new car inventory, they will postpone trading in as long as possible. New car sales will plummet; manufacturing companies and their employees will suffer. The ones who won't agree are simply in denial.

On renewable fuel mandates: The levels of corn-based and other biofuels required to be part of the U.S. fuel mix will drive up all prices. Diverting corn from food and feed use to fuel has already cost consumers plenty in rising chicken, turkey, beef, and soft drink prices. This bill will only make that problem worse.

It also mandates advanced biofuels that exist only today in laboratories and which may never be commercially available. It's like passing a law mandating that a horse not even born yet grow up to win the Kentucky Derby. The only way to do that is to bar other horses from the competition, as this bill does.

On the Renewable Electricity Mandate: The bill would require electric companies across the United States (except in Hawaii and Alaska—they have special carve-outs) to generate 15 percent of their power from “renewable energy.”

States that have the natural renewable resource base needed to meet such mandates already have them under state law. Remaining States that cannot meet the standard will have to buy their way out at consumer expense, as the bill provides.

While the bill has some non-controversial energy efficiency provisions some sections are particularly harmful to consumers and small businesses.

A section on regional standards for HVAC equipment would authorize DOE to create a program that could lead to penalties and law suits aimed at the small businesses in every Congressional district that install and repair our air conditioners and heat pumps.

The punishment would likely kick in if the re- pairman installs, the wrong air conditioner, e.g., a Georgia-rated air conditioner on the wrong side of the Florida state line. It would dictate efficiency levels by state or region without regard to price, size, or even energy savings potential.

Another provision gives DOE authority to dictate energy efficiency standards for manufactured housing. HUD already has a successful program that is improving efficiency while keeping manufactured housing affordable.

DOE’s “price-is-no-object” track record on energy efficiency could mean that manufactured housing will no longer be affordable for the middleincome Americans who rely on it today. And jobs will be lost. Bad as the bill was that passed the House on August 4, this one is far worse. Vote “no”, do not be tempted.

Mr. BOUCHER. Mr. Speaker, I yield myself 1 minute.

On the subject of the renewable portfolio standard, the gentleman from Texas and I are actually in bipartisan agreement. And while I strongly support the legislation before us and have urged and will urge the House to pass this bill because of the many improvements that it makes in national energy policy, I share the gentleman from Texas’ concern about the unwarranted portfolio requirement.

The fact is that there are places in the United States where the renewable resources are simply not found in sufficient quantity to meet that requirement. In the southeastern U.S., for example, there is a deficiency of both wind and solar potential, and these are the two renewable resources that are most prominently used across the United States.

The requirement that is before the House in this bill, frankly, is not broad enough in terms of the list of fuels that it makes eligible to meet the mandate. And there are States such as Pennsylvania that have made eligible a far broader range of fuels.

So this provision really does need more work, and it would be my preference that it’s not here. But notwithstanding its presence, this is good legislation and the House should approve it.

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

CALL OF THE HOUSE

Mr. BOUCHER. Mr. Speaker, I move a call of the House.

The SPEAKER pro tempore. The previous question being ordered, the Chair notes the absence of a quorum in accordance with clause 7(c) of rule XX and announces a call of the House.
yield 1 minute to the distinguished minority leader from the Buckeye State of Ohio, the Honorable JOHN BOEHNER.

Mr. BOEHNER. I appreciate my colleagues for yielding, and Ohio State will be in the national championship on January 7. And we look forward to dealing with our colleagues from Louisiana.

Mr. Speaker, my colleagues, there has been a lot said on the floor today about the national energy crisis that we face, and whether or not it jeopardizes our national security, that we know that it jeopardizes our own economy and American jobs here at home, and this is an issue that the American people are very concerned about. We have got rising gasoline prices. We have got home heating oil prices and gas prices for this winter that are really going to hurt the American families’ budget. So we have a crisis that deserves our response and our collective efforts. But what we have here today is a bill that was prepared in secrecy, written by a handful of people on the majority side in each Chamber that we didn’t see until last night. Nobody knows what is in this bill because nobody has had time to read it.

One of the better issues in here, though, is the $3 billion slush fund. $3 billion of our money that we are going to give to cities and counties around America for green projects, except the definition is so wide that they can do anything. Meanwhile, you and I can decide they are going to finance Al Gore’s speaking tour to promote his book, “An Inconvenient Truth,” or maybe Beverly Hills will replace their police cars with Lexus hybrids. Certainly it wouldn’t hurt if you look at the bill. We could be buying some energy-efficient hybrid snowmobiles for Aspen or Snowmass or any of those places. All that would be allowed under this provision. Or we can even use some of this money to finish the rain forest that we are building in Iowa. This is not where the American people want their money to go to.

Although this is not an earmark, what I really liked in the bill was the $240 tax credit that we are going to provide every 15 months for people who regularly ride their bike to work for the purchase, repair or storage of their bicycle. Now, amongst us, I know there is one of my colleagues that would probably benefit from this. I hope he is going to vote yes on the vote. This is not going to solve America’s energy problem. I think that we ought to get serious as a country about energy independence and saving our future and the future for our kids.

But while we are here dealing with this bill that doesn’t frankly do much and will not solve our problem, think about what we haven’t done. You know Christmas is right around the corner. Christmas is right around the corner. So I thought, well, “Ho-Ho-Ho,” might be more appropriate. Now there is not a chance that that is going to happen.

We haven’t dealt with the AMT problem. We are about to put 23 million Americans under the alternative minimum tax that have never been there before. We have not done anything to fund our troops or our veterans that are about to run out of money. Men and women in Afghanistan and in Iraq, are out there fighting to protect the American people. We have not dealt with that funding. We have not dealt with 11 of the 12 appropriations bills that should have been done by October but, you know, we were going to get them done by Thanksgiving, and here it is, December 6, my wife’s birthday, RAY LAHOOD’s birthday, December 6, and we still haven’t done 11 of the 12 appropriations bills. Yet none of this is finished at a time when we ought to be getting serious about getting our work done.

So I would ask my colleagues, let’s get serious about energy independence. Let’s get serious about what we need to do as a nation to solve the future for our kids and theirs. And until we get serious, I think we should vote “no” on this bill.

But I would implore my colleagues to also realize that our constituents are looking for us, our families are going to be looking for us soon, and it is time for us to wrap up our work but get our work finished, because the American people expect it.

Mr. BOUCHER. Mr. Speaker, to close debate on our side, I am pleased now to recognize for 1 minute the distinguished Speaker of the House of Representatives, the gentlewoman from California (Ms. PELOSI).

Ms. PELOSI. Mr. Speaker, this is a very important day for our country, a day in which this body shall proclaim itself a Congress for the future, a Congress for America’s children.

Earlier today, some of you saw me reference this baseball signed by Bobby Thomson. Earlier today, some of you saw me reference this baseball signed by Bobby Thomson, referencing the shot fired at Concord, which began the Revolutionary War, the fight for American independence. If Bobby Thomson could reference a shot heard round the world, we should indeed be able to do it today. This vote on this legislation will be a shot heard round the world for energy independence for the 21st century.

I want to thank some of the people who made this possible. As many of you know, at the beginning of this Congress, our Chairs of the appropriate committees were tasked to prepare legislation to be ready to be introduced by the Fourth of July, our Independence Day. They did so, and on June 30, in preparation for the Fourth of July weekend, we introduced our legislation.

I want to begin by thanking Mr. DINGELL for his exceptional leadership as Chair of the Energy and Commerce Committee. This bill is about America’s national security. Mr. DINGELL has always been about that. He has dedicated his life, starting in World War II, in his public service for our country. Thank you, Mr. DINGELL.

Another great veteran in this arena, Mr. RANGEL, a veteran of the Korean War, was an important part of this legislation with the pay-for from the Ways and Means Committee. Thank you, Mr. RANGEL.

Earlier you heard from Mr. OBERSTAR and the important work he is doing in the green jobs initiative, our green manufacturing, our federal buildings and many other resources. Thank you, Mr. OBERSTAR. Mr. WAXMAN of Oversight and Government reform; Mr. MILLER of Education and Labor, where we are having our green jobs initiative; Mr. RAHALL from Natural Resources, our important contribution to this legislation; Mr. LANTOS from Foreign Affairs; Mr. GORDON from Science, the Science and
Technology Committee has been central to this legislation; Mr. Peterson from the Agriculture Committee. America’s farmers will fuel America’s independence. We will send our energy dollars to the Midwest, not the Middle East. Congresswoman Vela’s independence. We will send our energy in terms of reversing global warming. It is an issue that relates to our environment and therefore the health of our children. That is why the Pew Charitable Trusts for Fuel Efficiency wrote: “If the House and Senate finally approve this and the President signs it, they will have done more for clean energy than any Congress or administration since the 1970s.” They were referencing also the fact that the consumers will save $700 to $1,000 as a result of this bill, per year. And over a period of time until 2020, they will save $22 billion. That is why the Consumer Federation of America is supporting this bill. It is about American jobs.

The president of the Alliance of American Automobile Manufacturers wrote that national fuel economy bill will be good for both consumers and energy security. We support its passage.

And labor, the legislative director of the UAW, Alan Reuther, says: “We believe that this historic measure will provide substantial energy security to reduce America’s footprint on our Nation while protecting and expanding jobs for our workers.”

The list goes on. National security, jobs, the environment, the health of our children, and the future of this planet, as well as the consumer benefits. It is, again, a historic day because it has been so long since we have come to the place where we are, as has been said, over 30 years since we have addressed this issue in this substantial way in the Congress of the United States.

The point of this is, are we about the past or are we about the future? I hope that we can have strong bipartisan support for this legislation. We were able to accomplish in this 12-month period, as Mr. Emanuel said, in this 12-month period, what was not done in 32 years in the Congress of the United States.

So, my friends, I ask you to think about this vote and take great pride in the American car. Many of you are far away from your legacy, but when that day comes, I hope you will consider this day a part of that legacy when you made history in this Congress of the United States. And not only did you make history; you made progress for the total benefit of the people. They are watching to see what we do. This legislation is as immediate to them as the price at the pump that they face when they fill up their tanks. It is as immediate to them as heating their homes. It is as global as preserving this planet.

If you believe, as do I, and I think all of us do, that this is God’s creation and we have a moral responsibility to preserve it, that is why we have strong support from the religious community, including the evangelical community, then I hope you will take this act of faith today to make history and to make progress for the American people. The least we can do is to declare this the Children’s Congress.

Thank you, my colleagues. I urge a “yes” vote.

Mr. SHAYS: Mr. Speaker, I support H.R. 6 and am pleased Congress is considering legislation that finally recognizes the energy demand course we are on is simply unsustainable if we do not take control of our over-consumption.

The fact is, with only 3 percent of the world’s oil but 25 percent of its use, the U.S. can never drill our way to energy security. I am glad to be supporting policy that reduces the demand for oil by emphasizing conservation. Only by creating a forward-looking energy policy that reduces demand for energy, and in particular oil, will we be able to lower gas prices.

I am pleased this bill requires a fleetwide corporate average fuel economy standards for cars, sport utility vehicles, work trucks, and medium and heavy duty trucks of 35 miles per gallon for cars and SUVs by 2020. In my view, that is at least we can do. While I would prefer to attain a higher standard sooner, I am pleased we are taking the first congressionally mandated increase since 1975.

I believe raising CAFE standards is one of the most significant steps we can take as a nation to reduce our dependence on foreign oil, improve our national security, and protect our environment and economy. Even a modest increase in CAFE standards would save more oil than would be produced by drilling in the Arctic National Refuge.

I am also very grateful that the legislation will build a market for renewable energy and alternative fuels. Requiring at least 15 percent of electricity be produced from clean, renewable sources of energy like wind and solar by 2020 seems common-sense to me, and the 36 billion gallons of biodiesel, to be blended with gasoline by 2022 should make us less dependent on the Middle East for oil.

I also believe the extension of important tax credits for renewable energy production including wind, solar, geothermal, and biomass technologies will continue advances being made in these fields.

Ms. SCHAKOWSKY. Mr. Speaker, last November, the American people voted for change. They were frustrated with the direction we were taking and felt that we needed to set a new course. I am so proud to stand before you to say to my colleagues and most importantly the American people, that today we begin to chart that new course on energy policy.

For the first time in over 30 years, the House of Representatives will pass a significant energy bill—one that reduces our dependence on foreign oil. Our addiction to oil has compromised our national security and causes tremendous damage to our environment.

While there are many things to be proud about in this bill, there are two that I would like to highlight. The first is the new fuel economy standard. Today, the average price of gasoline...
in the United States is well above three dollars. This puts a tremendous strain on the American people, who in many instances have no option aside from driving to get to work or bring their children to school. Today we pass a bill that raises fuel economy standards to 35 miles per gallon by 2020, for which Congress should be proud. I believe that we will see American families between $700 and $1000 per year, by making their cars run more efficiently. It will also reduce oil consumption by 1.1 million gallons per day in 2020, approximately half of what we import from the Persian Gulf. This will reduce oil imports from the Middle East and politically unstable nations.

In addition to raising CAFE standards, the Energy Independence and Security Act also makes a commitment to integrate renewable energy sources into our supply. This commitment comes at precisely the right moment for America. We are at the precipice of developing new technology that will allow our nation to produce alternative energy more efficiently. In order for this development to be realized, however, we must guarantee a demand for the product. That is why the inclusion of a renewable portfolio standard is so important. It creates the demand necessary to spur development. The bill requires utility companies to generate 15 percent of electricity from renewable sources by 2020, which will mean investing in products made throughout the country, like ethanol in my home state, wind farms in California, and solar harnessing technology in Florida that will create new jobs and facilitate economic growth.

As Speaker PELOSI, and Chairman DINGELL have leadership on this bill throughout the process. We would be here today without them.

Mr. CONYERS. Mr. Speaker, I rise today in strong support of The Energy Independence and Security Act of 2007. This agreement with the Senate builds on the New Direction for Energy Independence, National Security, and Consumer Protection Act passed this summer. The ambitious legislation before us today, which includes wide-ranging solutions from 10 House committees, invests in the future of America and puts our nation on a path to energy independence. It will strengthen national security, lower energy costs, grow our economy, create new jobs, and begin to reduce the threat of global warming.

With this legislation, Congress is taking groundbreaking steps to address the crisis of climate change. The bill will increase the efficiency of our vehicles. It makes an historic commitment to American-grown biofuels and requires that 15 percent of our electricity come from renewable sources. The legislation strengthens energy efficiency for a wide range of products, appliances, lighting and buildings. It also repeals tax breaks for big oil companies, and invests in that money in clean renewable energy and new American technologies. Not only will these measures reduce our dependence on foreign oil and grow our economy, they will also save consumers billions of dollars.

The Energy Independence and Security Act includes several provisions that will strengthen our national security by decreasing our dependence on foreign oil. I am particularly concerned about the threats that were reached on fuel economy standards, requiring standards for new cars and trucks to 35 miles per gallon by 2020. The bill ensures that this fuel economy standard will be reached, while offering flexibility to automakers and ensuring that we keep American-manufacturing jobs and continue domestic production of smaller vehicles. I want to applaud Speaker PELOSI and Chairman DINGELL for reaching an agreement that is supported by both environmentalists and the automobile industry.

The legislation before us today also reduces our dependence on foreign oil. The initiative includes a historic commitment to American biofuels that will fuel our cars and trucks. It includes critical environmental safeguards to ensure that the growth of homegrown fuels helps to reduce carbon emissions and does not degrade water or air quality or harm our lands and public health. The plan establishes a plug-in hybrid/electric vehicle tax credit for individuals and encourages the domestic development and production of advanced technology vehicles and plug-in hybrid vehicles. It also includes incentives that we estimate will save $21 billion—which includes the repeal of about $13 billion in tax subsidies for Big Oil.

The Energy Independence and Security Act will help lower energy costs by promoting cleaner, more efficient, and smarter technology. It requires utility companies to generate 15 percent of electricity from renewable sources—such as wind power, biomass, wave, tidal, geothermal and solar—by 2020. The bill includes landmark energy efficiency provisions that will save consumers and businesses hundreds of billions of dollars on energy costs by requiring more energy efficient appliances, such as dishwashers, clothes washers, refrigerators and freezers. It requires improved commercial and federal building energy efficiency and assists consumers in implementing the compromise that was reached.

The bill also strengthens and extends existing renewable energy tax credits, including solar, wind, biomass, geothermal, hydro, landfill gas and trash combustion, while creating new incentives for the use and production of renewable energy, as well as supporting research on solar, geothermal, and marine renewable energy. The energy bill will help create new American jobs and reduce the threat of global warming. The landmark fuel efficiency standard, which will translate into 35 miles per gallon by 2020, is both aggressive and necessary, and energy efficiency provisions will not only save consumers and businesses money, but will also significantly reduce carbon dioxide emissions. In addition, this package creates an Energy Efficiency and Renewable Energy Worker Training Program to train a quality workforce for “green” collar jobs. These investments in renewable energy could create 3 million green collar jobs over 10 years. The bill helps small businesses lead the way in renewable energy by increasing loan limits for purchasing energy efficient technologies. It rewards entrepreneurism by ensuring the growing investment in small firms developing renewable energy solutions. This initiative also takes aggressive steps on carbon capture and sequestration to come up with a cleaner way to use coal.

For too long, our country has lagged behind the rest of the industrialized world in recognizing and taking action to address the climate change crisis. Global warming endangers all nations, but it places a devastating impact on the poorest and the most vulnerable. Our nation is the richest in the world and one of the largest contributors to global warming, yet, until today, it has not made any substantial efforts towards addressing the problem. I am pleased that my colleagues and I are working hard to secure our energy future is now.

H.R. 6 is a strong first step toward reducing our dependence on fossil fuels, which is a real security concern, addressing climate change, and protecting public health, while saving consumers money on energy. By providing business opportunities in the energy market, which will stimulate economic growth and create new jobs. But we must not stop addressing climate change. Scientists say that if we are to have a good chance of avoiding potentially catastrophic repercussions of climate change, we must reduce emissions 60% to 80% by 2050. Through cap-and-trade, based on a sound energy policy foundation, Congress can deliver the kind of reform business and industry need to grow the economy, stabilize the climate, and create more diversified energy sources. We must hope the Speaker keeps her commitment to address this critical issue.

The Energy Independence and Security Act, includes many provisions that I have previously supported in earlier iterations of the legislation in January and August. It increases the fuel economy for automobiles to 35 miles per gallon by 2020, requires that 15% of our electricity come from renewable energy sources by 2020, includes important energy efficiency provisions for buildings and appliances, a renewable fuels standard with safeguards under the Clean Air Act with specific incentives for cellulosic biofuels, and continues and makes new investments in renewable energy production through the repeal of subsidies for the oil and gas industry.

For the first time in 30 years, the bill ensures that our automobiles go farther on a tank of gas by raising fuel efficiency, or CAFE, to 35 miles per gallon by 2020, which is both aggressive and something manufacturers feel they can achieve. This is an historic achievement. At the same time, we have the most substantial commitments to renewable energy in our country's history. While the issue of raising CAFE standards is not new and the proposals for how it should be achieved have differed greatly, I am pleased to support the agreement Congress has reached.

Another key measure is the requirement of a 15% percent national renewable electricity standard, which will help lower energy costs, create new jobs and help diversifying our energy portfolio with clean, renewable sources,
like wind and solar energy. This standard will hopefully begin to ease pressure on natural gas prices and help reduce carbon emissions quickly. While I am a cosponsor of legislation to create a 20 percent national renewable electricity standard, complimenting Delaware’s recent success, the Energy and Air Quality Offshore wind energy, this compromise will go a long way in helping to keep our air and water clean and in our effort to address climate change.

Finally, I strongly support the key tax provisions, such as the 4-year extension of production tax credit for qualified renewable energy, like wind, and credits for residential efficiency measures, that will help us make strong investments in clean, renewable energy sources, and help address affordability and availability.

Mr. WYNN. Mr. Speaker, today, we are doing something great for America.

This bill makes major strides towards addressing our country’s growing energy demand and will make American car manufacturers more competitive and save American consumers money, and make our children and grandchildren.

First, we must conserve energy. For the first time since 1975, Congress is acting to require higher fuel economy for new vehicles. This will save American consumers money, and make American car manufacturers more competitive in the global marketplace.

The bill also requires that we begin to generate a significant amount of our electricity from renewable sources, such as the sun, wind, and water. The significance of this mandate is that it will encourage the development of a greener economy by creating incentives for the advancement of alternative energy sources.

ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT'S

Energy conservation must be a natural partnership involving Federal, State and local government.

This bill contains a provision based on legislation that I introduced to this House back in May of this year, the Energy and Air Quality Offshore wind energy, this compromise will go a long way in helping to keep our air and water clean and in our effort to address climate change.

The bill authorizes $10 billion in local assistance to cities, counties, and States to continue working to reduce energy usage, increase our efficiencies, and conserve valuable energy resources.

Energy Efficiency Grants will give local governments funding and assistance to: implement energy conservation programs for homeowners and businesses; reduce vehicle usage through smart planning, traffic flow improvements, and telecommuting; increase material conservation; and locally generate energy with renewable energy technology like solar, wind, and fuel cells.

The program will: help create and grow new energy-efficient communities; foster a nationwide market for renewable and efficient technologies; and achieve significant energy savings across this country.

HEALTHY HIGH-PERFORMANCE SCHOOLS

I am also proud to support the bill’s provisions on Healthy High-Performance Schools. On any weekday, 20 percent of America is in a school building. Yet, schools are often sites next to abandoned landfills or industrial facilities.

According to a 2002 five-state survey, more than 1,100 public schools were built within a half-mile of a toxic waste site. Less than seven out of every thousand school buildings have problems linked to indoor air quality. Asthma is the leading cause of school absenteeism due to chronic illness and it is also the leading occupational disease of teachers.

The Energy Security and Savings Act’s provisions on Healthy High-Performance Schools amend the Toxics Substances Control Act to promote the development of healthy school environments that are free of environmental hazards and establish a grant program for states to design healthier, more energy efficient and environmentally safe facilities. I know this bill has opposition on many fronts. But I believe it is an important step for our country to take towards a better and more sustainable future. I urge my colleagues to support this important bill.

Ms. ESHOO. Mr. Speaker, this is the first forward-looking energy bill to come before Congress in a generation and it is sorely needed because our nation and our planet are at risk because of our dependence on fossil fuels. We are doing nothing less than asserting America’s leadership in solving our own and the world’s most significant energy and environmental problems.

Today, our national security is at risk because the U.S. is increasingly beholden to foreign governments for the energy that fuels our economy, and greenhouse gas emissions are contributing to greater global insecurity due to changes in the climate and their repercussions. Consumers see the effects of dependence in their pocketbooks each time they fill up their tanks. The Middle East is dictating our need for oil. Throughout the world we see the environmental impact of the dependence on fossil fuel on our environment . whether it’s the oil spill or more intense hurricanes or droughts.

Today we’re taking a historic step in changing this dynamic.

The auto fuel efficiency provisions in this bill reduce our oil consumption by more than 4 million barrels per day by 2030—more than twice the amount of oil we currently import from the Persian Gulf.

The bill will also reduce global warming pollution by the equivalent of 300 coal-fired power plants. By 2030 we will cut emissions by up to 35 percent of what scientific experts say we must achieve to prevent climate catastrophe.

Many said it would be impossible to reach agreement on raising fuel economy standards and requirements for renewable energy, but this bill delivers.

It raises fuel economy standards for cars and trucks by an average of 35 miles per gallon by 2020, reducing greenhouse gas emissions by the equivalent of 28 million cars, and saving consumers up to $1,000 once it is fully implemented.

The bill also requires 15% of the electricity produced in the U.S. to be generated from renewable resources, and it sets goals for the use of renewable fuels—36 million gallons by 2022.

These are enormous steps, and combined with provisions on energy efficiency, including a provision I authored on computer data center efficiency, this bill will reshape energy production and consumption. It will foster the development of new energy development that could make the U.S. an exporter of energy technology instead of an importer of oil and gas.

This is the bill I’ve been waiting 15 years to vote for and I’m thrilled the moment has arrived.

Mr. HERGER. Mr. Speaker, when our constituents tell us to “do something” about gas prices, they don’t mean “Make them higher.” This bill has some attractive elements, but they’re overwhelmingly weighed down by bad policy, creative accounting and tax increases, none of which gets close to fixing the energy problem we face.

Record high gas prices are due to growing demand, constrained supply, and over-reliance on oil from unstable regions of the world. Yet this bill penalizes U.S. producers.

Mr. Speaker, families in Northern California won’t see reduced prices at the pump if Congress raises billions in new taxes on those who discover, refine and deliver our gas.

I urge a “no” vote.

Mr. WOLF. Mr. Speaker, America must develop a 21st century energy security policy that will reduce energy costs, increase energy independence, encourage energy conservation, strengthen the economy and protect the environment, including steps to cut carbon emissions and address the impacts of climate change. I believe that policy must also include a commitment to invest in clean, renewable energy technology, the responsible exploration of domestic energy sources, an increase in fuel efficiency standards, and the research necessary to develop the fuels of the future.

Today the House considers a bill that is over 1,000 pages, with only 12 hours of notice and only 1 hour of debate. I found it interesting that while the bill was not introduced and made available to members until 8:30 last night, K Street lobbyists provided copies to congressional staff 3 hours earlier.

In the limited time we have had to read the bill, I have found some provisions that I could support. The bill has provisions to invest in research and development of a whole host of renewable resources, promote energy efficiency by the Federal Government, promote energy conservation programs and investment by the private sector in renewable energy generation. If we are ever to become energy independent, those are the kinds of investment we must make.

The bill also has provisions to establish grants to promote public transportation and expand use of alternative fuels, and extend tax credits for energy efficient projects in commercial buildings, production of renewable electricity and investments in solar energy and fuel cells. Earlier this year I voted for the Udall/Platts amendment to require electricity companies to ensure that 15 percent of their electricity is generated by renewable and alternative sources by the year 2020. Renewable energy development is vital to our national security, our economic prosperity and the health of our environment.
Another provision I support and have co-sponsored separate legislation will increase automobile fuel economy standards, also called CAFE, Corporate Average Fuel Economy.

But with all these positive steps promoting energy investment, why add provisions that will penalize domestic oil and gas production? America is at the mercy of countries like Saudi Arabia and Venezuela and even China whose governments control oil resources around the world. To wean our Nation from foreign sources of energy, we must tap our own energy sources. Congress had an opportunity through this bill to find ways to partner with America’s oil and gas producers to provide incentives to encourage alternative energy use and development and to stop the rising costs of gas and oil. Instead, the legislation adds billions in increased taxes which will hurt energy consumers and threaten U.S. jobs. I don’t believe any fair-minded person would say that the way to lower prices at the pump is by raising taxes on the companies that find, refine and transport gasoline.

That is no way to promote energy independence. The tax provisions not only increase taxes for domestic drilling, but also include a massive tax increase on U.S. companies producing abroad. This will have the effect of placing U.S.-based companies at a disadvantage by reducing their ability to compete for investments in foreign energy projects. This is unacceptable when China, India and Russia are working night and day to corner the market on many of the world’s energy resources. In fact, Cuba has sold leases for offshore drilling in the Gulf of Mexico to China, India, Canada and Spain.

Additionally, I was shocked to see that provisions promoting telework in the Federal Government were removed from the final bill. According to Environmental Defense, 6 billion gallons of oil can be saved if commuters telework just 1 day each week. Most importantly, these telework provisions did not cost a penny.

Just a few weeks ago the Texas Transportation Institute at Texas A&M University released its annual traffic congestion study which found that congestion creates a $78 billion annual drain on the U.S. economy due to 4.2 million hours of wasted productivity and 9 billion gallons of wasted gas. That’s not even considering the air pollutants caused by idling vehicles around the nation. Why did we not consider savings from the telecommuting provisions included in the energy bill passed earlier this year as an offset instead of new taxes on the backs of the American people?

I also have learned that this massive bill includes a $2 billion earmark for the City of New York. I am sure there are other special interest projects that creatively air dropped into the 1,061 pages of this bill. With so little time to cut through those pages, though, no one but the sponsors will know before we vote. No wonder the American people have such low regard for Congress.

To create effective energy policy, we must have an open and transparent process for all members and in fact all Americans working together. We cannot achieve energy security by increasing taxes on oil and gas producers, which will cripple our economy and impact the pocketbook of every single American. We cannot create energy policy through wheeling and dealing or thousand page bills released just hours before a vote. Finding bipartisan consensus in developing energy policy is critical for our Nation’s future economy, prosperity and security. Republicans and Democrats in the House and Senate must work together so that America can truly start on the path to energy independence that delivers energy security and lower costs for American consumers that also promotes environmental stewardship.

We can do better. We must do better. Mr. ENGEL. Mr. Speaker, I rise as a 10-term member of the United States House of Representatives, co-author of the DRIVE Act, Direct and Revolutionize Innovation in Vehicles and Energy Act, H.R. 670, and co-chair of the Oil and National Security Caucus.

For too long, the United States has been too dependent on foreign oil. We consume nearly 21 million barrels per day, and our appetite is growing. This reliance on a single resource is particularly troubling because much of that oil comes from nations that are unstable, unfriendly, or downright hostile.

Despite our economic dominance, we continue to give our money to foreign nations because we are addicted to foreign oil. Despite our military might, we remain vulnerable because we are addicted to foreign oil.

Mr. Speaker, it is time for that to change. It is time for bold leadership to move us toward energy independence.

Energy independence is a goal that other countries are already achieving. Brazil, a nation that once relied on foreign countries to import 80 percent of its crude oil, will be entirely self-sufficient in a few years thanks to its investment in biofuels.

I believe we can become self-sufficient by replacing our consumption of foreign oil with domestic production of biofuels; first from corn, then from cellulosic feedstock and other biomass—including agricultural and municipal waste.

I am proud of the legislation that this legislative body has produced today. This bill will strengthen national security, lower energy costs, grow our economy and create new jobs, and begin to reduce global warming.

This legislation takes groundbreaking steps to increase the efficiency of our vehicles, making an historic commitment to American grown biofuels, requiring that 15 percent of our electricity come from renewable sources, and strengthening energy efficiency for a wide range of products, appliances, lighting and buildings to reduce energy costs to consumers.

It mandates increased automotive fuel efficiency standards to 35 miles per gallon by the year 2020, the first such change since 1975. It repeals tax breaks for profit-rich oil companies, and directs that money into clean, renewable energy and new American technologies. Not only would this reduce our dependence on foreign oil, the measure would also save consumers billions of dollars.

Mr. Speaker, among the specific legislative initiatives in this bill near-and-dear to my heart, that I have long advocated with some of my friends and distinguished colleagues here in the House, are:

Plug-in Hybrid Electric Vehicle, PHEV, and other Advanced Drive Transportation Technologies, which will save fuels costs for consumers and other small and medium-size businesses, and decrease dependence on imported oil;

National Tire Efficiency Consumer Information Program, which will create a national pro-

rogram to educate consumers about the crucial role played by passenger tires, and the proper maintenance of passenger tires, on vehicle fuel economy;

Renewable Fuels Standard, which will ensure that a percentage of our nation’s fuel supply will be provided by the domestic production of biofuels. It will provide a pathway for reduced consumer fuel prices, increased energy security, and growth in our nation’s factories and farms.

United States-Israel Energy Cooperation Provisions, which establishes a grant program to fund joint ventures between American and Israeli businesses, academic institutions, and non-profit agencies, with the goal of promoting the development of clean alternative fuels and more energy efficient technologies.

Mr. Speaker, this legislation will help pave a path to a new era in American energy. I urge my colleagues to vote yes on this pragmatic and forward-looking bill.

Thank you.

Mr. STARK. Mr. Speaker, I rise today in support of clean energy and a clean environment.

The Renewable Fuels, Consumer Protection, and Energy Efficiency Act, H.R. 6, provides long overdue increases in our fuel efficiency standards for vehicles, CAFE, significant improvements in our ability to fund joint ventures for giant oil companies, and mandating production of electricity from clean and renewable sources. Although this bill represents real progress, much more must be done in order to avoid the catastrophic consequences of global warming. I urge all of my colleagues to take up this cause and support aggressive efforts to end our dangerous addiction to fossil fuels through a carbon tax.

We have not increased CAFE standards since 1975. During the intervening years the price of oil has reached nearly $100 a barrel, our reliance on foreign oil has led to deadly wars and propped up corrupt regimes, and the threat of global warming has become real. The bill before us would increase CAFE standards to 35 mpg by 2020. Although I believe we can and should get there faster, this provision alone will save 1.1 million barrels of oil per day by 2020. That is real progress.

With this legislation we also have the opportunity to greatly reduce our use of polluting fuels like coal by mandating that 15 percent of our Nation’s electricity be generated from renewable and clean sources such as wind, biomass, and geothermal. Such a change will have the equivalent of removing 20 million cars from our roadways. In addition, this bill will reduce our energy use and save families money by setting strong, new efficiency standards for appliances and promoting carbon-neutral green buildings. These two steps will prevent as much as 10 billion tons of carbon dioxide from entering the atmosphere.

I am troubled that we are continuing to subsidize and ratchet up corn-based ethanol production. A simple shift from gasoline to ethanol will do nothing to reduce greenhouse gas emissions, but it will eat up open space and continue to drive up food prices. Fortunately, this bill includes some environmental safeguards and directs future production toward advanced biofuels. I urge my colleagues to take up this cause and support aggressive efforts to end our dangerous addiction to fossil fuels through a carbon tax.
This bill begins to address the energy and environmental crises caused by the unbridled use of fossil fuels. I urge all of my colleagues to support final passage. We must realize, however, that more fundamental changes, ideally a carbon tax, are needed if we are serious about stopping global warming and becoming independent.

Ms. MATSUI. Mr. Speaker, I am proud to support this historic and long-overdue legislation. Today’s bill offers geopolitical and economic security, environmental sustainability, and significant cost savings for American consumers.

It is a strategy to fight global warming. It is a compromise that raises fuel efficiency standards. It is an investment in a new generation of manufacturing jobs.

This bill creates a world where American resources and ingenuity are used to make American energy, not to import it from other countries.

The bill raises CAFE standards for the first time since 1975. As a result, each American family could save up to $1,000 a year at the pump. This bill, alone should be reason enough for every Member of Congress to support this compromise.

But today’s bill does even more. It frees us from a dangerous dependence on foreign oil. By 2030, it will save Americans more than double the level of oil we currently import from the Persian Gulf. That amounts to more than 4 million barrels saved every single day.

This energy package also invests in the American people by creating three million green-collar jobs over 10 years. With today’s vote, Mr. Speaker, we are forging a clean energy economy that is poised to take off.

We have a growing clean-energy industry that is poised to take off. Our local utility already produces power from solar, wind, and methane gas. More and more of our region’s homes, businesses, and vehicles are powered by renewable energy.

However, my constituents need help from the Federal government to bring this new energy economy into the mainstream.

That is why I am proud to stand before the House today in support of this revolutionary energy package. It makes landmark investments in the energy economy that is developing in Sacramento and in likeminded cities across our great nation.

The biofuels this bill develops will power our constituents’ cars. New fuel efficiency standards will help them save money on gas. They will work some of the millions of green-collar jobs it will create. This energy bill helps Sacramento continue to lead our country’s energy revolution.

One of the cornerstones of this revolution is a renewable portfolio standard. My home State of California already has such a standard. So do more than 20 other States. I have seen this progressive policy in action, Mr. Speaker, and it has contributed greatly to my home State’s groundbreaking efforts to increase the use of clean power and forestall global warming.

I am pleased that a renewable portfolio standard has been included in this comprehensive energy package. What works for our states can—and will—work for the entire country.

Mr. Speaker, in Congress we often talk about creating a better future for our children and grandchildren. Today’s energy bill will create this better future. It is a future of energy independence, clean power, fuel-efficient vehicles, and economic growth.

I urge my colleagues to support the legislation.

Mr. YARMUTH. Mr. Speaker, I rise in strong support of the most profound step forward in energy policy that this country has taken in 30 years.

In those 30 years, we in America have seen our dependence on foreign nations increase exponentially. The same issue which has caused this great nation to be beholden to others is draining the wallets of our fellow citizens while warming the earth at an alarming and unnatural rate.

And so, I am incredibly proud to be a part of the Congress that isolated the source of those problems and responded resolutely in a bicameral, bipartisan way. When the energy bill is fully implemented, a gallon of gasoline will take the average American nearly 30 percent further. Our need for foreign oil will plummet by a colossal 4 million barrels a day. Energy bills will drop as appliances grow more efficient, and thanks to an unprecedented investment in homegrown, renewable, clean fuel, the prospect for real, safe energy independence is closer than it has ever been before.

Mr. Speaker, this is more than simply an energy bill, this is America’s declaration of energy independence, and I urge my colleagues to support it.

Mr. UDALL of Colorado. Mr. Speaker, I rise in strong support of this urgently needed legislation.

Three months ago, the House passed an excellent energy bill that combined provisions developed by several different Committees designed to start putting our country on a path toward energy independence, increased national security and economic growth, and addressing global warming.

The Senate has also passed its version of energy legislation, and the measure now before the House would make revisions to that version, assuming the bill to the Senate for further action.

By passing it, we can move toward greater energy independence—which means greater national security—in ways that will lower energy costs, help our economy, and reduce the carbon emissions that contribute to climate change.

The measure includes a few things not part of the bill the House passed earlier, including the first revision in decades of the fuel-consumption standards for automobiles and trucks, and providing with the Secure Rural Schools and Payments-in-Lieu-of-Taxes, PILT program.

I support those additions. Both are good for the nation, and the Secure Rural Schools and PILT provisions are of particular importance for Colorado because so many of our counties include large Federal land areas and therefore will benefit directly from that part of the bill. In 2006, Colorado counties received more than $6 million in Secure Rural Schools payments, while PILT payments to our counties totaled an additional $7.7 million.

However, the authorization for Secure Rural Schools has expired and Congress has rarely appropriated all funds authorized for PILT—which is why I have introduced legislation, H.R. 790 to make full funding for PILT automatic without a need for annual appropriations. So, this part of the legislation is good news for Colorado because it will mean our counties will know what they will receive to help pay for law enforcement and other vital services.

I am particularly pleased that the measure before us retains the provision of the House bill—added by adoption of an amendment I offered along with Representatives Tom Udall and Todd Platts—to establish a Renewable Electricity Standard. This provision will require utilities acquire 15 percent of electricity production from renewable resources by 2020. The House’s adoption of that amendment represented a great success by those of use working for positive change that will benefit rural communities, save consumers money, reduce air pollution, and increase reliability and energy security.

I am also pleased that the legislation includes a provision on carbon capture and storage based upon a bill that I authored. Coal and other fossil fuels have been and will continue to be an important energy source for our country, but coal-burning power plants are also a major source of greenhouse gas emissions and other pollutants. The carbon capture and storage research, development, and demonstration program authorized in this bill will double the pace of tackling this challenge while keeping our economy healthy and strong. It will authorize the Department of Energy to conduct demonstration projects for both carbon dioxide capture and carbon dioxide injection and storage. Not only will this research program help fund this technology and make it more economical, it will also help us understand the implications of storing large amounts of carbon dioxide underground.

But some of the provisions we passed earlier are not part of this measure. I regret their omission, and if it had been up to me, they would not have been dropped.

Those omissions include the majority of provisions in the earlier bill that originated in the Natural Resources Committee, including ones that I proposed regarding oil shale development—guaranteeing the protection of “split estate” situations, and the safeguarding of our water supplies from potential adverse effects of energy development. And the measure before us also omits the important provision to require that drilling on the top of the Roan Plateau be done in a way that will reduce adverse effects on other resources and values of that area, which is so important to Western Slope communities and Colorado’s hunters and anglers.

I am also disappointed that the measure does not include any provision to reorient and expand the U.S. Global Change Research Program, USGCRP, so that it will provide more user-driven research and information. The USGCRP coordinates all Federal climate change research and has contributed much to our understanding of climate change since its creation in 1990—but we now need to expand our knowledge and tailor the information to the needs of national, regional and local decision makers confronted with management and mitigation challenges. This bipartisan provision would have done that.

I strongly supported all those provisions, and I intend to continue working to win their enactment either on their own or as part of some other measure.
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But while dropping those provisions means the measure now is weaker in some respects that the one the House passed earlier, it has been strengthened in an important respect by the addition of the fuel-efficiency provisions, which will result in increasing the efficiency of all vehicles to 35 miles per gallon by 2020. And other parts of the legislation contain the long-term incentives to boost production of electricity from renewable sources, including wind, solar, biomass, geothermal, river currents, ocean tides, landfill gas, and trash combustion resources, as well as to expand production of other fuels such as cellulosic ethanol and biodiesel.

The bill will encourage manufacturers to build more efficient appliances, help working families afford fuel-efficient plug-in hybrid vehicles, and help businesses create energy-efficient workplaces. It will encourage deployment of renewable energy by enabling electric co-operatives and public power providers to use new clean renewable energy bonds to help finance facilities to generate electricity from renewable resources. And it will help states leverage their tax code to implement energy efficiency loan programs and grant programs to help working families purchase energy-efficient appliances, make energy-efficient home improvements, or install solar panels, small wind turbines, and geothermal heat pumps.

Furthermore, the bill creates an Energy Efficiency and Renewable Energy Worker Training Program to train Americans for good “green” jobs—such as in solar panel manufacturing and green building construction—that will be created by new renewable-energy and energy-efficiency investments. This will provide training opportunities to our veterans, to those displaced by national energy and environmental policy and economic globalization, to individuals seeking pathways out of poverty, to young people at risk and to workers already in the energy field who need to update their skills.

Mr. Speaker, as I said, this legislation is much needed and long overdue. While I regret the omission of several very important parts of the version the House passed earlier this year, what is left of this bill is something I am happy to support. I urge my colleagues to join me in voting against this legislation and working on a practical, workable, practical energy strategy.

Mr. CAMPBELL of California. Madam Speaker, I rise today to ask that while the House consider this energy legislation, that we consider an amendment to provide that there are not unintended economic distortions in this bill does nothing to clarify the critical issue of which federal government agency has the lead on regulating fuel economy.

To effectively improve fuel economy there cannot be two separate sets of fuel economy standards from National Highway Traffic Safety Administration (NHTSA) and another from the Environmental Protection Agency (EPA). Having two agencies with inconsistent standards creates substantial regulatory uncertainty, confusion, and duplication of effort.

Most importantly, the legislation gives EPA free rein on the fuel economy issue which would allow them the ability to supersede Congressional authority over CAFE. This could mean that EPA could establish a CAFE standard that far exceeds the standard passed by Congress.

The White House agrees that one agency needs to be the lead entity responsible for a single national regulatory standard. The legislation should have harmonized EPA and NHTSA’s distinct roles to regulate fuel economy and emissions.

A single, nationwide fuel economy standard would create certainty and achieve the mutual goal of reducing gasoline consumption in an effective manner.

It is my hope that this problem be remedied.

Mr. GOODLATTE. Mr. Speaker, I rise today in opposition to this reckless energy policy, which will do absolutely nothing to make us energy independent, or lower energy costs. This bill sets us on a dangerous path and ties our hands in a regulatory mess to ensure that we cannot produce domestic energy.

Like my colleagues, I believe we should find solutions to address the growing demand for energy. The biggest concern facing the farmers and ranchers of this country is increased input costs, higher fuel prices and fertilizer. The U.S. fertilizer industry relies upon natural gas as the fundamental feedstock for the production of nitrogen fertilizer. The rest of the U.S. farm sector also depends on significant amounts of natural gas for food processing, irrigation, crop drying, heating farm buildings and homes, the production of crop protection chemicals, and, let’s not forget, ethanol biofuel production. In addition to the farm sector, the forest products industry relies more on natural gas than any other fossil fuel and the chemical industry is the largest manufacturing cost for the industry.

Unbelievably, this legislation contains no new energy supplies in it and does nothing to relieve the burdens of increased costs on producers, provide the needed fiber for American consumers. It seems that the Majority’s plan to move toward energy independence includes limiting domestic energy production and imposing new government mandates that will prove to be costly and burdensome to the American people.

This legislation would dramatically expand the Renewable Fuels Standards (RFS) by increasing it to 36 billion gallons by 2022. This initiative is extremely ambitious and could be achieved by tapping all sectors of agriculture including plant and wood waste, vegetable oil, algae, animal fat and waste. These amounts will result in the production of 21 billion gallons of cellulosic ethanol. Strangely, the bill discourages the production of cellulosic fuels from forests, even though forests are the largest potential source of cellulosic feedstock. While I am in favor of finding new markets for agriculture products, what good is finding new markets for agriculture commodities when the cost of production is too much for our farmers and ranchers?

We should develop a policy that is technology neutral and allows the market to develop new sources of renewable energy. The RFS provisions create an unrealistic mandate for advanced biofuels technology that doesn’t yet exist and creates hurdles for the development of second generation biofuels by placing restrictions on alternative fuels, renewable fuel plant production, and, most important, limits the harvesting of our homegrown feedstocks. These restrictions will undoubtedly lead to a consumer tax to help bridge the gap in production that will occur if this policy is put into place. Even with the added cost of cellulosic ethanol, the expansion of the RFS would still require 15 billion gallons of renewable fuel to come from the only currently commercially available option: grain ethanol.

Last year, 20 percent of the U.S. corn crop was used for ethanol production and that amount is expected to rise significantly over the next few years. With feed stocks meeting most of our renewable fuel initiatives, the livestock sector is facing significantly higher feed costs. Corn and soybeans’ most valuable market has always been, and will continue to be, the livestock producer. We must ensure that there are not unintended economic distortions to either grain or livestock producers as a result of these sectors prospering from other markets.

This benefits of reduced reliance on foreign energy sources, stable energy prices, and new markets for agricultural products should not be replaced with a risk of adding even more increased input costs for livestock producers and creating even higher food prices for consumers.

A sound energy policy, set in place by the Democrat Majority, exemplifies the Democrat motto through and through: tax and spend. This bill imposes $21 billion in tax increases. The other...
This bill is a dangerous policy for our country. If we really want to make our country energy independent, this Congress must pass an energy bill that contains energy. This bill does not. I urge my colleagues to reject this awful bill, let's start over, and work to find real solutions to the energy needs of our Nation.

Mr. Speaker, I support the conference agreement on the Energy Independence and Security Act and I thank Speaker PELOSI for her personal involvement and leadership on this issue.

This legislation: (1) reduces our dependency on unstable sources of oil; and, (2) moves us away from our unsustainable reliance on fossil fuels.

To do so is absolutely necessary for our economy, our future prosperity and our environment.

Americans are reminded how important this is every time they fill up their gas tanks at the pump.

While we should not try to manipulate the price at the pump, we can take concrete steps to reduce the amount of oil we consume, by making our vehicles travel further on each gallon they burn, and in doing so, reducing our dependency on too many unstable and unfriendly foreign sources of oil.

It's been more than 30 years since Congress last raised automobile fuel efficiency standards, and during the interim, the average fuel efficiency of our vehicles has actually declined. We've regressed in meeting our goals.

This legislation corrects this inexusable abdication of responsibility and mandates tough, but achievable, fuel efficiency standards that will cut our daily consumption of oil by 4 million barrels per day by 2030—more than twice the amount we import from the Persian Gulf today.

Consumers can look forward to savings hundreds or even thousands of dollars every year on their gas bills.

This legislation also looks toward the future and crafts responsible policies that, if implemented today, will reduce the threat of global warming and the impact of future oil price shocks by moving us toward cleaner, more environmentally responsible alternative sources of energy.

The mandate on commercial power companies to produce 15 percent of their electricity from renewable sources will be the equivalent of retiring 300 coal-fired power plants, the single largest source of carbon dioxide emissions.

With this legislation, we have the beginnings of a substantial commitment toward lower greenhouse gas emissions and greater energy independence.

By 2020, the policies implemented under this legislation will have achieved about 40 percent of the greenhouse gas emissions reductions most scientists have concluded are needed to avoid catastrophic global climate change.

Despite the claims of rising prices, economic disruption and disaster, this legislation will achieve its objectives in a way that will spur innovation, create thousands of new manufacturing and service jobs, increase savings for consumers, put fewer of our earnings into the pockets of unfriendly foreign interests and set us up a safer, more secure future for our children.

I urge my colleagues to support this conference agreement.
should not lead the world in the production of wind turbines and solar panels. This bill will help ensure that these jobs are created here in the United States.

Our work in this House is about priorities, and the difference in priorities on this bill could not be more clear. I urge all of my colleagues to support this responsible legislation.

Mr. SKELTON. Mr. Speaker, the people of rural Missouri and those who live throughout the United States are eager for Congress to enact energy policies that help alleviate record high oil prices, reduce America's dependence on foreign oil, promote homegrown energy sources, and preserve the environment for future generations. The comprehensive energy bill we are considering today, the Energy Independence and Security Act, would address the peoples' concerns in these areas. After careful consideration, I have concluded the measure is good for rural Missouri and for the security of our Nation. I will lend my support to it.

Our Nation cannot afford to ignore the impact high energy prices are having on individuals, on families, and on the economy at large. Oil prices have been at record levels for weeks. Rural Missouri families and farmers, who rely heavily on transportation to go about their daily lives, are particularly hard hit by high fuel costs. They have been allocating larger portions of their income to fill their tanks, only to see prices climb higher. Meanwhile, America's top five oil companies have been collecting record profits and refusing to invest those profits in new oil refining capabilities.

Enactment of the Energy Independence and Security Act would be welcome news to Missouri motorists. For the first time since 1975, this legislation would raise fuel efficiency standards for the cars and trucks sold in our country. Further, it would ensure that auto-makers continue producing trucks driven by many rural Americans by adjusting the fuel efficiency requirements for these particular vehicles.

Improved fuel efficiency is long overdue. Over time, this added efficiency would reduce by half the amount of oil America imports from foreign sources, reduce hazardous vehicle emissions, preserve our environment, and eventually yield fewer trips to the gas station for hard working Americans. I am pleased that the automobile industry and conservationists support this fuel efficiency standard.

Important to Missouri farmers is the robust renewable fuels standard included in the Energy Independence and Security Act. In the Show-Me State and throughout America's heartland, ethanol and biodiesel production facilities dot the countryside. They have fostered economic development in areas of the country that have struggled to produce jobs. Many of these facilities are owned by farmers who have committed their financial resources and ingenuity toward advancing America's energy independence, improving farm incomes, and boosting the economic well-being of small towns.

The 2005 Energy Bill included a strong renewable fuels standard for ethanol made from corn. Since passage of that legislation, ethanol production has dramatically increased, corn yields have set records, and ethanol's farmer-investors have reaped economic gains. Because of the overwhelming success of ethanol and the demand for corn, the price per bushel of corn has risen. Combined with widespread drought that has impacted much of the Midwest and Great Plains States over the past several years, killing or damaging grazing pastureland, high corn prices have raised concerns about ethanol with some livestock producers.

This year's energy bill would build upon the successful renewable fuels standard established in 2005 by allowing for a strong corn ethanol mandate, while also phasing in ethanol made from sources other than corn to help assuage the concerns of some U.S. livestock producers. The bill also would create a minimum use of biodiesel made from soybeans and other sources.

While I will support the Energy Independence and Security Act, the bill is not perfect. I am concerned that investor-owned utility firms in Missouri and elsewhere may not be able to sufficiently produce electricity from renewable sources within the time mandated by the legislation. I am hopeful that the Energy and Commerce Committee will sit down with investor-owned utility firms to iron out any glitches that may arise in this particular area. Meanwhile, America's top five oil companies have been collecting record profits and refusing to invest those profits in new oil refining capabilities.

I urge all of my colleagues to support the Energy Independence and Security Act, the bill is not perfect. I am concerned that investor-owned utility firms in Missouri and elsewhere may not be able to sufficiently produce electricity from renewable sources within the time mandated by the legislation. I am hopeful that the Energy and Commerce Committee will sit down with investor-owned utility firms to iron out any glitches that may arise in this particular area. Meanwhile, America's top five oil companies have been collecting record profits and refusing to invest those profits in new oil refining capabilities.

Mr. HONDA. Mr. Speaker, the signs of an energy crisis are clear—we are facing the consequences of significant climatic change, our national security continues to be at risk, and our energy economy must change in the face of $100 per barrel oil.

Investors are ready to invest billions of dollars into American companies for next generation technologies, but for too long the Federal Government has been subsidizing the oil technologies. Inventors and entrepreneurs, the true engines of American economic growth, are already focused on energy, but they are still waiting for Congress to send them the right signals before bringing their full efforts to bear on the problem.

That is why I am pleased to rise in support of an energy bill that sends the right signal and will help to revolutionize our Nation's energy economy as we know it, help free us of our dependence on foreign oil, create millions of new jobs, and address global warming.

The Energy Independence and Security Act will increase corporate average fuel economy standards to 35 miles per gallon by 2020; greatly expand the national biofuels mandate; require utilities nationwide to provide 15 percent of their power from renewable sources by 2020; strengthen energy efficiency for a wide range of products, appliances, lighting, and buildings; create education and job training programs to train the next generation of American workers; greatly expand the national biofuels mandate; and will help to revolutionize our Nation's energy economy as we know it, help free us of our dependence on foreign oil, create millions of new jobs, and address global warming.

The Energy Independence and Security Act will increase corporate average fuel economy standards to 35 miles per gallon by 2020; greatly expand the national biofuels mandate; require utilities nationwide to provide 15 percent of their power from renewable sources by 2020; strengthen energy efficiency for a wide range of products, appliances, lighting, and buildings; create education and job training programs to train the next generation of American workers; greatly expand the national biofuels mandate; and will help to revolutionize our Nation's energy economy as we know it, help free us of our dependence on foreign oil, create millions of new jobs, and address global warming.

By passing the Energy Independence and Security Act, we are taking the first step in developing a policy for reducing carbon emissions. I pledge to work diligently with my colleagues to take additional steps in 2008, and urge adoption of this important legislation.

Mr. YOUNG of Alaska. Mr. Speaker, I am pleased that the Democrats took so long to write such a bad bill. I would laugh if this was any laughing matter, but designing the Nation's energy policy is among the most serious responsibilities of the Congress. H.R. 6 has been designed by environmentalists to achieve their goals of reducing oil consumption and global warming. I am amazed that the Democrats took so long to write such a bad bill. I would laugh if this was any laughing matter, but designing the Nation's energy policy is among the most serious responsibilities of the Congress. H.R. 6 has been designed by environmentalists to achieve their goals of reducing oil consumption and global warming. I am amazed that the Democrats took so long to write such a bad bill.
Title 1 of the bill addresses CAFE Standards. Section 102(a) would require that the fleet of new passenger and non-passenger vehicles made for sale in model year 2020 reach a fleet-wide fuel economy average of at least 35 miles per gallon, regardless of shifts in the market or any other consideration. While fuel economy standards for each of model years 2011–2019 are expected to be the maximum feasible standard, this section does not allow the Department of Transportation (DOT) to set a fleet-wide average of lower than 35 miles per gallon for model year 2020 under any circumstances. In addition, if the maximum feasible level for model year 2020 is higher than 35 miles per gallon due to technological progress and/or other factors, Congress intends to require DOT to set standards at the maximum feasible level. It is also the intent of this section to require DOT to set interim standards between 2011 and 2019 to make rapid and consistent annual progress towards achieving the 35 mpg minimum by 2020. In asking for “ratable” progress, the intent of Congress is to seek relatively incremental increases in fuel economy standards each year, such that no single year through 2020 should experience a significantly higher increase than the previous year.

Section 104 addresses credit trading among vehicle manufacturers' vehicle fleets, and is intended to increase flexibility for automakers, but it is the intent of Congress that any trading not in any way reduce the oil savings achieved by the standards set for any year under this title.

Section 105 is intended to provide added information for consumers, but is not intended to in any way interfere with or diminish EPA labeling authority. Congress intends that DOT work closely with EPA in fulfilling the requirements of this section.

Section 106 is intended to clarify that Title I does not impact fuel economy standards or the standard-setting process for vehicles manufactured before model year 2011. This section is not intended to codify, or otherwise support or reject, any standards applying before model year 2011, and is not intended to reverse, supersede, overrule, or in any way limit the November 15, 2007 decision of the U.S. Court of Appeals for the Ninth Circuit in Center for Biological Diversity v. National Highway Traffic Safety Administration (No. 06–71891).

Section 109 makes modifications to the cap on the credits allowed to manufacturers making dual-fuel vehicles to ensure that the dual-fuel vehicle credit program is phased out and is fully and permanently eliminated by 2020 and thereafter. I urge the Secretary to pay careful heed to the intent and spirit of these provisions in carrying out the provisions of this Title, so that we achieve the Bill's goals of increasing the fuel efficiency of our cars, SUVs, and other vehicles.

The SPEAKER pro tempore. All time for debate has expired. Pursuant to House Resolution 846, the previous question is ordered. The question is on the motion offered by the gentleman from Michigan (Mr. Dingell).

Mr. BOUCHER, 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, this 15-minute vote on the motion to concur will be followed by a 5-minute vote on the motion to suspend the rules on H.R. 2085.

The vote was taken by electronic device, and there were—yeas 235, nays 181, not voting 16, as follows:

The result of the vote was announced as above recorded. A motion to reconsider was laid on the table.

So the motion was agreed to. The result of the vote was announced as above recorded.

MCGEE CREEK PROJECT PIPELINE AND ASSOCIATED FACILITIES CONVEYANCE ACT

The SPEAKER. The unfinished business is the vote on the motion to suspend the rules and pass the bill, H.R. 2085, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER. The question is on the motion offered by the gentleman from California (Mrs. Napolitano) that the House suspend the rules and pass the bill, H.R. 2085.