strong support of H. Con. Res. 167, supporting the goals and ideals of National Aerospace Day, introduced by my good friend Representative VERN EHLERS and cosponsored by a number of leading Members from both sides of the aisle.

Domestic aerospace products, services and technologies underpin the Nation's quality of life, our security and economic vitality. These are fundamental to our ability to travel safely and conveniently throughout this country and the world. This enables our military to reach trouble spots quickly, to monitor those who wish to do us harm, and to accurately defeat imminent threats. Just as importantly, aerospace makes it possible for people and industries all across our country to quickly and inexpensively be part of our economic mainstream.

The capabilities made possible by aerospace products in outer space are just as extraordinary. These have enabled safely landing men on the Moon, sending satellites to all the planets in our solar system, landing a satellite on an asteroid, building a permanently inhabited space station, monitoring weather, measuring changes to our planet, and providing instant communications to all parts of the globe. Space applications have enriched our lives and our understanding of the universe.

The history of aerospace is long and storied, from the Wright Brothers, to the creation of the Federal National Advisory Committee on Aeronautics and NASA, to the vigorous industrial growth and technological innovation led by the likes of companies such as Rockwell, McDonald Douglas, Grumman, North American, Boeing, Pratt and Whitney, and Beechcraft. That list could go on and on. These companies and many, many others have led the world in innovation and engineering excellence. It is because of their talented researchers, their engineers and machinists that our country leads the world in the production of aerospace products.

Before closing, it bears repeating that aerospace products and services are one of the largest sources of export income in our balance of trade. Not only is aerospace a large source of domestic sales to our airplanes and our government, it is also an extraordinarily large source of foreign income.

Mr. Speaker, H. Con. Res. 167 designates September 16th as National Aerospace Day to highlight the industry's importance to our economy and our way of life and to remind Americans of the extraordinary achievements it has fostered and continues to provide. I urge all Members to support this very worthwhile bill.

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

Mr. TONKO. Mr. Speaker, I reserve the balance of my time.

Mr. HALL of Texas. Mr. Speaker, I yield 5 minutes to the gentleman from Michigan, Dr. EHLERS.

Mr. EHLERS. Mr. Speaker, I thank the gentleman for yielding.

As the author of this resolution and as a co-Chair of the House Aerospace Caucus, along with co-Chair Congressman NORM DICKS, I rise in strong support of House Concurrent Resolution 167, which supports the goals and ideals of creating a National Aerospace Day, in addition to recognizing the contributions of the aerospace industry to the history, economy, security and the educational system of the United States. I thank the gentleman from New York and the gentleman from Texas for their detailed recital of the many successes that the American aerospace industry has had, and I will not repeat those.

But as we celebrate the 40th anniversary of the Apollo Moon landing this year, it is appropriate that we pass this resolution recognizing the important achievements made possible by the aerospace industry. In addition to landing on the Moon, some other noteworthy achievements include leading the International Space Station project, innovative developments in meteorological forecasting, national defense, communications, and creating the Global Positioning System which has come to be used by consumers throughout the world in guiding them where they travel in their daily lives.

The United States also maintains the largest, most complex and safest aviation system in the world, comprised of more than 230,000 general aviation aircraft which use nearly 19,000 small and regional airports throughout our Nation, and more than 7,000 commercial passenger and cargo airline aircraft which utilize over 500 commercial airports. Our aviation system, especially business aviation, allows U.S. companies to stay competitive because our workers can be more productive and more efficient.

The United States aerospace industry is a powerful, reliable source of employment, innovation and export income, employing more than 840,000 people in the United States and supporting

more than 2 million jobs in related fields. Although unemployment remains high, especially in my home State of Michigan, these high-value, good-paying jobs continue to be available because of the shortage of qualified workers in this field.

Therefore, in order for the United States to remain at the forefront of aerospace development, we must do a better job of educating our children in science, technology, engineering and mathematics, commonly referred to as STEM education. Flying and space exploration remain a powerful inspiration that captures the interest of young people, and I applaud the efforts by the aerospace community to get involved with children and schools to nurture this interest and improve our STEM education programs.

I am proud to report that in my hometown of Grand Rapids, Michigan, a young gentleman, Patrick Johnson, who is a pilot, has formed the West Michigan Flight Academy, and been teaching aviation to children in the elementary schools, particularly those who are lagging behind. He has been helping them build model airplanes and fly them. Just about a month ago, I was with him when we went to a local meeting of the Experimental Aircraft Association chapter in my community.

Many of these children went up in an airplane for the first time in their life. They got to stand by the airplanes and hear an explanation of what the different parts of the airplanes were and how they work. And, believe it or not, most of those children are now very interested in studying math and science to better understand aviation, and may enter an occupation they had never thought of before. So aviation also has a very important educational impact, and I am pleased that the aerospace industry has helped schools and teachers learn more and teach more about aviation, and through that has inspired children to study science and mathematics.

I hope my colleagues will join me in honoring the aerospace industry for their good service by supporting the creation of a National Aerospace Day on September 16th. I also urge all members to vote for this concurrent resolution, H. Con. Res. 167.

Mr. HALL of Texas. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. TONKO. Mr. Speaker, I would again like to commend Representative EHLERS for his outstanding work on this resolution, drawing our attention to a National Aerospace Day. It is no small feat to have seen the history of the aerospace arena grow in leaps and bounds over the last century, and certainly writing much of that history was America and Americans who have, through their investment, given great opportunities to careers, to jobs that have been developed in that arena of a high-tech capacity, and certainly that have provided great hope and inspiration to many.

With all that being said, I would strongly encourage the Members of the House to support H. Con. Res. 167.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. TONKO) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 167.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

HEAVY DUTY HYBRID VEHICLE RESEARCH, DEVELOPMENT, AND DEMONSTRATION ACT OF 2009

Mr. TONKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 445) to establish a research, development, demonstration, and commercial application program to promote research of appropriate technologies for heavy duty plug-in hybrid vehicles, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 445

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 ''Heavy Duty Hybrid Vehicle Research, Development, and Demonstration Act of 2009''.

SEC. 2. ADVANCED HEAVY DUTY HYBRID VEHICLE TECHNOLOGY RESEARCH, DEVELOPMENT, DEMONSTRATION, AND COMMERCIAL APPLICATION PROGRAM.

(a) ESTABLISHMENT.—The Secretary shall establish a competitive research, development, demonstration, and commercial application program (referred to in this Act as the ''program'') to provide grants to applicants to carry out projects to advance research and development and to demonstrate technologies for advanced heavy duty hybrid vehicles.

(b) APPLICATIONS.—

(1) IN GENERAL.—The Secretary shall issue requirements for applying for grants under the program.

(2) SELECTION CRITERIA.—The Secretary shall establish selection criteria for awarding grants under the program. In evaluating applications, the Secretary shall—

(A) consider the ability of applicants to successfully complete both phases described in subsection (c); and

(B) give priority to applicants who are best able to—

(i) fill existing research gaps and achieve the greatest advances beyond the state of current technology; and

(ii) achieve the greatest reduction in fuel consumption and emissions.

(3) PARTNERS.—An applicant for a grant under this section may carry out a project in partnership with other entities.

(4) SCHEDULE.—

(A) APPLICATION REQUEST.—Not later than 180 days after the date of the enactment of this Act, the Secretary shall publish in the Federal Register, and elsewhere as appropriate, a request for applications to undertake projects under the program. Applications shall be due not later than 90 days after the date of such publication.

(B) APPLICATION SELECTION.—Not later than 90 days after the date on which applications for grants under the program are due, the Secretary shall select, through a competitive process, all applicants to be awarded a grant under the program.

(5) NUMBER OF GRANTS.—The Secretary shall determine the number of grants to be awarded under the program based on the technical merits of the applications received. The number of grants awarded under the program shall not be less than three or more than seven, and at least half of the grants awarded shall be for plug-in hybrid technology.

(6) AWARD AMOUNTS.—The Secretary shall award not more than $3,000,000 to each recipient per year for each of the 3 years of the project.

(c) PROGRAM REQUIREMENTS; TWO PHASES.—Each grant recipient shall be required to complete two phases:

(1) PHASE ONE.—

(A) IN GENERAL.—In phase one, the recipient shall research and demonstrate advanced hybrid technology by producing or retrofitting one or more advanced heavy duty hybrid vehicles.

(B) REPORT.—Not later than 60 days after the completion of phase one, the recipient shall submit to the Secretary a report containing data and analysis of—

(i) the performance of each vehicle in carrying out the testing procedures developed by the Secretary under subparagraph (E);

(ii) the performance during such testing of each vehicle's components, including the battery, energy management system, charging system, and power controls;

(iii) the projected cost of each vehicle, including acquisition, operating, and maintenance costs; and

(iv) the emissions levels of each vehicle, including greenhouse gas levels.

(C) TERMINATION.—The Secretary may terminate the grant program with respect to the project of a recipient at the conclusion of phase one if the Secretary determines that the recipient cannot successfully complete the requirements of phase two.

(D) TIMING.—Phase one begins upon receipt of a grant under the program and has a duration of one year.

(E) TESTING PROCEDURES.—The Secretary shall develop standard testing procedures to be used by recipients in testing each vehicle. Such procedures shall include testing a vehicle's performance under typical operating conditions.

(2) PHASE TWO.—

(A) IN GENERAL.—In phase two, the recipient shall demonstrate advanced manufacturing processes and technologies by producing or retrofitting fifty advanced heavy duty hybrid vehicles.

(B) REPORT.—Not later than 60 days after the completion of phase two, the recipient shall submit to the Secretary a report containing—

(i) an analysis of the technological challenges encountered by the recipient in the development of the vehicles;

(ii) an analysis of the technological challenges involved in mass producing the vehicles; and

(iii) the manufacturing cost of each vehicle, the estimated sale price of each vehicle, and the cost of a comparable non-hybrid vehicle.

(C) TIMING.—Phase two begins at the conclusion of phase one and has a duration of two years.

(d) RESEARCH ON VEHICLE USAGE AND ALTERNATIVE DRIVE TRAINS.—The Secretary shall conduct research into alternative power train designs for use in advanced