

America Forward Act, based on similar legislation I offered last year, to drive innovation and advance vehicle manufacturing and to lower costs for consumers when they buy these great new cars and trucks of the future which, by the way, I would remind folks are being made in Michigan. So we want people to be buying those automobiles.

In his State of the Union Address, President Obama called on us to rise to the challenge of the 21st-century economy to outinnovate, outeducate, and outbuild the rest of the world. We can do that.

He also challenged us to put 1 million electric vehicles on the road by 2015. The bill I have introduced today will help us achieve that goal. By investing in electric vehicle innovation, we can create the jobs of the future in America. We are already creating those jobs in Michigan with these investments.

We all know new technologies are always the most expensive, which is why we passed a tax credit of up to \$7,500 on the purchase of a new electric vehicle. My bill makes that work even better for consumers. It turns that credit into a rebate that can be used at the time of purchase so that when you buy a car, you would get up to the \$7,500 off at the beginning, at the dealership, rather than waiting until you fill out your tax forms the next year.

Right now there is a cap on how many people can take advantage of these credits. My bill would double that so more people can get the savings from these particular credits and buy these new, great vehicles. Right now, when we see gas prices anticipated to rise like crazy into the summer, wouldn't it be great if you had an automobile that went 200 or 300 miles on a gallon of gas, or maybe didn't need any gas at all? That is what this is about.

The bill also increases investments in battery technology and innovation. We know that by supporting American innovation and manufacturing, we can bring jobs back. In fact, we are bringing jobs back from other countries because of what we have been doing through our investment efforts in the Recovery Act, and we can continue to create jobs in manufacturing in America.

We have invested \$2 billion in the Recovery Act toward advanced batteries—the kind of batteries that power these electric vehicles. Before we made that investment, the United States made 2 percent of the world's advanced batteries. In just 4 years, because of that investment, we will be making 40 percent of the world's advanced batteries. That is a big deal, an effective investment.

My bill calls for doubling this smart investment and building on these partnerships to create even more jobs. We want to make our country the undisputed leader in advanced battery technology, manufacturing, and development, and we are on the way to doing that. We need to keep focused and we will get there.

The Charging America Forward Act also extends a tax credit for businesses that purchase hybrid medium and heavy-duty trucks. This will help keep those technologies more affordable for our companies and job creators, in addition to the savings they will get from better fuel efficiency.

The bill extends an important tax credit to support charging stations, so we have the infrastructure needed in our homes or in our garages to be able to power the electric vehicles.

Innovation is the reason America has the strongest economy in the world, even with our challenges. We have always been the leader. To compete in the 21st century economy, we need a strong, vibrant investment strategy, an economy that looks to the future, not the past. That is what Charging America Forward is all about. With the right investments, we can create jobs today that will last for years and years to come.

We are in a race for the future. We need to outcompete our global competitors around the world. We can do that. We will do that if we outinnovate, outeducate, and outbuild. That is what this legislation is about—investing in the future to win that race, investing in advanced vehicles so we can get to that future we all want.

AMENDMENTS SUBMITTED AND PROPOSED

SA 51. Mr. UDALL of New Mexico submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table.

SA 52. Mr. NELSON of Nebraska submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 53. Ms. MURKOWSKI (for herself and Mr. BEGICH) submitted an amendment intended to be proposed by her to the bill S. 223, supra; which was ordered to lie on the table.

SA 54. Mr. REID of Nevada submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 55. Mr. REID of Nevada submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 56. Mrs. MCCASKILL submitted an amendment intended to be proposed by her to the bill S. 223, supra; which was ordered to lie on the table.

TEXT OF AMENDMENTS

SA 51. Mr. UDALL of New Mexico submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation

Administration, and for other purposes; which was ordered to lie on the table; as follows:

On page 311, between lines 11 and 12, insert the following:

SEC. 733. PRIVACY PROTECTIONS FOR AIRCRAFT PASSENGER SCREENING WITH ADVANCED IMAGING TECHNOLOGY.

(a) IN GENERAL.—Section 44901 is amended by adding at the end the following:

“(1) LIMITATIONS ON USE OF ADVANCED IMAGING TECHNOLOGY FOR SCREENING PASSENGERS.—

“(1) IN GENERAL.—The Assistant Secretary of Homeland Security (Transportation Security Administration) shall ensure that advanced imaging technology is used for the screening of passengers under this section only in accordance with this subsection.

“(2) IMPLEMENTATION OF AUTOMATED TARGET RECOGNITION SOFTWARE.—Beginning January 1, 2012, all advanced imaging technology used as a primary screening method for passengers shall be equipped with automatic target recognition software.

“(3) DEFINITIONS.—In this subsection:

“(A) ADVANCED IMAGING TECHNOLOGY.—The term ‘advanced imaging technology’—

“(i) means a device that creates a visual image of an individual's body and reveals other objects on the body as applicable, including narcotics, explosives, and other weapons components; and

“(ii) includes devices using backscatter x-rays or millimeter waves and devices referred to as ‘whole-body imaging technology’ or ‘body scanning’.

“(B) AUTOMATIC TARGET RECOGNITION SOFTWARE.—The term ‘automatic target recognition software’ means software installed on an advanced imaging technology machine that produces a generic image of the individual being screened that is the same as the images produced for all other screened individuals.

“(C) PRIMARY SCREENING.—The term ‘primary screening’ means the initial examination of any passenger at an airport checkpoint, including using available screening technologies to detect weapons, explosives, narcotics, or other indications of unlawful action, in order to determine whether to clear the passenger to board an aircraft or to further examine the passenger.”.

(b) REPORT.—

(1) IN GENERAL.—Not later than March 1, 2012, the Assistant Secretary of Homeland Security (Transportation Security Administration) shall submit to the appropriate congressional committees a report on the implementation of section 44901(1) of title 49, United States Code, as added by subsection (a).

(2) ELEMENTS.—The report required by paragraph (1) shall include the following:

(A) A description of all matters the Assistant Secretary considers relevant to the implementation of such section.

(B) The status of the compliance of the Transportation Security Administration with the provisions of such section.

(C) If the Administration is not in full compliance with such provisions—

(i) the reasons for such non-compliance; and

(ii) a timeline depicting when the Assistant Secretary expects the Administration to achieve full compliance.

(3) SECURITY CLASSIFICATION.—The report required by paragraph (1) shall be submitted, to the greatest extent practicable, in an unclassified format, with a classified annex, if necessary.

(4) APPROPRIATE CONGRESSIONAL COMMITTEES DEFINED.—In this subsection, the term ‘appropriate congressional committees’ means—