

saga of intermediate space challenge. But today we recognize and support the goals and ideals of that great Intermediate Space Challenge through House Resolution 411.

I would encourage our colleagues to support this resolution. It is most meritorious.

I yield back my time, Mr. Speaker.

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. 411.

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

A motion to reconsider was laid on the table.

CONSUMER ASSISTANCE TO RECYCLE AND SAVE ACT

Ms. SUTTON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2751) to accelerate motor fuel savings nationwide and provide incentives to registered owners of high polluting automobiles to replace such automobiles with new fuel efficient and less polluting automobiles.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2751

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 "Consumer Assistance to Recycle and Save Act".

SEC. 2. TEMPORARY VEHICLE TRADE-IN PROGRAM.

(a) **ESTABLISHMENT.**—There is established in the National Highway Traffic Safety Administration a voluntary program to be known as the "Consumer Assistance to Recycle and Save Program" through which the Secretary of Transportation (hereinafter in this section referred to as the "Secretary"), in accordance with this Act and the regulations promulgated under subsection (d), shall—

(1) authorize the issuance of an electronic voucher, subject to the specifications set forth in subsection (c), to offset the purchase price or lease price for a qualifying lease of a new fuel efficient automobile upon the surrender of an eligible trade-in vehicle to a dealer participating in the Program;

(2) register dealers for participation in the Program and require all registered dealers—

(A) to accept vouchers as provided in this section as partial payment or down payment for the purchase or qualifying lease of any new fuel efficient automobile offered for sale or lease by that dealer; and

(B) in accordance with subsection (c)(2), to transfer each eligible trade-in vehicle surrendered to the dealer under the Program to an entity for disposal;

(3) in consultation with the Secretary of the Treasury, make electronic payments to dealers for eligible transactions accepted by such dealers, in accordance with the regulations issued under subsection (d); and

(4) in consultation with the Secretary of Treasury and the Inspector General of the Department of Transportation, establish and provide for the enforcement of measures to prevent and penalize fraud under the Program.

(b) **QUALIFICATIONS FOR AND VALUE OF VOUCHERS.**—A voucher issued under the Program shall have a value that may be applied to offset the purchase price or lease price for a qualifying lease of a new fuel efficient automobile as follows:

(1) **\$3,500 VALUE.**—The voucher may be used to offset the purchase price or lease price of the new fuel efficient automobile by \$3,500 if—

(A) the new fuel efficient automobile is a passenger automobile and the combined fuel economy value of such automobile is at least 4 miles per gallon higher than the combined fuel economy value of the eligible trade-in vehicle;

(B) the new fuel efficient automobile is a category 1 truck and the combined fuel economy value of such truck is at least 2 miles per gallon higher than the combined fuel economy value of the eligible trade-in vehicle;

(C) the new fuel efficient automobile is a category 2 truck that has a combined fuel economy value of at least 15 miles per gallon and—

(i) the eligible trade-in vehicle is a category 2 truck and the combined fuel economy value of the new fuel efficient automobile is at least 1 mile per gallon higher than the combined fuel economy value of the eligible trade-in vehicle; or

(ii) the eligible trade-in vehicle is a category 3 truck of model year 2001 or earlier; or

(D) the new fuel efficient automobile is a category 3 truck and the eligible trade-in vehicle is a category 3 truck of model year of 2001 or earlier and is of similar size or larger than the new fuel efficient automobile as determined in a manner prescribed by the Secretary.

(2) **\$4,500 VALUE.**—The voucher may be used to offset the purchase price or lease price of the new fuel efficient automobile by \$4,500 if—

(A) the new fuel efficient automobile is a passenger automobile and the combined fuel economy value of such automobile is at least 10 miles per gallon higher than the combined fuel economy value of the eligible trade-in vehicle;

(B) the new fuel efficient automobile is a category 1 truck and the combined fuel economy value of such truck is at least 5 miles per gallon higher than the combined fuel economy value of the eligible trade-in vehicle; or

(C) the new fuel efficient automobile is a category 2 truck that has a combined fuel economy value of at least 15 miles per gallon and the combined fuel economy value of such truck is at least 2 miles per gallon higher than the combined fuel economy value of the eligible trade-in vehicle and the eligible trade-in vehicle is a category 2 truck.

(c) PROGRAM SPECIFICATIONS.—

(1) LIMITATIONS.—

(A) **GENERAL PERIOD OF ELIGIBILITY.**—A voucher issued under the Program shall be used only in connection with the purchase or qualifying lease of new fuel efficient automobiles that occur between—

(i) the date of enactment of this Act; and

(ii) the date that is 1 year after the date on which the regulations promulgated under subsection (d) are implemented.

(B) **NUMBER OF VOUCHERS PER PERSON AND PER TRADE-IN VEHICLE.**—Not more than 1 voucher may be issued for a single person and not more than 1 voucher may be issued for the joint registered owners of a single eligible trade-in vehicle.

(C) **NO COMBINATION OF VOUCHERS.**—Only 1 voucher issued under the Program may be applied toward the purchase or qualifying lease of a single new fuel efficient automobile.

(D) **CAP ON FUNDS FOR CATEGORY 3 TRUCKS.**—Not more than 7.5 percent of the total funds made available for the Program shall be used for vouchers for the purchase or qualifying lease of category 3 trucks.

(E) **COMBINATION WITH OTHER INCENTIVES PERMITTED.**—The availability or use of a Federal, State, or local incentive or a State-issued voucher for the purchase or lease of a new fuel efficient automobile shall not limit the value or issuance of a voucher under the Program to any person otherwise eligible to receive such a voucher.

(F) **NO ADDITIONAL FEES.**—A dealer participating in the program may not charge a person purchasing or leasing a new fuel efficient automobile any additional fees associated with the use of a voucher under the Program.

(G) **NUMBER AND AMOUNT.**—The total number and value of vouchers issued under the Program may not exceed the amounts appropriated for such purpose.

(2) DISPOSITION OF ELIGIBLE TRADE-IN VEHICLES.—

(A) **IN GENERAL.**—For each eligible trade-in vehicle surrendered to a dealer under the Program, the dealer shall certify to the Secretary, in such manner as the Secretary shall prescribe by rule, that the dealer—

(i) will arrange for the vehicle's title to be transferred to the United States and will accept possession of the vehicle on behalf of the United States;

(ii) has not and will not sell, lease, exchange, or otherwise dispose of the vehicle for use as an automobile in the United States or in any other country; and

(iii) will transfer, on behalf of the United States, the vehicle (including the engine block) and the vehicle's title, in such manner as the Secretary prescribes, to an entity that will ensure that the vehicle—

(I) will be crushed or shredded within such period and in such manner as the Secretary prescribes; and

(II) has not been, and will not be, sold, leased, exchanged, or otherwise disposed of for use as an automobile in the United States or in any other country.

(B) **SAVINGS PROVISION.**—Nothing in subparagraph (A) may be construed to preclude a person who is responsible for ensuring that the vehicle is crushed or shredded from—

(i) selling any parts of the disposed vehicle other than the engine block and drive train (unless the transmission, drive shaft, or rear end are sold as separate parts); or

(ii) retaining the proceeds from such sale.

(C) **COORDINATION.**—The Secretary shall coordinate with the Attorney General to ensure that the National Motor Vehicle Title Information System and other publicly accessible systems are appropriately updated on a timely basis to reflect the crushing or shredding of vehicles under this Act and appropriate re-classification of the vehicles' titles. The commercial market shall also have electronic and commercial access to the vehicle identification numbers of vehicles that have been disposed of on a timely basis.

(d) **REGULATIONS.**—Notwithstanding the requirements of section 553 of title 5, United States Code, the Secretary shall promulgate final regulations to implement the Program not later than 30 days after the date of the enactment of this Act. Such regulations shall—

(1) provide for a means of registering dealers for participation in the program;

(2) establish procedures for the reimbursement of dealers participating in the Program to be made through electronic transfer of funds for the amount of the vouchers as soon as practicable but no longer than 10 days after the submission of information supporting the eligible transaction, as determined appropriate by the Secretary;

(3) require the dealer to use the voucher in addition to any other rebate or discount advertised by the dealer or offered by the manufacturer for the new fuel efficient automobile and prohibit the dealer from using the voucher to offset any such other rebate or discount;

(4) require dealers to disclose to the person trading in an eligible trade-in vehicle the best estimate of the scrappage value of such vehicle;

(5) require dealers to accept on behalf of the United States, and Transfer to the Secretary of the Treasury, the amount paid for scrappage of the vehicle up to \$60;

(6) permit the dealer to retain any amounts paid to the dealer for scrappage of the automobile in excess of the \$60 amount referred to in paragraph (5) and designate \$50 of such excess as payment for any administrative costs to the dealer associated with participation in the Program;

(7) clarify that dealers will not be reimbursed for any storage fees or other costs associated with their custodial handling of the eligible trade-in vehicle;

(8) consistent with subsection (c)(2), establish requirements and procedures for the disposal of eligible trade-in vehicles and provide such information as may be necessary to entities engaged in such disposal to ensure that such vehicles are disposed of in accordance with such requirements and procedures, including—

(A) requirements for the removal and appropriate disposition of refrigerants, anti-freeze, lead products, mercury switches, and such other toxic or hazardous vehicle components prior to the crushing or shredding of an eligible trade-in vehicle, in accordance with rules established by the Secretary in consultation with the Administrator of the Environmental Protection Agency, and in accordance with other applicable Federal or State requirements;

(B) a mechanism for dealers to certify to the Secretary that each eligible trade-in vehicle will be transferred by the dealer on behalf of the United States to an entity that will ensure that the vehicle is disposed of, in accordance with such requirements and procedures, and to submit the vehicle identification numbers of the vehicles disposed of and the new fuel efficient automobile purchased with each voucher;

(C) a mechanism for obtaining such other certifications as determined necessary by the Secretary from entities engaged in vehicle disposal; and

(D) a list of entities to which dealers may transfer eligible trade-in vehicles for disposal; and

(9) provide for the enforcement of the penalties described in subsection (e).

(e) ANTI-FRAUD PROVISIONS.—

(1) VIOLATION.—It shall be unlawful for any person to violate any provision under this Act or any regulations issued pursuant to subsection (d) (other than by making a clerical error).

(2) PENALTIES.—Any person who commits a violation described in paragraph (1) shall be liable to the United States Government for a civil penalty of not more than \$15,000 for each violation. The Secretary shall have the authority to assess and compromise such penalties, and shall have the authority to require from any entity the records and inspections necessary to enforce this program. In determining the amount of the civil penalty, the severity of the violation and the intent of the person committing the violation shall be taken into account.

(f) INFORMATION TO CONSUMERS AND DEALERS.—Not later than 30 days after the date of enactment of this Act, and promptly upon the update of any relevant information, the Secretary, in consultation with the Adminis-

trator of the Environmental Protection Agency, shall make available on an Internet website and through other means determined by the Secretary information about the Program, including—

(1) how to determine if a vehicle is an eligible trade-in vehicle;

(2) how to participate in the Program, including how to determine participating dealers; and

(3) a comprehensive list, by make and model, of new fuel efficient automobiles meeting the requirements of the Program. Once such information is available, the Secretary shall conduct a public awareness campaign to inform consumers about the Program and where to obtain additional information.

(g) RECORD KEEPING AND REPORT.—

(1) DATABASE.—The Secretary shall maintain a database of the vehicle identification numbers of all new fuel efficient vehicles purchased or leased and all eligible trade-in vehicles disposed of under the Program.

(2) REPORT ON THE EFFICACY OF THE PROGRAM.—Not later than 60 days after the termination date described in subsection (c)(1)(A)(ii), the Secretary shall submit a report to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate describing the efficacy of the Program, including—

(A) a description of program results, including—

(i) the total number and amount of vouchers issued for purchase or lease of new fuel efficient automobiles by manufacturer (including aggregate information concerning the make, model, model year) and category of automobile;

(ii) aggregate information regarding the make, model, model year, and manufacturing location of vehicles traded in under the Program; and

(iii) the location of sale or lease;

(B) an estimate of the overall increase in fuel efficiency in terms of miles per gallon, total annual oil savings, and total annual greenhouse gas reductions, as a result of the Program; and

(C) an estimate of the overall economic and employment effects of the Program.

(h) TREATMENT OF PAYMENT.—

(1) FOR FEDERAL AND STATE PROGRAMS.—A voucher under this Act or any payment made for such a voucher pursuant to subsection (a)(3) shall not be considered income and shall not be considered as a resource for the month of receipt and the following 12 months, for purposes of determining the eligibility of the recipient (or the recipient's spouse or other family or household members) for benefits or assistance, or the amount or extent of benefits or assistance, under any Federal or State program.

(2) FOR PURPOSES OF TAXATION.—A voucher under this Act, or any payment made for such a voucher pursuant to subsection (a)(3), shall not be considered as gross income of the purchaser of a vehicle under this Act for purposes of the Internal Revenue Code of 1986.

(i) DEFINITIONS.—As used in this Act—

(1) the term “passenger automobile” means a passenger automobile, as defined in section 32901(a)(18) of title 49, United States Code, that has a combined fuel economy value of at least 22 miles per gallon;

(2) the term “category 1 truck” means a non-passenger automobile, as defined in section 32901(a)(17) of title 49, United States Code, that has a combined fuel economy value of at least 18 miles per gallon, except that such term does not include a category 2 truck;

(3) the term “category 2 truck” means a large van or a large pickup, as categorized by

the Secretary using the method used by the Environmental Protection Agency and described in the report entitled “Light-Duty Automotive Technology and Fuel Economy Trends: 1975 through 2008”;

(4) the term “category 3 truck” means a work truck, as defined in section 32901(a)(19) of title 49, United States Code;

(5) the term “combined fuel economy value” means—

(A) with respect to a new fuel efficient automobile, the number, expressed in miles per gallon, centered below the words “Combined Fuel Economy” on the label required to be affixed or caused to be affixed on a new automobile pursuant to subpart D of part 600 of title 40 Code of Federal Regulations;

(B) with respect to an eligible trade-in vehicle, the equivalent of the number described in subparagraph (A), and posted under the words “Estimated New EPA MPG” and above the word “Combined” for vehicles of model year 1985 through 2007, or posted under the words “New EPA MPG” and above the word “Combined” for vehicles of model year 2008 or later on the fueleconomy.gov website of the Environmental Protection Agency for the make, model, and year of such vehicle; or

(C) with respect to an eligible trade-in vehicle manufactured between model years 1978 through 1984, the equivalent of the number described in subparagraph (A) as determined by the Secretary (and posted on the website of the National Highway Traffic Safety Administration) using data maintained by the Environmental Protection Agency for the make, model, and year of such vehicle;

(6) the term “dealer” means a person licensed by a State who engages in the sale of new automobiles to ultimate purchasers;

(7) the term “eligible trade-in vehicle” means an automobile or a work truck (as such terms are defined in section 32901(a) of title 49, United States Code) that, at the time it is presented for trade-in under this Act—

(A) is in drivable condition;

(B) has been continuously insured consistent with the applicable State law and registered to the same owner for a period of not less than 1 year immediately prior to such trade-in;

(C) was manufactured in model year 1984 or later; and

(D) in the case of an automobile, has a combined fuel economy value of 18 miles per gallon or less;

(8) the term “new fuel efficient automobile” means an automobile described in paragraph (1), (2), (3), or (4)—

(A) the equitable or legal title of which has not been transferred to any person other than the ultimate purchaser;

(B) that carries a manufacturer's suggested retail price of \$45,000 or less;

(C) that—

(i) in the case of passenger automobiles, category 1 trucks, or category 2 trucks, is certified to applicable standards under section 86.1811–04 of title 40, Code of Federal Regulations; or

(ii) in the case of category 3 trucks, is certified to the applicable vehicle or engine standards under section 86.1816–08, 86–007–11, or 86.008–10 of title 40, Code of Federal Regulations; and

(D) that has the combined fuel economy value of at least—

(i) 22 miles per gallon for a passenger automobile;

(ii) 18 miles per gallon for a category 1 truck; or

(iii) 15 miles per gallon for a category 2 truck;

(9) the term “Program” means the Consumer Assistance to Recycle and Save Program established by this Act;

(10) the term “qualifying lease” means a lease of an automobile for a period of not less than 5 years;

(11) the term “scrappage value” means the amount received by the dealer for a vehicle upon transferring title of such vehicle to the person responsible for ensuring the dismantling and destroying the vehicle;

(12) the term “Secretary” means the Secretary of Transportation acting through the National Highway Traffic Safety Administration;

(13) the term “ultimate purchaser” means, with respect to any new automobile, the first person who in good faith purchases such automobile for purposes other than resale;

(14) the term “voucher” means an electronic transfer of funds to a dealer based on an eligible transaction under this program; and

(15) the term “vehicle identification number” means the 17-character number used by the automobile industry to identify individual automobiles.

(j) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Secretary of Transportation \$4,000,000,000 to carry out this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Ohio (Ms. SUTTON) and the gentleman from Michigan (Mr. UPTON) each will control 20 minutes.

The Chair recognizes the gentlewoman from Ohio.

GENERAL LEAVE

Ms. SUTTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Ohio?

There was no objection.

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

Mr. Speaker, I rise today on behalf of over 2,000 men and women who work in the Ohio assembly plant in my district and approximately 50,000 Ohioans whose jobs are associated with that plant. I rise for the 159,000 Ohioans with auto-related jobs and the 3 to 5 million Americans who rely on the auto industry to provide for their families.

I rise today on behalf of the environment, as we turn the corner to reduce greenhouse gas emissions, improve fuel economy, and to help reduce our reliance on foreign oil.

I rise today on behalf of the consumers throughout our great country who continue to struggle during this global recession. And I rise today as the proud sponsor of the Consumer Assistance to Recycle and Save Act, also known as the CARS Act.

And I want to thank President Obama for his support of this legislation. And I want to thank Speaker PELOSI for supporting this effort and thank Majority Leader HOYER for all of the help that he has provided as we worked to deliver the benefits of this bill to the American people.

And I want to thank Chairman WAXMAN, Chairman MARKEY, Chairman Emeritus DINGELL, and Representatives ISRAEL, INSLEE, STUPAK and UPTON for their collaboration and sup-

port on this bill. And thank you to my colleagues, Representative CANDICE MILLER and Representative BRUCE BRALLEY, who started this process with me back in March.

Mr. Speaker, the bipartisan CARS Act will shore up millions of jobs and stimulate local economies. It will improve our environment and reduce our dependence on foreign oil. It will provide much-needed financial assistance to consumers to trade in less fuel-efficient vehicles for vehicles which achieve a measured increased fuel-efficiency.

What the CARS Act will not do is allow someone to trade in a vehicle and receive a voucher to purchase a vehicle that is less fuel efficient.

We have ensured environmental integrity in this bill, and this bill demonstrates that we do not have to bind ourselves to the arguments of the past. We no longer have to give in to the temptation of either/or thinking. The CARS Act demonstrates that we can free ourselves from the false argument of either you are for the environment or you are for jobs. We can do both. We must do both, and that's exactly what the CARS Act does.

2009 auto sales are down nearly 42 percent below the 2005 peak. We have not seen such a decline since 1955, and this decline jeopardizes our country's largest manufacturing industry.

These are not ordinary times. These times call for bold action. Three to 5 million jobs are at risk. Auto-related jobs number in the thousands in every State in our Nation, and though it's called the CARS Act, this bill is far more than about just cars. It's about people. It's about the millions of families in this great Nation who depend on the strength of our auto and related industries for their livelihood. It's about our friends and our neighbors, and it's about our communities that depend on auto-related jobs for their tax base to support their schools, their police, fire and other city services.

By passing the CARS Act, we can shore up these jobs, get customers back into the showrooms, help our dealers move cars, and improve the environment.

Nations across the world have instituted incentive programs. In May, while our auto sales in this country fell 34 percent, sales in Germany increased 40 percent after they instituted a program.

On May 19, the Committee on Energy and Commerce passed an amendment of the CARS Act to the American Clean Energy and Security Act by a bipartisan vote of 50-4.

Under the CARS Act, consumers will trade in less fuel-efficient vehicles and receive an electronic voucher for \$3,500 to \$4,500 at the point of sale toward the lease or purchase of a vehicle with increased fuel efficiency. Light-duty trucks, both small and large, also qualify under the program, and work trucks, often used by small businesses, will be eligible for replacement as well.

And though our fleet modernization program is open to vehicles, regardless of where they are made, I encourage everyone who participates in this program to think about the families who depend upon cars made in the United States and ask you to purchase a fuel-efficient vehicle assembled right here at home to help shore up jobs and help our environment.

Some refer to this bill as the “Cash for Clunkers” bill. Others use a gentler term, “fleet modernization.” But by any name, by any title, the CARS Act offers significant multiple benefits.

This bill has earned broad-based support. It has the support of Ford and GM and Chrysler, the United Auto Workers, the Business Round Table, the Automotive Trade Policy Council, the Ohio Automobile Dealers Association, Goodyear Tire & Rubber Company, PPG Industries, National Paint and Coatings Association, the Alliance of Automobile Manufacturers, Motor & Equipment Manufacturers Association, Specialty Equipment Market Association, the Association of International Automobile Manufacturers, the American Iron and Steel Institute, Automotive Recyclers Association, the United Steel Workers, the National Automobile Dealers Association, the American International Automobile Dealers, the National Association of Manufacturers, the AFL-CIO, and the United States Chamber of Commerce. These groups have provided letters of support for this bill, and Mr. Speaker, I would like to include them in the RECORD.

WASHINGTON, DC,
June 9, 2009.

Hon. BETTY SUTTON,
House of Representatives,
Washington, DC.

DEAR REPRESENTATIVE SUTTON: Ford Motor Company strongly supports the adoption of the Consumer Assistance to Recycle and Save Act of 2009 (CARS Act) introduced by Rep. Betty Sutton. This “cash-for-clunkers” proposal would provide an incentive to consumers to trade-in an older, less-efficient vehicle for a new, higher fuel-economy one.

During the recession, foreign and domestic automakers have experienced a steep decline in auto sales not seen in over fifty years. Last week, in fact, automakers reported that U.S. auto sales for May 2009 were down 33 percent from the same month a year ago. Action by Congress is urgently needed to jumpstart vehicle sales and the automotive sector of the U.S. economy.

The CARS Act would help consumers, support jobs and also improve the environment. Consumers will benefit from a robust incentive to purchase a new, more efficient vehicle and the cost savings from buying less fuel.

While the vouchers provide direct help to consumers, it also helps support jobs across the industry. Automakers, autoworkers, suppliers and dealers all benefit from increased sales and that's why the proposal has been endorsed by both labor and business, including the UAW and the U.S. Chamber of Commerce.

For the environment, the plan would help reduce fuel consumption and decrease emissions by taking old vehicles off the road and replacing them with new, cleaner ones. Plus, the program would have the added benefit of

generating as much as \$2 billion in needed sales tax revenue for the states. Thirteen governors have written Congressional leaders in support of rapid action on a cash-for-clunkers program.

The CARS Act is timely, temporary, and targeted and is urgently needed. We request that Members of Congress work to quickly enact this important legislation by voting "yes" on the CARS Act. Thank you for consideration of our views.

Sincerely,

PETER LAWSON,
Vice President, Government Relations.

JUNE 9, 2009.

Hon. BETTY SUTTON,
*House of Representatives,
Washington, DC.*

DEAR CONGRESSWOMAN SUTTON: Chrysler LLC strongly supports the Consumers Assistance to Recycle and Save Act, H.R. 2751, that you have introduced. Your bill will establish a fleet modernization program that will encourage consumers to turn in older vehicles to be scrapped and receive in return a voucher to be used towards the purchase of cars and trucks with better fuel economy. The Act is designed to provide consumers with a wide variety of vehicles to purchase. Similar programs in other countries have helped to counter the effects of this global recession, while improving fleet-wide fuel economy. As such, the Act will greatly benefit consumers, dealers, automakers, and suppliers, while moving this country towards energy independence and environmental sustainability.

Your bill deserves broad bipartisan support, and we urge all members of the House to vote in favor of the Consumers Assistance to Recycle and Save Act.

Sincerely,

JOHN BOZZELLA,
Senior Vice President, Chrysler.

GENERAL MOTORS,
Washington, DC, June 8, 2009.

DEAR REPRESENTATIVE SUTTON: The House of Representatives will soon consider the Consumer Assistance to Recycle and Save (CARS) Act by Representatives Sutton, Dingell and Upton. I urge you to support this legislation which creates a carefully balanced fleet modernization program to stimulate U.S. auto sales and jump start the economic recovery.

This bill is supported by the Automotive Alliance, Automotive Trade Policy Council and all of their member companies (see attached letters). It includes input from the domestic and foreign brand auto companies and auto dealers.

Nearly every major industrial country around the world now has all emergency auto 'scrappage' program in place and the results have been immediate and impressive. In Europe and Latin America, these programs have been instantly successfully, with countries such as Germany seeing dealerships flooded with consumers and up to 400% increase in sales. In contrast, here in the U.S. auto sales have shown consistent declines of 30-40% from last year, month after month.

We believe this is an enormous win for consumers, for the American economy, and for our combined national commitment to environmental progress and stewardship. We urge you to support the Sutton, Dingell, Upton CARS bill.

Sincerely,

KEN W. COLE,
*Vice President, Global Public Policy
and Government Relations.*

DEAR REPRESENTATIVE: This Tuesday the House is scheduled to take up fleet mod-

ernization (so-called "cash-for-clunkers") legislation sponsored by Representative Betty Sutton. The UAW strongly urges you to vote for this important legislation.

The Sutton fleet modernization bill incorporates the compromise provisions that were agreed to by the Obama administration. House leaders, including Chairmen Waxman, Markey and Dingell, and Representatives Upton, Candice Miller, Stupak, Israel and Inslee. The provisions of this compromise were previously approved by the House Energy & Commerce Committee by an overwhelming, bipartisan vote.

By providing incentives for consumers to scrap older, less fuel efficient vehicles and to purchase new, higher mpg vehicles, this measure would result in significant reductions in oil consumption and greenhouse gas emissions. At the same time, it would provide an immediate boost to auto sales, thereby helping auto dealers and automotive production and jobs in this country. Significantly, the structure of this program is carefully crafted so it would apply to all auto companies in a balanced, competitively neutral manner.

Due to the financial and economic crises that have engulfed our nation, the auto industry has experienced a sharp drop in auto sales from over 16 million vehicles per year to less than 10 million. This has resulted in unprecedented difficulties for automakers, suppliers, dealers, workers and retirees. One immediate action that Congress can take to respond to this dire situation is to act promptly to pass the Sutton fleet modernization legislation. Accordingly, the UAW strongly urges you to vote for this measure when it is taken up by the House this Tuesday.

Sincerely,

ALAN REUTHER,
Legislative Director.

Hon. BETTY SUTTON,
House of Representatives, Longworth House Office Building, Washington, DC.

DEAR REPRESENTATIVE SUTTON: Mazda North American Operations urges the House to pass a fleet modernization, or "cash for clunkers," bill that will benefit American consumers and increase vehicle sales, especially now when demand is extremely depressed. Additionally, older, less fuel-efficient models will be replaced by newer ones that are cleaner for the environment, more fuel-efficient, and include many new safety technologies. To that end, President Obama last week repeated his call to Congress to enact such legislation. We understand that Representative Sutton's fleet modernization bill, which enjoys broad bipartisan support, will be considered on the suspension calendar as soon as tonight.

The bipartisan framework created by Representative Sutton's bill, will achieve significant economic stimulus and environmental benefits. We would have preferred a simpler program that allowed broader participation with regard to the types of vehicles turned in and the replacement vehicles. In particular, we would have liked all vehicle leases to be included. Despite our concerns over the details of the current proposal, on balance, we believe Representative Sutton's bill will result in incremental sales volume at a time when the industry is badly in need of assistance.

Around the world, consumers are already benefitting from similar programs, and the resulting economic stimulus has been significant. In January, Germany implemented a fleet modernization program. At the end of the first month of the program, sales in Germany were up 21% over 2008. Corresponding sales in the U.S. were down 41% for the same period. To date, 15 countries have enacted

automotive fleet modernization programs and many more are considering enactment.

A fleet modernization program can deliver real benefits to consumers, the environment and the economy. The U.S. is already well behind other major economies in adopting a fleet modernization program, and many buyers are now delaying purchase decisions until the Congress acts.

We urge you to vote for Representative Sutton's fleet modernization bill.

Sincerely,

TIM O'SULLIVAN.

JUNE 5, 2009.

DEAR CONGRESSWOMAN SUTTON: On behalf of the automobile dealers in northeast Ohio, I want to offer our support of the "Consumer Assistance to Recycle and Save Act" (CARS Act). It is our understanding that this bill will be considered early next week and we urge its passage.

As you know, the current economic environment of automotive retailing has now reached historic lows in both sales and consumer confidence. This bill, also known as "Cash for Clunkers", could well provide the needed incentive for consumers to trade in older vehicles and purchase more fuel efficient and safe automobiles.

Providing an incentive to stimulate sales is a critical step in the recovery of the automobile industry and congressional passage of the CARS Act represents an opportunity to benefit both the economy and the environment.

We very much appreciate your assistance and support of franchised new automobile dealers and urge Congress to act swiftly to stimulate the economy with this program.

Sincerely,

TERRY METCALF,
Executive Vice President.

DEAR REPRESENTATIVE: This Tuesday the House is scheduled to take up the Consumer Assistance to Recycle and Save (CARS Act) fleet modernization bill sponsored by Representative BETTY SUTTON. The United Steelworkers (USW) urges your support for this legislation.

The USW is the largest industrial union in North America and we represent more workers in the auto sector than any other union. Hundreds of thousands of our members work in jobs supplying the auto industry. From the glass, to the tires, to the plastic, to the hundreds of pounds of metal that comprise every vehicle; Steelworkers manufacture these products in locations all across the country. Even paper, the catalogs and brochures that the automakers use to market their vehicles, are often the product of the work of Steelworkers. But, countless other citizens—union and non-union—such as auto dealers, accountants, restaurant and shop owners, have their jobs tied to the auto industry.

The auto industry has experienced a sharp drop in auto sales from over 16 million vehicles per year to less than 10 million, resulting in extraordinary challenges for automakers, suppliers, dealers, workers, retirees and entire communities. Our members in the supply chain have suffered significant layoffs as a result of the financial and economic crises that brought auto buying to a halt. Those layoffs may only be the top of iceberg as the effects of the Chrysler and GM bankruptcies are to yet to be felt.

One immediate action Congress can take to respond to this dire situation is to vote to pass the Sutton fleet modernization bill which incorporates the compromise provisions that were agreed to by the Obama administration. House leaders, including Chairman Waxman, Markey and Dingell, and Representatives Upton, Candice Miller, Stupak, Israel, and Inslee.

Providing incentives for consumers to scrap older, less fuel efficient vehicles and to purchase new, higher mpg vehicles, from all auto companies, will result in reductions in oil consumption and greenhouse gas emissions while providing an immediate boost to auto sales, thereby helping auto suppliers, dealers and automotive production and jobs in this country.

Sincerely,

HOLLY R. HART,
Legislative Director.

DEAR CONGRESSWOMAN SUTTON: This week, the House is likely to take up the Consumer Assistance to Recycle and Save (CARS) Act introduced by Representative Betty Sutton and a number of other colleagues. This bill will create a carefully balanced program to stimulate U.S. auto sales and jumpstart the economy. The Automotive Trade Policy Council and its member companies—Chrysler LLC, Ford Motor Company and General Motors Corporation—strongly support this bill and we urge you to vote for it.

Nearly every major industrial country around the world now has an emergency auto 'scrapage' program in place and the results have been immediate and impressive. In Europe and Latin America, these programs have been instantly successfully, with countries such as Germany seeing dealerships flooded with consumers and a 28% increase in sales. In contrast, here in the U.S. auto sales have shown consistent declines of 30-40% from last year, month after month.

The Sutton CARS bill will establish a well-crafted and balanced fleet modernization program. The CARS bill is a compromise measure resulting from months of work between the Administration, domestic and foreign brand auto companies, environmental organizations and auto dealers. The measure offers a solid program that will give consumers with older vehicles an immediate cash incentive from the U.S. government to purchase new more fuel efficient cars and trucks. In addition, the bill was structured to be environmentally progressive i.e., the incentives to consumers are higher for vehicles that achieve fuel economy ratings above current government CAFE standards.

The CARS legislation will both accelerate national economic recovery by creating an estimated one million new sales of fuel efficient vehicles and provide clear incentives to move toward our environmental goals more quickly.

This is a winner for consumers, for the American economy, and for our combined national commitment to environmental progress and stewardship. We thank you and urge you to vote for the Sutton CARS legislation.

Sincerely,

STEPHEN J. COLLINS,
President.

JUNE 8, 2009.

DEAR CONGRESSWOMAN SUTTON: On behalf of PPG Industries' 15,000 U.S. employees, and the 299 at our Barberton and Strongsville facilities in your district, I deeply appreciate your sponsorship of H.R. 1550, the Consumer Assistance to Recycle and Save Act, also known as the CARS Act, designed to help get the American automobile industry back on its feet by offering incentives for Americans to trade in their old cars for new, more fuel-efficient automobiles.

About 4 percent of the U.S. gross domestic product (GDP) is in the auto industry, making it the nation's largest manufacturing sector. PPG's automotive coatings and fiber glass are an important part of the auto supply chain. Last year, the U.S. auto industry provided hundreds of millions in sales and more than 1,260 manufacturing and research and development jobs to PPG.

As a global supplier of paints, coatings, chemicals, optical products, specialty materials, glass and fiber glass, our vision is to become the world's leading coatings and specialty products and services company. We operate on the leading edge of new technologies and solutions and are a streamlined, efficient manufacturer.

Members of the coatings and related industries have been particularly hit hard by the dramatic decrease in sales of new automobiles in America. While the auto manufacturers themselves have received almost all of the focus of attention—and deservedly so—there are countless suppliers to the industry who are hurting as well. The answer is to increase demand, which the CARS Act achieves with incentives for fuel efficient vehicles.

Again, thank you for your continued leadership on this issue. I look forward to continuing to work with you on policy matters important to the success of PPG, our employees and our retirees and their families.

Sincerely,

CHARLES E. BUNCH,
Chairman & Chief Executive Officer,
PPG Industries.

DEAR REPRESENTATIVE: On behalf of the AFL-CIO, I am writing to urge you to support legislation introduced by Rep. SUTTON to establish a fleet modernization program, which we expect the House to consider this week on the suspension calendar.

The Sutton bill would establish a program to provide incentives for consumers to scrap older, less fuel-efficient vehicles and purchase new, higher mile-per-gallon vehicles, resulting in significant reductions in oil consumption and greenhouse gas emissions. This "cash for clunkers" program would provide an immediate boost to auto sales, helping to preserve domestic auto production and American jobs.

The program is carefully crafted so it applies to all auto companies in a balanced, competitively neutral manner. The legislation in corporate compromise provisions agreed to by the Obama administration. House leaders (including Chairmen Waxman, Markey and Dingell), and Reps. Candice Miller, Stupak, Upton, Israel and Inslee. The House Energy & Commerce Committee recently approved the provisions of this compromise by an overwhelming, bipartisan vote.

Due to the financial and economic crises that have engulfed our nation, the auto industry has experienced a sharp drop in auto sales resulting in unprecedented difficulties for automakers, suppliers, dealers, workers and retirees. Congress can take immediate action to help the auto industry by promptly passing the "cash for clunkers" legislation. The AFL-CIO urges you to support Rep. Sutton's fleet modernization bill.

WILLIAM SAMUEL,
Director, Government Affairs Department.

TO THE MEMBERS OF THE U.S. HOUSE OF REPRESENTATIVES: The U.S. Chamber of Commerce strongly supports the "Consumer Assistance to Recycle and Save Act," which is expected to be voted on tomorrow. This important legislation is urgently needed to help jumpstart U.S. auto sales, generate economic growth, and help protect jobs.

This bill would provide incentives to Americans to purchase new vehicles that meet a set of criteria to ensure that the new vehicles will be more fuel efficient than the vehicles they would replace. Not only would this "cash for clunkers" proposal provide an important environmental benefit, but the legislation would help an industry in crisis. The recession has affected industries across the United States, but the auto sector has

been particularly hard hit as industry sales have declined rapidly. U.S. light vehicle sales were more than 16 million units as recently as 2007. Last week, J.D. Power & Associates estimated that sales will not exceed 10 million units for all of 2009, an approximately 40 percent drop in just two years.

The auto industry is one of the most important sectors of the U.S. economy, representing four percent of the U.S. gross domestic product and accounting for one in 10 American jobs. The steep drop in vehicle sales is not only affecting foreign and domestic automakers and workers, but also their network of dealers, suppliers, vendors, and other businesses that provide goods and services to them.

The Chamber, the world's largest business federation representing more than three million businesses and organizations of every size, sector, and region, urges you to support the Consumer Assistance to Recycle and Save Act. The Chamber may consider votes on, or in relation to, this issue in our annual How They Voted scorecard.

Sincerely,

R. BRUCE JOSTEN.

DEAR SPEAKER PELOSI: The Alliance of Automobile Manufacturers (Alliance) writes to urge the House to pass a fleet modernization, or "cash for clunkers," bill to benefit American consumers as soon as possible. A well crafted fleet modernization program will provide two beneficial effects: helping to stimulate auto sales during the current economic/credit crisis and replacing older, less fuel-efficient vehicles with cleaner, safer, more fuel-efficient ones. To that end, President Obama last week repeated his call to Congress to enact such legislation, and we understand that Representative Sutton's fleet modernization bill, which enjoys broad bipartisan support, will be considered on tomorrow's suspension calendar.

While Alliance members would have preferred a program open to all new vehicles that meet the mileage targets, the bipartisan framework created by Representative Sutton's bill, will achieve significant economic stimulus and environmental benefits, because it provides a the broad array of eligible vehicles and will appeal to a large segment of consumers. Ultimately, oil savings and emissions reductions will happen only if buyers can use vouchers to buy vehicles that meet their needs.

Around the world, consumers are already benefitting from similar programs, and the resulting economic stimulus has been significant. In January, Germany implemented a fleet modernization program. At the end of the first month of the program, sales in Germany were up 21% over 2008. Corresponding sales in the U.S. were down 41% for the same period. As of this writing, fleet modernization programs have been adopted in China, Japan, UK, Brazil, Spain, Austria, France, Italy, Portugal, Romania and Slovakia, and are under consideration in several others.

A fleet modernization program can deliver real benefits to consumers, the environment and the economy. The U.S. is already well behind other major economies in adopting a fleet modernization program, and many buyers are now delaying purchase decisions until the Congress acts. We strongly urge the Congress to send a message to American car buyers by sending a bill to the President's desk without delay.

We urge Representative Sutton to vote for Representative Sutton's fleet modernization bill.

Sincerely,

DAVE McCURDY,
President and CEO, Alliance of
Automobile Manufacturers.

DEAR REPRESENTATIVE SUTTON: On behalf of the Specialty Equipment Market Association (SEMA), we wish to extend our sincere appreciation to you for including a provision within the CARS Act to exclude vehicles of model year 1983 and earlier from the scope of the program. This provision serves to safeguard vehicles that may possess unique historic or aesthetic value qualities, and are irreplaceable to motor vehicle hobbyists and related businesses as a source of restoration parts.

SEMA also takes this opportunity to thank you and your staff for being available during the cash for clunker debate to discuss the challenges facing the entire scope of the automotive industry. We look forward to working with you on other auto industry issues in the future.

Sincerely,

STEPHEN B. McDONALD,
Vice President, Government Affairs.

DEAR REPRESENTATIVE SUTTON: The Association of International Automobile Manufacturers (AIAM) is pleased to support your "Cash for Clunkers" legislation. AIAM represents 13 international motor vehicle manufacturers who account for 35 percent of all light duty motor vehicles produced in the United States. AIAM members have invested over \$40 billion in U.S.-based production facilities, have over 6,500 locally owned dealerships, directly employ over 90,000 Americans, and indirectly generate almost 600,000 thousand U.S. jobs in dealerships and suppliers nationwide.

The automobile industry is experiencing one of the worst slumps in its history. Passage of a broad, stimulative, fleet modernization measure, as the President has requested, would help consumers purchase new more fuel efficient vehicles, reduce dealer inventories and provide a much needed boost to the industry and the economy. Ideally, this legislation should be administratively simple and cover as many new cars and light trucks as possible, whether purchased or leased. This type of approach has been implemented in numerous other countries with impressive results.

Again, we applaud you for your leadership on this issue and urge immediate passage of this much needed legislation.

Sincerely,

MICHAEL J. STANTON,
President & CEO.

JUNE 9, 2009.

UNITED STATES HOUSE OF REPRESENTATIVES: On behalf of Business Roundtable, I am writing to support the fleet modernization bill proposed by Congresswoman Sutton that is expected to be considered by the House of Representatives today. This bill provides a financial incentive for consumers to purchase new and more energy efficient vehicles resulting in the removal of less energy efficient vehicles from the nation's highways. It will also increase needed jobs to spur the economy, reduce greenhouse gas emissions and increase national energy security. We believe that this legislation will give a boost to the economy at a time of great economic uncertainty. We also note that the legislation will be financed by the already allocated money in the stimulus package and will not require financing through additional deficit spending. Thank you for your leadership on this important subject.

Sincerely,

MICHAEL G. MORRIS,
*Chairman, President and CEO,
American Electric Power Company, Inc.,
Chairman, Sustainable Growth Initiative,
Business Roundtable.*

DEAR REPRESENTATIVE SUTTON: On behalf of the Automotive Recyclers Association (ARA), an international trade association representing over 4,500 automotive recycling facilities through memberships in the United States and fourteen other countries around the world, we are pleased to support the "Consumer Assistance to Recycle and Save Act" (CARS). This legislation seeks to address the distress of anemic motor vehicle sales that have generated negative economic issues throughout our country.

The CARS Act allows for the reuse of nearly all parts from the vehicles retired under the program. The recovery, recycling, and resale of automotive parts are important because it maximizes the availability of replacement parts. Consumers and businesses rely on parts from recycled vehicles because of their substantial savings in reduced repair costs and lower insurance premiums.

ARA looks forward to working with staff from your office and others as the regulatory phase of this program moves forward. We believe there are important issues regarding the adequate handling of these vehicles under the National Motor Vehicle Title Information System (NMVTIS) and steps to ensure that these vehicles are properly handled environmentally that need particular attention during the rulemaking process.

On behalf of its members, ARA thanks you for your consideration of the concerns of America's automobile recyclers, and we look forward to working with you on this legislation.

Sincerely,

MICHAEL E. WILSON,
Executive Vice President.

JUNE 9, 2009.

DEAR REPRESENTATIVE: The National Association of Manufacturers (NAM)—the nation's largest industrial trade association—supports the Consumer Assistance to Recycle and Save Act (H.R. 2751), which is scheduled to be voted on today. This legislation would provide incentives for the purchase of new, fuel efficient motor vehicles. The auto industry represents the country's largest manufacturing base and we believe H.R. 2751 will help jump start the industry and save well paying jobs by stimulating the production and sales of new cars and trucks.

As you well know, the auto industry currently faces challenges of historic proportions. Over the past 16 months, retail sales of motor vehicles have fallen 26 percent, vehicle production has fallen 41 percent and the sector has lost 281,000 jobs. Nearly a fifth (17%) of the 1.6 million manufacturing jobs lost during this recession has come from the auto sector.

At the same time, the industry is critical to our nation's economic recovery and future growth. Almost four percent of U.S. gross domestic product is auto-related. One out of every 10 U.S. jobs, or about 13 million, is auto-related, and auto workers receive \$335 billion annually in compensation. In 2006, the motor vehicle sector spent \$16.6 billion in R&D alone.

By providing temporary incentives for the purchase of new more fuel efficient vehicles, this fleet modernization amendment will provide a much-needed boost to the struggling auto industry, including manufacturers, dealers, suppliers and other related industries.

NAM members believe strongly that a vibrant manufacturing sector is key to our nation's economic recovery and future growth. Similarly, a revitalized auto industry is key to a strong manufacturing sector. This legislation, which provides timely targeted tax

incentives to jump start the auto industry, will help get our nation's economy back on track and ensure job creation and sustainable economic growth. Thank you in advance for supporting this important bill.

Sincerely,

DOROTHY COLEMAN,
*Vice President, Tax &
Domestic Economic Policy.*

DEAR CONGRESSWOMAN SUTTON: On behalf of the more than 17,000 members of the National Automobile Dealers Association (NADA), I want to offer our support for your bill establishing a temporary vehicle fleet modernization (also known as "Cash for Clunkers") program. It is our understanding that this bill will be considered in the U.S. House of Representatives sometime today.

As you may know, the current state of all automotive retailing is dire and consumer confidence is near historic lows. When measured on a per capita basis, annual sales of new vehicles have reached levels not seen since World War II. A successful fleet modernization program could well encourage hundreds of thousands of consumers to trade in older vehicles in return for an incentive to purchase more fuel-efficient, safer vehicles. This program is modeled after several successful programs in other states and in other countries.

We very much appreciate the time and attention you have devoted to bringing together a broad coalition of stakeholders into the legislative process and to developing a workable program. As the bill moves forward, NADA is committed to working with you to ensure legislation is passed by Congress and signed into law. We will also need the same sense of urgency that you brought to the legislative process as this important initiative moves through the regulatory process within the Department of Transportation.

Thank you again for your help and support of America's franchised new automobile dealers.

Sincerely,

DAVID W. REGAN,
*Vice President, Legislative Affairs,
National Automobile Dealers Association.*

THE GOODYEAR TIRE AND
RUBBER COMPANY,
Akron, OH.

DEAR REPRESENTATIVE SUTTON: I am writing to thank you for your personal help in sponsoring the Consumer Assistance to Recycle and Save Act (CARS) Act and respectfully ask that Congress take swift action to pass this important legislation.

Passage of this measure will provide immediate assistance to the automobile industry by providing direct support incentives to consumers to purchase new fuel efficient vehicles. With estimates that the CARS Act will provide incentives for Americans to purchase approximately one million new cars and light trucks, this action by Congress will provide an immediate and timely boost to the automobile industry.

Similar legislation offered by you in the House Energy and Commerce Committee was passed by a 50-4 bipartisan vote, showing widespread support for this program.

On behalf of Goodyear and our associates across the United States, thank you for your continued support and assistance. I look forward to continuing to work with you on this and other issues of importance to Goodyear.

Sincerely,

ISABEL H. JASINOWSKI.

THE OHIO AUTOMOBILE DEALERS
ASSOCIATION,

June 5, 2009.

DEAR CONGRESSWOMAN SUTTON: On behalf of our members in your district as well as those throughout Ohio, I am writing to voice our strong support for your "Consumer Assistance to Recycle & Save" proposal, which we understand may receive full House consideration in the near future.

It's no secret Ohio's auto sales are weak, which impacts both our industry as well as Ohio's state and local governments. Your proposal encourages the removal of older vehicles from the road in favor of more fuel-efficient and safe vehicles, which benefits consumers, our industry and the environment.

Thanks again for your strong leadership on this proposal and your support of Ohio's automobile retail industry.

Sincerely,

TIM DORAN,
President.

JUNE 9, 2009.

DEAR REPRESENTATIVE: Support H.R. 2751, the Consumer Assistance to Recycle and Save Act—Automobile dealerships across the country again watched sales decline in May—for the first time in 2009 no single brand saw an improvement over 2008 sales. U.S. sales dropped by an average of 33.7 percent this month, setting the seasonally adjusted annual sales rate (SAAR) at 9.9 million vehicles. Annual sales for 2008 was 13.8 and 2007 was 16.4 million units. I start off reporting these numbers so you can better understand the urgency of my request—we need a "cash for clunkers" program now.

The American International Automobile Dealers Association (AIADA), representing 11,000 international nameplate automobile franchises and their more than 500,000 employees, write today urging you to vote to support the cash for clunkers legislation introduced by Congresswoman Betty Sutton, the Consumer Assistance to Recycle and Save Act, H.R. 2751. The entire auto industry needs to focus fully on recovery. The first element of that recovery is incentivizing customers to buy. Today, we look to the House of Representatives to do just that by passing a cash for clunkers plan that will quickly and effectively stimulate sales.

Done with the right balance, cash for clunkers is an opportunity to benefit both the economy and the environment. AIADA, and its dealer members, support H.R. 2751, the Consumer Assistance to Recycle and Save Act, and again urge you and your colleagues to act swiftly to stimulate the economy with this program and pass this legislation.

Sincerely,

CODY L. LUSK,
President.

UAW LOCAL 2000.

DEAR CONGRESSWOMAN SUTTON: I, on behalf of the working men and women of Ohio Assembly Plant and the approximate 50,000 Ohioans whose jobs are associated with the Ohio Assembly Plant, write to express all of our gratitude to you for your work on and for support of the Consumer Assistance to Recycle and Save Act (CARS Act).

Passage of this important legislation will not only help the consumer and public by putting cars on the road that run cleaner and maintain better fuel efficiency, but it will provide assistance by boosting car sales to the struggling auto industry in America. This will also help to create a safer driving atmosphere as the older and potentially dangerous vehicles on our roads are replaced with new ones.

The authors of this legislation should be highly commended for their efforts in pro-

viding equal support for ALL the auto companies in a competitively, neutral manner. The members of Local 2000 wish to extend our thanks to you for your continual efforts where the security of our jobs at Ohio Assembly Plant and the safety and well being of the citizens of the 13th District and the entire country are concerned.

If the members of UAW Local 2000 or I can assist you in these efforts in any way in the future, please do not hesitate to contact me.

Very truly yours,

JIM DONOVAN,
President.

Mr. Speaker, we must pass the bipartisan CARS Act today for our workers, for our environment, for consumers, for our economy, for our country.

I reserve the balance of my time.

Mr. UPTON. Mr. Speaker, I yield myself 2 minutes.

Mr. Speaker, I congratulate my colleague from Ohio and my colleague from Michigan, Mrs. MILLER. This is not the perfect bill, but this is it. There is no plan B. This is not the original bill that Ms. SUTTON and Mrs. MILLER introduced, but this is the bill that passed our committee 50-4.

One in 10 jobs in America are auto-related. In the last couple of years now, particularly through this tough recession, we have lost one in five manufacturing jobs, and certainly the Midwest has been critically hurt.

The auto sector, we've seen auto sales plummet from 17 million car sales just 2 or 3 years ago to probably what will be less than 10 million, not only this year, but next year as well. Not only the Big 3 supports this, but Toyota, Honda, the Chamber, a whole number of different groups, the UAW, the Auto Manufacturers, the National Association of Manufacturers, the auto dealers as well. You know what this bill is? It's a jobs bill.

□ 1600

But more important than that, it's an American jobs bill, and it's time to stop the dominos from falling the wrong way and beginning to turn the switch from "red" to "green" for auto jobs and get something in the hands of consumers that will boost their confidence.

Now, who else has done this bill? Well, 16. And guess what? The sales are up. Germany, sales have increased by 40 percent; France, sales are up March through May; the UK, Japan, China, Korea, Italy, Spain, Portugal, Malaysia, Austria, Romania, Luxembourg, The Netherlands. Even Slovakia, auto sales have increased by some 18 percent.

Madam Speaker, this is a very good bill. It's one that has bipartisan support. It's time to put American jobs first and begin to move this process forward. We know we have a majority in this House for this bill. The question is do we have two-thirds. I would like to think we do. This is it. We're not going to have another bill. It's not going back to Rules. We need to pass this.

I reserve the balance of my time.

Ms. SUTTON. At this time, it's my honor to yield 1 minute to the gentleman, my colleague from Ohio (Mr. BOCCIERI).

Mr. BOCCIERI. Madam Speaker, this bill is about putting America first. We heard this all throughout the last campaign about how we need to invest in America and we need to protect American jobs. And Congresswoman BETTY SUTTON has stood up for American jobs, and she is putting new meaning to "putting old Betty back in the garage and putting new cars on our streets." That's why it's imperative that the auto industry, especially in Ohio, be preserved under this bill. Twenty-five percent of Ohio's economy is based on how well or how poorly the automotive industry performs. There were 560,000 new vehicle registrations alone last year in Ohio. That averages to more than \$24 million per dealership in Ohio.

This bill is about putting America first and putting Americans back in American-built cars. I will be proud to support this bill today on the House floor.

Mr. UPTON. Madam Speaker, I would yield 2 minutes to the distinguished Republican whip, Mr. CANTOR from Virginia.

Mr. CANTOR. I thank the gentleman from Michigan.

Madam Speaker, I rise in reluctant opposition to this bill. It was my sincere hope that this bill would have come to the floor under a process that would have allowed Members to offer amendments. Had we been permitted to do so, I would have offered an amendment to allow individuals to use the credit for the purchase of a fuel-efficient, previously owned vehicle. Even after a generous credit, for many American families, a new car is financially out of reach. Yet with gas prices rising again, these families deserve the same opportunity to upgrade their current vehicle to a more fuel-efficient model. For these families, the credit that can be used towards the purchase of a fuel-efficient, pre-owned car could make all of the difference.

Indeed, there is already a substantial inventory of previously owned, fuel-efficient vehicles on dealer lots available for purchase. As a result, these purchases will promote the goals of the program by increasing the number of fuel-efficient vehicles on the road. It is also important to remember that the livelihood of tens of thousands of Americans depend on the used car market.

Used car sales outnumber new car sales 3-1 in the U.S., and there are more than twice as many used car dealers as new car dealers in this country. Treating cars that meet the same fuel-efficiency standards differently, based on whether they are new or previously owned, effectively picks winners and losers among these dealers. Given the difficult economic situation faced by all Americans, I do not believe that it is wise or necessary to reward some Americans while punishing others.

If we were to expand this bill to include the purchase of previously owned vehicles, it would truly be a win-win. As it helps the environment by encouraging more fuel-efficient vehicles, it would also help ease our dependence on foreign oil, and it would provide another incentive to help jump-start the economy.

Madam Speaker, I'm saddened I was not permitted to offer my amendment, but I'm hopeful as this bill works its way through the process we can work to address the concerns of those who make their living selling previously owned vehicles.

Ms. SUTTON. Madam Speaker, may I inquire how much time we have.

The SPEAKER pro tempore (Ms. BALDWIN). The gentlewoman from Ohio controls 13 minutes, and the gentleman from Michigan controls 16 minutes.

Ms. SUTTON. It's my honor, Madam Speaker, to yield 2 minutes to the distinguished chairman of the Committee on Energy and Commerce, Chairman WAXMAN.

Mr. WAXMAN. Thank you very much for yielding time for me to speak in favor of H.R. 2751, the CARS Act.

I worked closely with Representative SUTTON and other members of our committee to negotiate this legislation, and I believe it hits the trifecta: it's good for the economy, good for consumers, and good for the environment.

For the auto industry, it means a big leap in sales right when the industry needs it most. CBO estimates that this program will help sell 600,000 cars, many of them made right here in America. It's no wonder that the Big Three, the UAW, and the auto industry support the bill. For consumers, it means a chance to get rid of the old gas guzzling clunker and receive a voucher worth up to \$4,500 to get a new, more fuel-efficient car. The better gas mileage, the higher the subsidy. And for the environment, it means a win. With every new sale, every car or truck sold under this program will be more fuel efficient or cleaner than the car or truck it replaces.

I appreciate the work of Representative SUTTON and my other colleagues on the committee for this legislation. I want to acknowledge their efforts on behalf of the American auto industry and American autoworkers. This legislation was an amendment added to the ACES energy bill passed by our committee by a strong bipartisan 50-4 vote.

I ask my colleagues to vote "yes": "yes" for the economic benefits of the bill, "yes" for the benefits of consumers, and "yes" for the improvement in environmental quality.

Mr. UPTON. Madam Speaker, at this point, I would like to yield to 2 minutes to one of the cofounders of the Manufacturing Caucus and certainly a member of the Automotive Caucus, the gentleman from Illinois (Mr. MANZULLO).

Mr. MANZULLO. Madam Speaker, this bill will spur auto sales and revitalize our manufacturing sector. With-

out a strong manufacturing sector, we will not have an economic recovery. While I would have preferred a simple \$5,000 voucher for any new car purchase, Congresswoman BETTY SUTTON moved this bipartisan bill so it really stimulates the economy because it sets the chain of supply into motion. It gets people back to work in our factories. If the first-time home buyer tax credit for \$8,000 is working to spur the housing market, just think what this will do for the auto industry.

Stimulating sales is the only way to get the auto industry back on its feet—not further top-down infusions of money from the top. The bill gets the American people involved because it's bottom-up. It sets the fire of manufacturing. It gets us going again. And even if somebody does not want to buy an automobile, this person will still indirectly benefit from the positive ripple effect.

Look what happens when 1 million automobiles are sold in America today. The Caliber—proudly built in the 16th Congressional District of Illinois, along with the two smaller Jeeps—the sale of 1 million automobiles in this country means 60,000 people go back to work, \$1.4 billion is returned in sales tax to the State and local governments, \$750 million in Federal taxes is paid by the workers and savings of unemployment, COBRA, food stamps and job training of almost \$3 billion. This bill almost pays for itself.

But the beauty of it is the fact that it returns the supply chain. It gets people working again. It gets the economy moving again. Instead of communities having to come to Washington looking for money, the money gets restocked simply because of the payment of the taxes.

Vote for H.R. 2751. This is a real stimulus.

Ms. SUTTON. Madam Speaker, at this time it's my honor to yield to the distinguished gentleman from Michigan (Mr. KILDEE) 2 minutes.

Mr. KILDEE. I thank the gentlelady for yielding.

Madam Speaker, I rise today in strong support of H.R. 2751, the Consumer Assistance to Recycle and Save Act. This bill will provide incentives for the purchase of new, more efficient vehicles helping to revitalize our auto industry, preserve jobs, and clean up our environment. The need for this bill could not be greater. As we all know too well, our domestic industry has been suffering a prolonged downturn, and our families are feeling the effects. The recent bankruptcy filings by Chrysler and General Motors further underscore the critical need for action.

H.R. 2751 will provide consumers with up to \$4,500 in vouchers for trading in their old vehicles and purchasing new, more fuel-efficient models. Not only will this provide a much-needed boost to the auto industry, including manufacturers, dealers, and suppliers, but it will help preserve jobs in our communities.

Additionally, we are cleaning up the environment by reducing our demand on foreign oil. I have always said that what America drives drives America. And I am committed to a strong and vibrant automobile industry. This legislation will help us get through this difficult time and get our automakers on the path to being the economic engine that has driven the American economy.

I urge my colleagues to vote "yes" on this important legislation.

Mr. UPTON. Madam Speaker, at this point I would yield 2 minutes to the gentlelady from the great State of Michigan, who was an original author with Ms. SUTTON of the first bill, Mrs. MILLER, for 2 minutes.

Mrs. MILLER of Michigan. I thank the gentleman for yielding.

Madam Speaker, I rise today in very strong support of this bill that will help support American jobs. We all understand the challenges facing our auto industry. This industry, which is so vital to our national economy, has been hit literally by an economic hurricane which has caused hardships not only for the automakers, but also the suppliers, the dealers, and everyone who has a stake in this industry and its success.

This legislation is a very strong bipartisan approach that will help get the assembly lines moving, keep traffic in the showrooms, protect jobs, and give our economy a desperately needed jolt. And how do we know that it will work? Because it has already been implemented in nations across the globe. Because in every nation that has implemented a similar program, auto sales have risen, and in every nation that has not—like us—the sales continue to fall. That's why this legislation has the strong support of groups like the UAW, the National Auto Dealers, Ford, General Motors, Chrysler, Mazda, the Alliance of Automotive Manufacturers, the Association of International Automobile Manufacturers, the National Paint and Coatings Association, the Motor and Equipment Manufacturer's Association, the Specialty Equipment Manufacturing Association, the American Iron Steel Institute, the AFL, the CIO, the Chamber of Commerce. I could go on and on.

And why do they all support this legislation? Because they understand that the best way to jump-start our economy is to get auto sales moving. The plight of the auto industry is a national problem affecting our entire Nation. And we know this because of the troubles of Chrysler and General Motors dealers across the Nation that are being closed with countless jobs being lost. We know this because suppliers who serve the industry are struggling to stay afloat with countless more jobs being lost and at risk. And we know this because two of our iconic industrial giants—both Chrysler and General Motors—are today in bankruptcy court.

All of these providers are clamoring for action, and they deserve the help of

this Congress. Simply put, we must act. So let us support legislation that will protect American manufacturing jobs. And this legislation will also give our economy the boost that it needs. I certainly do want to thank my colleagues for all of their support. And I urge support of this passage.

Ms. SUTTON. Madam Speaker, at this time it is my honor to yield 2 minutes to the distinguished chairman emeritus and a leader in this effort as well, the gentleman from Michigan, Congressman John DINGELL.

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

Mr. DINGELL. Madam Speaker, I rise in strong support of this fine, bipartisan bill, the Consumer Assistance to Recycle and Save Act, authored by my friend and colleague, Ms. SUTTON of Ohio. I commend her and her bipartisan cosponsors for their work on behalf of this.

The bill has the support of the Obama administration, the UAW, domestic and foreign automobile manufacturers, suppliers, and dealers.

□ 1615

It also will result in meaningful reductions in vehicle fleet carbon emissions and fuel consumption while providing much-needed stimulus to our ailing automakers and economy.

I express my deep gratitude to Chairman WAXMAN, Mr. MARKEY, Mr. STUPAK, as well as Representatives SUTTON, ISRAEL and INSLEE, for their collaborate, collegial approach during the negotiations on the legislation. And I want to commend my friend, Mr. UPTON, and others of my colleagues on the other side of the aisle as well as the entire Michigan delegation, for their work on behalf of this.

This legislation cannot wait. The longer it is put off, the more auto sales will be depressed. And consumers who are excited about this proposal will continue to wait for Congress to pass this bill before buying that new car that we want them to have.

In view of the unprecedented turmoil faced by the domestic automakers and growing imperatives to address global warming, Ms. SUTTON's fleet modernization bill stands out as a really practical mechanism by which to achieve consumer savings, reduce fuel consumption, lower carbon dioxide and criteria pollutant emissions, as well as increase sales for a critical sector of the national economy. Indeed, in countries such as Germany, fleet modernization programs have been wildly successful in all of these areas.

This is a good bill. It will help us with the environment, and it will help us with employment. It will see to it that the United States moves forward rapidly towards a full and adequate recovery from this terrible recession in which we find ourselves.

I urge my colleagues to support the bill, and I commend its author again.

Mr. UPTON. Madam Speaker, I yield 2 minutes to the gentleman from Ala-

bama and a member in good standing of the Auto Caucus, Mr. ROGERS.

Mr. ROGERS of Alabama. I rise today to offer my reluctant support of the Consumer Assistance to Recycle and Save Act, also known as the Cash for Clunkers program.

All of us have witnessed the devastation felt by our automotive sector. In my home State of Alabama, as in many other States, workers have lost their jobs or had their hours cut. Many hard-working dealers have simply been forced to close their doors.

To help protect our jobs and stimulate the automotive sector, we must work to stimulate consumer credit markets and restore consumer confidence. That is why I recently introduced my bill, the Consumer Auto Relief Act. Unlike the bill we are considering today, my proposal would help all sectors of the automotive industry.

In addition to offering tax credits to working families to help purchase new vehicles, the bill would also help incentivize lenders to finance new vehicles. The bill would also place no limitations on eligibility to participate in the program. Unfortunately, my bill is not what is on the floor today. Nonetheless, despite my reservations about H.R. 2751, I believe that passing it is better than doing nothing, but not by much. I offer my support for the bill and urge its passage.

Ms. SUTTON. Madam Speaker, it is my honor to now yield 1 minute to the distinguished Speaker of the House to speak on this bill, Speaker NANCY PELOSI.

Ms. PELOSI. I thank the gentlelady for yielding. I commend her for her tremendous leadership in putting together this legislation that we have before us. She, Representative ISRAEL and Representative INSLEE all worked very hard to come to a position that we can all support today. Mr. MARKEY is here of the Select Committee, and of course Mr. DINGELL, the Chair Emeritus of the Energy and Commerce Committee. Others, Mr. BRALEY, Mr. STUPAK—well, all of our colleagues have had an important role—Mr. KILDEE and our colleagues on the Republican side of the aisle. Hopefully we will have a good, strong bipartisan vote today on this legislation.

Because you all have given us an opportunity to pass legislation that is a benefit to our economy and a benefit to our environment, we can create and save jobs while addressing the air pollution issue, so important to our children's health. We will do this by allowing Americans to trade in their own gas-guzzling vehicles and receive vouchers worth up to \$4,500 to help pay for the new, more fuel-efficient cars and trucks.

I will go into some specifics—I know we've heard it over and over again, but this CARS bill is quite a remarkable piece of legislation, and the timing is perfect. And when they trade in these cars, they will strengthen America's auto industry, creating jobs and reduc-

ing layoffs, and save more than 250 million gallons of gas. This has been tried and true around the world in recent months with great success. In Germany, for example, it boosted auto sales by 20 percent.

Because this legislation will deliver consumer savings, increase vehicle demand, help save American jobs while cutting greenhouse gas emissions and reducing our dependence on foreign oil, it is supported by a broad coalition. That coalition includes the Big Three automakers, the United Auto Workers, car dealers, business groups such as the National Association of Manufacturers, the Chamber of Commerce, and, in the lead, the Obama administration.

Today, with this legislation, we will ensure a strong American manufacturing base. As much as anything that we can do in terms of addressing the issue of the auto industry in our country, this is a national security issue. The auto industry's success is essential to ensuring that we have a strong manufacturing base. This legislation today will ensure that we have a strong manufacturing base and get more fuel-efficient vehicles on the road, which is essential to our economy, to our national security, and a clean, green future.

I commend my colleagues once again. I commend Congresswoman SUTTON for her determination to accelerate the pace of when we would bring this legislation to the floor and urge strong bipartisan support for the bill, which it certainly deserves.

Mr. UPTON. Madam Speaker, may I inquire how much time is left on both sides.

The SPEAKER pro tempore. The gentleman from Michigan controls 11 minutes, and the gentlewoman from Ohio controls 7 minutes.

Mr. UPTON. Madam Speaker, I yield 2 minutes to the gentleman from Arizona (Mr. FLAKE).

Mr. FLAKE. I thank the gentleman for yielding.

Madam Speaker, this bill is a bad idea spawned by a bad idea that was spawned by still yet another bad idea—and it will likely spawn a lot of other bad ideas in the future.

The first bad idea was to bail out the auto industry in the first place. The second bad idea was for the government to essentially take over the auto industries. We all know that government is not very good at manufacturing anything, so it has to manufacture demand. And that's what this bill is about. It is defying the laws of economics and saying we can manufacture enough demand to keep the auto industries afloat without other measures that they need to take to stay afloat. We can't simply manufacture demand any more than we can defy any of the other laws of economics.

A list was given of those who support this legislation. It says it has broad support from Ford, GM, Chrysler, the Automobile Dealers Association, the labor unions, the Chamber of Commerce. Can anybody tell me honestly if

anybody on that list has ever turned down a government subsidy of any type? I would submit I've never heard it, not in the time that I've been here. So it shouldn't surprise anybody that this list of individuals or organizations supports this legislation. That doesn't mean that we should. We have a duty to represent the taxpayers as well here.

I should note that just this morning there was a press conference about PAYGO—pay-as-you-go, don't pay out anymore than you take in. Where is the money going to come from for this? Perhaps that's why it is on the suspension calendar so that what should govern this place—what kind of PAYGO rules that we have—don't actually apply. But you've got to pay the piper at some point, and we simply can't continue to go down this road.

Madam Speaker, this is a bad idea. This is a klunker of a bill that ought to be retired, and we ought to apply the cash toward our unsustainable deficit.

Ms. SUTTON. Madam Speaker, it is my honor to yield 1 minute to the distinguished chairman from Massachusetts, Chairman MARKEY.

Mr. MARKEY of Massachusetts. I thank the gentlelady, and I congratulate the gentlelady for her excellent work on this legislation.

To Mr. DINGELL, to Mr. INSLEE, Mr. STUPAK, Mr. ISRAEL, to Mr. BRALEY, to Mr. WAXMAN, this is truly the work of a lot of people coming together. And ultimately, the approach has produced a win-win-win situation: a win for our consumers who get a new, more efficient vehicle; a win for reducing our dependence on imported oil; and a win for an industry struggling to regain its footing. And I will add one more win because it is always a win when Members from the Rust Belt and the two coasts can join together and come up with a compromise that all sides can support.

The price of a gallon of gasoline is rising inexorably, back up to \$4 a gallon. It has gone up \$1 at the pump on a national average since December. The price of a barrel of oil has gone from \$30 to \$69 since December. This is the kind of bill we need to put in place. My congratulations to the gentlelady.

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

Ms. SUTTON. Madam Speaker, may I inquire how much time the gentleman from Michigan controls.

The SPEAKER pro tempore. The gentleman from Michigan controls 9 remaining minutes, and the gentlewoman from Ohio 6 remaining minutes.

Ms. SUTTON. Madam Speaker, at this time, it is my honor to yield 1 minute to the distinguished gentleman from Michigan, Chairman BART STUPAK.

Mr. STUPAK. Madam Speaker, as one of the authors of H.R. 2751, I urge support of the Cash for Clunkers program that will provide cash vouchers of up to \$4,500 at auto dealerships for consumers who trade in aging, less fuel-efficient automobiles and replace them with modern fuel-efficient models.

The Cash for Clunkers program accomplishes a dual task of reducing emissions and stimulating sales in the auto industry. I applaud Congresswoman SUTTON for her leadership on this important issue. And I appreciate the support of Chairman WAXMAN, Chairman Emeritus DINGELL, Chairman MARKEY, Chairman INSLEE, and Majority Leader HOYER in helping to bring this agreement to the House floor.

The Cash for Clunkers program provides an incentive for Americans to do their part to reduce emissions without imposing new regulations on industry or consumers. This bill results in cleaner cars on the road and an increase in sales for the struggling auto industry.

The value of the voucher and the criteria used to determine eligibility vary based on the type of car you are trading in and the type of car you are buying. The agreement we have reached on Cash for Clunkers ensures that a variety of needs of consumers are covered under the program.

The Cash for Clunkers program encourages consumers to buy 1 million new cars and trucks. This program bolsters the automotive industry at its weakest point in years while revitalizing manufacturing and jump-starting our economy.

Mr. UPTON. Madam Speaker, I would just note that I have a list of folks wanting to speak, but they're not here. That is why I am reserving the balance of my time.

Ms. SUTTON. I would just inquire of the gentleman, we have an abundance of speakers and not quite enough time, would you like to yield some time?

Mr. UPTON. I will yield the gentlelady 4 minutes of my time to control.

Ms. SUTTON. I thank the gentleman very much.

At this time, Madam Speaker, I would like to yield 30 seconds to my colleague from Ohio, Congressman TIM RYAN.

Mr. RYAN of Ohio. I thank the gentlelady and want to congratulate her.

I would like to make two quick points. One is, the gentleman from Arizona, when he was here, mentioned about manufacturing demand. It was the tax credit for SUVs that actually manufactured the demand that led to a lot of the issues we are dealing with now with the environment. And also, the gentleman was critical of the auto industry. I would like to remind him that it was the auto industry and the tax dollars that the Midwest sent out to build the West. All the water lines and sewer lines in congressional districts that were made out West were made by the taxpayers and the auto industry and the steel industry that sent their money out. So I just wanted to clear the record.

I thank the gentlelady from Ohio. I get nervous anytime I see Ohio and Michigan working together, but in this particular instance, it's a good deal.

Ms. SUTTON. Madam Speaker, at this time, it is my privilege to yield 1

minute to the distinguished gentleman from Michigan, Representative PETERS.

Mr. PETERS. Madam Speaker, the CARS Act of 2009 is critical not only to spur growth in America's auto industry but to save and create jobs throughout our country.

History shows that one of the quickest ways to end a recession is to sell more automobiles. New car sales constitute a major percentage of a nation's consumer spending.

Increasing vehicle sales also stimulates demand for raw goods from which automobiles are manufactured. Production of glass, steel, plastics, and other primary materials will be increased as more new cars are sold, creating jobs throughout the country.

□ 1630

Many other nations have acted to strengthen their economies with policies to design and to sell more automobiles, and the U.S. should not be left behind. Many Members of the House have recently expressed their desire to support auto dealers in their States. There is no better way to help car dealers going forward than to pass this important legislation. We must pass the CARS Act today to create a recovery not just for our auto industry but for the entire economy.

Ms. SUTTON. Madam Speaker, at this time it is my privilege to yield 2 minutes to the distinguished gentleman from Michigan (Mr. LEVIN).

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

Mr. LEVIN. Let me thank Mr. UPTON. I assume I'm using 2 of his minutes.

Mr. UPTON. Madam Speaker, I yield the gentleman another minute.

Mr. LEVIN. No, that's fine. I may yield back, but this is true bipartisanship.

We all know there's a major restructuring of the auto industry going on as we are here today, and there is a very simple truth: If there is not increased demand, that restructuring cannot succeed. And I think only rigid ideologues would say it's impossible to stimulate demand. There has been a historic drop in demand for vehicles in this country. It's about one-half of what it was not so long ago. And it remains true globally. This is not only a national phenomenon; it's a global phenomenon.

Other countries have acted. And I salute Representative SUTTON and all who have worked on this to step up to the plate for the basic manufacturing base of the United States of America.

Ms. SUTTON. Madam Speaker, at this point, it is my privilege to yield 2 minutes to the distinguished gentleman from Washington, Representative JAY INSLEE.

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

Mr. INSLEE. Madam Speaker, I just want to point out something about the benefits of efficiency in this bill. We know it's going to help the important

auto industry, but I want to point out how it will help consumers in efficiency.

Under this bill, Americans who participate will save an average of 133 gallons of gasoline a year by having access to a more efficient car. At the price of \$2.71 a gallon, that's a saving of \$368 a year in gasoline. That is 250 million gallons of gasoline that we otherwise will not be burning.

Now, the reason I point this out is there is a benefit to the environment in our efforts to stop global warming in this bill, and Mr. ISRAEL and I had earlier introduced a piece generally in the same direction, heading with the great leadership of BETTY SUTTON and JOHN DINGELL and BART STUPAK, and we put our bills together, and this is the product.

Some folks have argued that the efficiency provisions of this bill are not aggressive enough. The bill I introduced with Mr. ISRAEL had more aggressive targets.

But I want to point out something that is a singular achievement of this bill, and I want to thank BETTY SUTTON for her leadership on this. If we are going to stop global warming, we indeed are going to have to come together all across the country. Folks in the steel industry are going to need to work with people on the coast. People in the Midwest, in the Rust Belt States in the auto industry are going to need to work with those folks in the San Francisco Bay region.

Congress means coming together, and this bill, I think, represents a perfect example of how our Nation needs to come together to tackle the many challenges we have in dealing with global warming. And when we pass this bill today, it will be one step, one brick in the wall of that effort, for a true clean energy revolution in America that we can all be proud of across the country.

Congratulations.

Ms. SUTTON. Madam Speaker, I reserve the balance of my time.

Mr. UPTON. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, it is time to get America moving again, and that's exactly what this bill does. The auto sector is so important to our country in virtually every single community. It doesn't have to just be a community that has an assembly line. It's the communities that build parts, whether it be a gas cap or a part for a brake, a side panel, a piece of trim, a window. Auto dealers are in virtually every community across the country, and they average about 50 employees per dealership. So this bill impacts every single community across America.

No one here today has talked about what this bill also does. We will rely less on foreign oil because the average consumer, by taking advantage of this program, will save \$780 in fuel costs because they're going to trade in that old car and they're going to have a more fuel-efficient, better emission vehicle

than they had before; \$780 per household for those that take advantage of it. We have fraud and abuse provisions in here so that they won't be taken advantage of.

And to my good friend Mr. FLAKE, yes, there is a sunset. This program doesn't go on forever. There is a sunset. It's a temporary Band-Aid to fix an economic problem that needs America's attention.

Isn't it better, isn't it better to have people work and have a job and pay taxes than having them laid off and receive benefits? I think most Americans would rather have that job. They want to pay their taxes. This is a bill that helps America, and that's one of the reasons why it passed in our committee 50-4.

I would urge all of my colleagues to support this. And, sadly, because of the procedure, it does have to pass tonight by a two-thirds vote rather than a majority. I would like to think that we can exceed that two-thirds and pass it.

With that, Madam Speaker, I yield back the balance of my time.

Ms. SUTTON. Madam Speaker, we have heard overwhelming support for the CARS Act on the floor today and from across the country throughout this process. I want to thank, first of all, the gentleman from Michigan for what a fantastic job he has done in moving this bill on the floor this afternoon and for all of the work that he put into making it a success. I also want to thank all of those, many of whom we have heard from today here on the floor, for all of their help and their support in getting this innovative measure to the floor and on the way to the beneficial effects for the American people. I also want to thank all of the staff who worked on this bill and bringing it together: my staff, Nicole Francis Reynolds and Christine Corcoran, as well as the staff on the Committee on Energy and Commerce and others, Representative DINGELL's staff. It has been a truly collaborative process, and we have a good result.

We have heard about how this bill will improve our environment, serve as an economic stimulus, and shore up the 3 to 5 million jobs in the auto and related industries. Close to home in my district, the Akron Area Auto Dealers Association put it this way: "Providing an incentive to stimulate sales is a critical step in the recovery of the automobile industry, and congressional passage of the CARS Act represents an opportunity to benefit both the economy and the environment."

Local 2000 of the United Auto Workers, which assembles the Ford E-Series line of vehicles in my district in Avon Lake, has stated: "Passage of this important legislation will not only help the consumer and public by putting cars on the road that run cleaner and maintain better fuel efficiency, but it will provide assistance by boosting car sales to the struggling auto industry in America."

And the United Steelworkers, who represent hundreds of thousands of

workers in jobs supplying the auto industry, summed it up like this: "From the glass, to the tires, to the plastic, to the hundreds of pounds of metal that comprise every vehicle, steelworkers manufacture these products in locations all across the country. Even the paper, the catalogues, and brochures that the automakers use to market their vehicles are often the product of the work of steelworkers. But countless other citizens, union and non-union, such as auto dealers, accountants, restaurant and shop owners, have their jobs tied to the auto industry."

Governors from 12 States, including Governor Strickland from Ohio, the Governors of Michigan, Colorado, Delaware, Illinois, Kansas, Kentucky, New Hampshire, Oklahoma, Vermont, West Virginia, and Wisconsin all support this effort today.

It's time to act, Madam Speaker. It's time to pass the CARS Act, and I urge a "yes" vote on the bill.

Mr. GENE GREEN of Texas. Madam Speaker, I stand today in strong support of H.R. 2751, the Consumer Assistance to Recycle and Save Act.

This bipartisan piece of legislation is desperately needed to reinvigorate our domestic auto industry and replace high-emission vehicles with cleaner, more fuel-efficient cars.

This fleet modernization bill will help stimulate auto sales across the country by replacing approximately one million new cars or trucks on the road.

Specifically, old passenger cars and light duty trucks or SUV's must receive 18 miles per gallon (mpg) or less to participate in the program.

Consumers can receive vouchers—ranging from \$3,500 to \$4,500—to help reduce the cost of a new vehicle if the new vehicles receive greater fuel efficiency.

The greater the increase in fuel efficiency, the greater the value of the voucher.

New passenger cars must receive at least 22 mpg and light trucks or SUV's must receive at least 18 mpg. Large light-duty trucks and work trucks are also eligible for the program.

By replacing aging vehicles with more fuel-efficient ones, this bill will help reduce oil consumption in America, lower overall fuel costs and reduce transportation emissions to help us meet any national climate program.

I want to thank Representative SUTTON, Chairman-Emeritus JOHN DINGELL, and others for their leadership in moving this legislation forward, and I hope this legislation swiftly becomes law.

Mr. BARTON of Texas. Madam Speaker, in Texas we implemented a program called Air Check Texas, which was designed to replace older, polluting vehicles with newer ones. The program succeeded in getting vehicles 10 years or older—or those that had failed an emissions test—off of the road. The program in Texas focused mostly on older vehicles because they emit 10 to 30 times as much pollution as newer vehicles. In fact, vehicles that are 13 years old and older account for just 25 percent of miles driven, but 75 percent of all tailpipe emissions.

While I support Representative SUTTON in her Cash for Clunkers and I am a co-sponsor because I believe in both the stimulative and

environmental benefits of getting older vehicles off of the road, I don't believe that the arbitrary 18 mpg combined efficiency requirement for the trade-in vehicle is beneficial. Setting an arbitrary number like 18 mpg leaves a lot of folks with older, polluting vehicles behind the wheel of these cars because they can't afford a new car without the \$3500 or \$4500 this voucher would provide.

As the bill is currently written, a 1986 Peugeot station wagon with a 20 mile per gallon combined efficiency would not qualify for the voucher, but a 2009 Mercedes Benz station wagon would, because it has an EPA combined efficiency rating of 15.5 miles per gallon fuel. Clearly the intent of the bill is not to subsidize the new car purchase of a 2009 Mercedes driver. So let's think a bit more about our 1986 Peugeot driver and helping him or her improve the efficiency and tailpipe emissions of that car.

Expanding this program to model years and failed emissions tests—like the successful program in Texas—will achieve a more far-reaching success than the program as written. I support this legislation, but as the legislation moves forward I believe the combined efficiency requirements for the trade-in vehicle should be dropped and a model-year approach should be explored.

Mr. HOLT. Mr. Speaker, I rise today in support of H.R. 2751, the Consumer Assistance to Recycle and Save Act.

The Consumer Assistance to Recycle and Save Act would strengthen demand for automobiles in the United States and provide much needed relief to struggling car companies and dealerships. More commonly known as the "Cash for Clunkers Act," this legislation would allow car owners to trade in their old inefficient automobiles for new more fuel efficient automobiles. The Cash for Clunkers Act could spur the sales of up to 1 million more fuel efficient cars and trucks. It would help to save jobs and shore up car dealerships, and it would help save more than 250 million gallons of gas a year.

Our national car companies are struggling in the floundering economy. Since last year ago, national car sales have fallen by 34 percent. Car dealerships across the nation are closing their doors, and it is estimated that in my home state of New Jersey 8,000 jobs in the automobile industry could be lost by the end of the year.

This legislation allows consumers to receive a voucher for \$3,500 if they turn in their old car for a new automobile that is 4 miles per gallon more fuel efficient. Those who buy new models that are 10 miles per gallon more fuel efficient would receive a \$4,500 voucher. Owners of sport utility vehicles, pickup trucks or minivans that get 18 miles per gallon or less could receive a voucher for \$3,500 if their new truck or SUV is at least 2 miles per gallon higher than their old vehicle. The voucher would increase to \$4,500 if the mileage of the new truck or SUV is at least 5 miles per gallon higher than the older vehicle.

Programs like the Cash for Clunkers Act have proven effective in increasing car purchases; Germany enacted a similar measure that increased car sales by more than 20 percent. I urge my colleagues to support this legislation that would spur our economy and decrease dangerous greenhouse gas emissions.

Ms. SUTTON. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Ohio (Ms. SUTTON) that the House suspend the rules and pass the bill, H.R. 2751.

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. FLAKE. Madam 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 suspend on H.R. 2751 will be followed by 5-minute votes on motions to suspend on H.R. 1741 and House Resolution 505.

The vote was taken by electronic device, and there were—yeas 298, nays 119, answered "present" 2, not voting 15, as follows:

[Roll No. 314]

YEAS—298

Abercrombie	Davis (TN)	Kaptur
Ackerman	DeFazio	Kildee
Adler (NJ)	DeGette	Kilpatrick (MI)
Altmire	Delahunt	Kilroy
Andrews	DeLauro	Kind
Arcuri	Diaz-Balart, L.	King (IA)
Austria	Diaz-Balart, M.	Kissell
Baca	Dicks	Klein (FL)
Bachus	Dingell	Kosmas
Baldwin	Donnelly (IN)	Kratovil
Barrow	Doyle	Kucinich
Barton (TX)	Dreier	Lance
Bean	Driehaus	Langevin
Becerra	Edwards (MD)	Larsen (WA)
Berkley	Edwards (TX)	Larson (CT)
Berman	Ehlers	Latham
Berry	Ellison	LaTourette
Bilbray	Ellsworth	Lee (CA)
Bishop (GA)	Emerson	Lee (NY)
Bishop (NY)	Engel	Levin
Blumenauer	Eshoo	Lipinski
Blunt	Etheridge	LoBiondo
Boccieri	Farr	Lofgren, Zoe
Boren	Fattah	Lowe
Boswell	Filner	Lujan
Boucher	Foster	Lynch
Brady (PA)	Frank (MA)	Maffei
Bright	Frelinghuysen	Maloney
Brown, Corrine	Fudge	Manzullo
Brown-Waite,	Gerlach	Markey (CO)
Ginny	Gingrey (GA)	Markey (MA)
Burton (IN)	Gordon (TN)	Massa
Butterfield	Grayson	Matheson
Buyer	Green, Al	Matsui
Calvert	Green, Gene	McCarthy (NY)
Camp	Griffith	McCollum
Campbell	Grijalva	McCotter
Cao	Guthrie	McDermott
Capito	Gutierrez	McGovern
Capps	Hall (NY)	McHugh
Capuano	Hall (TX)	McIntyre
Cardoza	Halvorson	McKeon
Carnahan	Hare	McMahon
Carney	Harman	McNerney
Carson (IN)	Hastings (FL)	Meek (FL)
Cassidy	Heinrich	Meeks (NY)
Castle	Higgins	Melancon
Castor (FL)	Hill	Michaud
Chandler	Himes	Miller (MI)
Childers	Hinchey	Miller (NC)
Clarke	Hinojosa	Miller, Gary
Clay	Hirono	Miller, George
Cleaver	Hodes	Minnick
Clyburn	Hoekstra	Mitchell
Coble	Holden	Mollohan
Cohen	Holt	Moore (KS)
Connolly (VA)	Honda	Moore (WI)
Cooper	Hoyer	Moran (VA)
Costa	Inslie	Murphy (CT)
Costello	Israel	Murphy (NY)
Courtney	Jackson (IL)	Murphy, Patrick
Crowley	Jackson-Lee	Murphy, Tim
Cuellar	(TX)	Murtha
Cummings	Johnson (GA)	Myrick
Dahlkemper	Johnson (IL)	Nadler (NY)
Davis (AL)	Johnson, E. B.	Napolitano
Davis (CA)	Kagen	Neal (MA)
Davis (IL)	Kanjorski	Nye

Oberstar	Rush	Tauscher
Obey	Ryan (OH)	Teague
Olver	Salazar	Terry
Ortiz	Sanchez, Loretta	Thompson (CA)
Pallone	Sarbanes	Thompson (MS)
Pascarella	Schakowsky	Tiberi
Pastor (AZ)	Schauer	Tierney
Payne	Schiff	Titus
Pelosi	Schrader	Tonko
Perlmutter	Schwartz	Towns
Perriello	Scott (GA)	Tsongas
Peters	Scott (VA)	Turner
Peterson	Serrano	Upton
Petri	Sestak	Van Hollen
Pingree (ME)	Shea-Porter	Velázquez
Pitts	Sherman	Visclosky
Poe (TX)	Shimkus	Walden
Pomeroy	Shuler	Walz
Price (NC)	Sires	Wasserman
Quigley	Skelton	Schultz
Rahall	Slaughter	Waters
Rangel	Smith (NJ)	Watson
Reichert	Smith (WA)	Watt
Reyes	Snyder	Waxman
Richardson	Souder	Weiner
Rodriguez	Space	Welch
Roe (TN)	Speler	Wexler
Rogers (AL)	Spratt	Wilson (OH)
Rogers (MI)	Stark	Woolsey
Ros-Lehtinen	Stearns	Wu
Ross	Stupak	Yarmuth
Rothman (NJ)	Sutton	
Roybal-Allard	Tanner	

NAYS—119

Aderholt	Gohmert	Moran (KS)
Akin	Goodlatte	Neugebauer
Alexander	Granger	Nunes
Bachmann	Graves	Olson
Baird	Harper	Paul
Barrett (SC)	Hastings (WA)	Paulsen
Bartlett	Heller	Pence
Biggart	Hensarling	Platts
Bilirakis	Herger	Polis (CO)
Blackburn	Hersth Sandlin	Posey
Boehner	Hunter	Price (GA)
Bonner	Inglis	Radanovich
Boozman	Issa	Rehberg
Boustany	Jenkins	Rogers (KY)
Boyd	Johnson, Sam	Rohrabacher
Brady (TX)	Jones	Rooney
Broun (GA)	Jordan (OH)	Roskam
Brown (SC)	King (NY)	Royce
Burgess	Kingston	Ryan (WI)
Cantor	Kirk	Scalise
Carter	Kirkpatrick (AZ)	Schmidt
Chaffetz	Kline (MN)	Schock
Coffman (CO)	Lamborn	Sensenbrenner
Cole	Latta	Shadegg
Conaway	Lewis (CA)	Shuster
Crenshaw	Linder	Simpson
Culberson	Lucas	Smith (NE)
Davis (KY)	Luetkemeyer	Smith (TX)
Dent	Lummis	Taylor
Doggett	Lungren, Daniel	Thompson (PA)
Duncan	E.	Thornberry
Fallin	Marchant	Tiahrt
Flake	Marshall	Wamp
Fleming	McCarthy (CA)	Westmoreland
Forbes	McCaul	Wilson (SC)
Fortenberry	McClintock	Wittman
Fox	McHenry	Wolf
Franks (AZ)	McMorris	Young (AK)
Gallegly	Rodgers	Young (FL)
Garrett (NJ)	Mica	
Giffords	Miller (FL)	

ANSWERED "PRESENT"—2

Buchanan	Deal (GA)
	NOT VOTING—15

Bishop (UT)	Lewis (GA)	Sánchez, Linda
Bono Mack	Loeb sack	T.
Braley (IA)	Mack	Sessions
Conyers	Putnam	Sullivan
Gonzalez	Ruppersberger	Whitfield
Kennedy		

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

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

□ 1707

Messrs. REHBERG, MARSHALL, KIRK, ROONEY, DOGGETT, and BARTLETT changed their vote from "yea" to "nay."

Messrs. GINGREY of Georgia and POE of Texas changed their vote from “nay” to “yea.”

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. BRALEY of Iowa. Madam Speaker, on rollcall No. 314, had I been present, I would have voted “yea.”

Mr. PUTNAM. Madam Speaker, on rollcall No. 314, I was unavoidably detained. Had I been present, I would have vote “yea.”

WITNESS SECURITY AND PROTECTION GRANT PROGRAM ACT OF 2009

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and pass the bill, H.R. 1741, as amended, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Georgia (Mr. JOHNSON) that the House suspend the rules and pass the bill, H.R. 1741, as amended.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 412, nays 11, not voting 10, as follows:

[Roll No. 315]

YEAS—412

Abercrombie	Brown, Corrine	Davis (AL)
Ackerman	Brown-Waite,	Davis (CA)
Aderholt	Ginny	Davis (IL)
Adler (NJ)	Buchanan	Davis (KY)
Akin	Burton (IN)	Davis (TN)
Alexander	Butterfield	Deal (GA)
Altmire	Buyer	DeFazio
Andrews	Calvert	DeGette
Arcuri	Camp	Delahunt
Austria	Campbell	DeLauro
Baca	Cantor	Dent
Bachmann	Cao	Diaz-Balart, L.
Bachus	Capito	Diaz-Balart, M.
Baird	Capps	Dicks
Baldwin	Capuano	Dingell
Barrett (SC)	Cardoza	Doggett
Barrow	Carnahan	Donnelly (IN)
Bartlett	Carney	Doyle
Barton (TX)	Carson (IN)	Dreier
Bean	Carter	Driehaus
Becerra	Cassidy	Edwards (MD)
Berkley	Castle	Edwards (TX)
Berman	Castor (FL)	Ehlers
Berry	Chaffetz	Ellison
Biggert	Chandler	Ellsworth
Bilbray	Childers	Emerson
Bilirakis	Clarke	Engel
Bishop (GA)	Clay	Eshoo
Bishop (NY)	Cleaver	Etheridge
Bishop (UT)	Clyburn	Fallin
Blackburn	Coble	Farr
Blumenauer	Coffman (CO)	Fattah
Blunt	Cohen	Filner
Bocieri	Cole	Fleming
Boehner	Conaway	Forbes
Bonner	Connolly (VA)	Fortenberry
Boozman	Conyers	Foster
Boren	Cooper	Frank (MA)
Boswell	Costa	Franks (AZ)
Boucher	Costello	Frelinghuysen
Boustany	Courtney	Fudge
Boyd	Crenshaw	Gallegly
Brady (PA)	Crowley	Garrett (NJ)
Brady (TX)	Cuellar	Gerlach
Braley (IA)	Culberson	Giffords
Bright	Cummings	Gingrey (GA)
Brown (SC)	Dahlkemper	Gohmert

Goodlatte	Maloney	Rohrabacher
Gordon (TN)	Manzullo	Ros-Lehtinen
Granger	Marchant	Roskam
Graves	Markey (CO)	Ross
Grayson	Markey (MA)	Rothman (NJ)
Green, Al	Marshall	Roybal-Allard
Green, Gene	Massa	Royce
Griffith	Matheson	Rush
Grijalva	Matsui	Ryan (OH)
Guthrie	McCarthy (CA)	Ryan (WI)
Gutierrez	McCarthy (NY)	Salazar
Hall (NY)	McCaul	Sanchez, Loretta
Hall (TX)	McCollum	Sarbanes
Halvorson	McCotter	Scalise
Hare	McDermott	Schakowsky
Harman	McGovern	Schauer
Harper	McHenry	Schiff
Hastings (FL)	McHugh	Schmidt
Hastings (WA)	McIntyre	Schock
Heinrich	McKeon	Schrader
Heller	McMahon	Schwartz
Hensarling	McMorris	Scott (GA)
Herger	Rodgers	Scott (VA)
Herseht Sandlin	McNerney	Sensenbrenner
Higgins	Meek (FL)	Serrano
Hill	Meeks (NY)	Sessions
Himes	Melancon	Sestak
Hinchee	Mica	Shea-Porter
Hinojosa	Michaud	Sherman
Hirono	Miller (FL)	Shimkus
Hodes	Miller (MI)	Shuler
Hoekstra	Miller (NC)	Shuster
Holden	Miller, Gary	Simpson
Holt	Miller, George	Sires
Honda	Minnick	Skelton
Hoyer	Mitchell	Slaughter
Hunter	Mollohan	Smith (NE)
Inslee	Moore (KS)	Smith (NJ)
Israel	Moore (WI)	Smith (TX)
Issa	Moran (KS)	Smith (WA)
Jackson (IL)	Moran (VA)	Snyder
Jackson-Lee	Murphy (CT)	Souder
(TX)	Murphy (NY)	Space
Jenkins	Murphy, Patrick	Speier
Johnson (GA)	Murphy, Tim	Spratt
Johnson (IL)	Murtha	Stark
Johnson, E. B.	Myrick	Stearns
Johnson, Sam	Nadler (NY)	Stupak
Jones	Napolitano	Sutton
Jordan (OH)	Neal (MA)	Tanner
Kagen	Neugebauer	Tauscher
Kanjorski	Nunes	Taylor
Kaptur	Nye	Teague
Kildee	Oberstar	Terry
Kilpatrick (MI)	Obey	Thompson (CA)
Kilroy	Olson	Thompson (MS)
Kind	Olver	Thompson (PA)
King (IA)	Ortiz	Thornberry
King (NY)	Pallone	Tiahrt
Kingston	Pascarell	Tiberi
Kirk	Pastor (AZ)	Tierney
Kirkpatrick (AZ)	Paulsen	Titus
Kissell	Payne	Tonko
Klein (FL)	Pence	Towns
Kline (MN)	Perlmutter	Tsongas
Kosmas	Perriello	Turner
Kratovil	Peters	Upton
Kucinich	Peterson	Van Hollen
Lamborn	Petri	Velázquez
Lance	Pingree (ME)	Visclosky
Langevin	Pitts	Walden
Larsen (WA)	Platts	Walz
Larson (CT)	Poe (TX)	Wamp
Latham	Polis (CO)	Wasserman
LaTourette	Pomeroy	Schultz
Latta	Posey	Waters
Lee (CA)	Price (GA)	Watson
Lee (NY)	Price (NC)	Watt
Levin	Putnam	Waxman
Lewis (CA)	Quigley	Weiner
Linder	Radanovich	Welch
Lipinski	Rahall	Westmoreland
LoBiondo	Rangel	Wexler
Lofgren, Zoe	Rehberg	Wilson (OH)
Lowey	Reichert	Wilson (SC)
Lucas	Reyes	Wittman
Luetkemeyer	Richardson	Wolf
Lujan	Rodriguez	Woolsey
Lungren, Daniel	Roe (TN)	Wu
E.	Rogers (AL)	Yarmuth
Lynch	Rogers (KY)	Young (AK)
Maffei	Rogers (MI)	Young (FL)

NAYS—11

Brown (GA)	Foxx
Burgess	Inglis
Duncan	Lummis
Flake	McClintock

NOT VOTING—10

Bono Mack	Loeb sack	Sánchez, Linda
Gonzalez	Mack	T.
Kennedy	Ruppersberger	Sullivan
Lewis (GA)		Whitfield

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). Members have less than 2 minutes remaining in this vote.

□ 1715

So (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

The result of the vote was announced as above recorded.

The title was amended so as to read: “A bill to require the Attorney General to make competitive grants to eligible State, tribal, and local governments to establish and maintain certain protection and witness assistance programs.”

A motion to reconsider was laid on the table.

CONDEMNING THE MURDER OF DR. GEORGE TILLER

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and agree to the resolution, H. Res. 505, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. NADLER) that the House suspend the rules and agree to the resolution, H. Res. 505.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 423, nays 0, not voting 10, as follows:

[Roll No. 316]

YEAS—423

Abercrombie	Boren	Clarke
Ackerman	Boswell	Clay
Aderholt	Boucher	Cleaver
Adler (NJ)	Boustany	Clyburn
Akin	Boyd	Coble
Alexander	Brady (PA)	Coffman (CO)
Altmire	Brady (TX)	Cohen
Andrews	Braley (IA)	Cole
Arcuri	Bright	Conaway
Austria	Brown (GA)	Connolly (VA)
Baca	Brown (SC)	Conyers
Bachmann	Brown, Corrine	Cooper
Bachus	Brown-Waite,	Costa
Baird	Ginny	Costello
Baldwin	Buchanan	Courtney
Barrett (SC)	Burgess	Crenshaw
Barrow	Burton (IN)	Crowley
Bartlett	Butterfield	Cuellar
Barton (TX)	Calvert	Culberson
Bean	Camp	Cummings
Becerra	Campbell	Dahlkemper
Berkley	Cantor	Davis (AL)
Berman	Cao	Davis (CA)
Berry	Capito	Davis (IL)
Biggert	Capps	Davis (KY)
Bilbray	Capuano	Davis (TN)
Bilirakis	Cardoza	Deal (GA)
Bishop (GA)	Carnahan	DeFazio
Bishop (NY)	Carney	DeGette
Bishop (UT)	Carson (IN)	Delahunt
Blackburn	Carter	DeLauro
Blumenauer	Cassidy	Dent
Blunt	Castle	Diaz-Balart, L.
Bocieri	Castor (FL)	Diaz-Balart, M.
Boehner	Chaffetz	Dicks
Bonner	Chandler	Dingell
Boozman	Childers	Doggett