

way that our student loan programs operate. In fact, we can expect a \$10 billion savings for taxpayers. Our experience with the direct loan program has lasted two decades now, and it is a great success. Students like it, colleges like it, taxpayers like it. Let's expand it.

This legislation makes available \$40 billion to increase the maximum Pell Grant scholarship from its current \$5,500—a long way from the \$4,000 where it was mired for a number of years—now to \$6,900 by later in the decade. It would, in effect, double the number of students who receive Pell Grants in my home State of New Jersey. Further, by converting all new Federal loans to the stable and cost-efficient Direct Loan Program, the bill would help keep interest rates low on need-based Federal student loans.

I'm especially pleased that the bill provides billions to modernize and make our Nation's elementary and secondary schools more energy efficient, including a number of provisions that I'm pleased to have written. Finally, I strongly support the Early Learning Challenge Fund, the community college reforms, and the simplifications to the FAFSA forms that are also included in this bill. I want to thank Chairman MILLER for working with me to protect the Graduate Stafford Loan Program in this bill.

This is a good bill. Millions of students and parents support the goals of the bill. Let's answer their pleas for help and make colleges more affordable. No one can argue reasonably that now is not the time to improve accessibility and affordability of college. I urge support of this rule and the underlying bill.

Ms. FOXX. Madam Speaker, as proposed in President Obama's FY 2010 budget, H.R. 3221 eliminates the FFEL student loan program that has been the overwhelming choice of students and families for more than 40 years, replacing it with a government-run program. While Democrats continue to use government takeovers as a panacea to all economic problems, converting all student loans to government subsidized loans is just another way that Democrats are killing jobs, increasing government intrusion, and eroding the rights of the consumer. I will urge my colleagues to vote "no" on the rule and "no" on the underlying bill.

Madam Speaker, having no additional speakers on our side of the aisle, I yield back the balance of my time.

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Mr. POLIS. Madam Speaker, overcrowded and crumbling schools threaten the safety and achievement of America's students and are an embarrassment for our education system.

Our schools are short of being in good condition by an estimated \$255 billion. In my home State of Colorado, the backlog of school construction and maintenance needs has been estimated between \$5.7 and \$10 billion. That is

why this legislation assists school districts with funds for school modernization, renovation, and repair projects that will create healthier, safer, and more energy-efficient teaching and learning climates.

Colorado will receive more than \$42 million over the next 2 years under this bill. In 2006, I cochaired a successful campaign for a \$300 million bond issue for the Boulder Valley School District in my school district to address the needs of our schools. But many low-income districts in Colorado don't have the capacity to finance the necessary school upgrades. That is why I am particularly pleased that this legislation addresses income disparities by allocating funds to States and districts based on their share of students from low-income families.

Most importantly, this legislation is fiscally responsible because it pays for itself. By ending subsidies currently given to banks and private lenders, this bill saves taxpayers \$87 billion over 10 years, according to the Congressional Budget Office.

In addition to investing in our education system, this legislation also directs \$10 million in savings back to the U.S. Treasury to help pay down the deficit and boost the fiscal health of the country our children will inherit. This legislation is yet another major step towards building a 21st century early childhood education system that will prepare the next generation of students for a lifetime of success.

In a global knowledge-based economy, our Nation cannot afford to waste talent and squander human capital. Each and every student who is ready and wants to go to college shouldn't give up because of the cost barriers that are in their way. This landmark legislation's historic investment in college scholarships provides increased educational opportunities to Americans across the board.

I talked to another student from the University of Colorado yesterday, Alexis Smith, who talked about her family's story. She grew up in a family with a small business in the Denver area. Their family earns between \$40,000 and \$60,000 a year, depending on the business. Like a lot of American families, they fall above a lot of the need-based scholarship programs and below the range that college is easily affordable. Alexis is graduating college with \$25,000 in debt, including substantial credit card debt. She would not have been able to go to college without help from Pell Grants as well as Stafford loans, and her father is currently working 10 hours a day, 7 days a week at age 63 to help afford to put her and her brother through college. These are the kinds of sacrifices that Americans are willing to make.

The Federal Government is here as a partner. By passing this bill, we will be able to improve the student loan program and create savings that we can pass back along to the students in the form of increased availability of stu-

dent loans as well as grants. That is why I strongly support this rule and the underlying legislation.

Madam Speaker, I yield back the balance of my time and I move the previous question on the resolution.

The previous question was ordered.

The SPEAKER pro tempore. The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Ms. FOXX. 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, further proceedings on this question will be postponed.

PROVIDING FOR CONSIDERATION OF H.R. 3246, ADVANCED VEHICLE TECHNOLOGY ACT OF 2009

Mr. POLIS. Madam Speaker, by direction of the Committee on Rules, I call up House Resolution 745 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 745

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 3246) to provide for a program of research, development, demonstration, and commercial application in vehicle technologies at the Department of Energy. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived except those arising under clause 9 or 10 of rule XXI. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chair and ranking minority member of the Committee on Science and Technology. After general debate the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on Science and Technology now printed in the bill. The committee amendment in the nature of a substitute shall be considered as read. All points of order against the committee amendment in the nature of a substitute are waived except those arising under clause 10 of rule XXI. Notwithstanding clause 11 of rule XVIII, no amendment to the committee amendment in the nature of a substitute shall be in order except those printed in the report of the Committee on Rules accompanying this resolution. Each such amendment may be offered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. All points of order against such amendments are waived except those arising under clause 9 or 10 of rule XXI. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have

been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

SEC. 2. The Chair may entertain a motion that the Committee rise only if offered by the chair of the Committee on Science and Technology or his designee. The Chair may not entertain a motion to strike out the enacting words of the bill (as described in clause 9 of rule XVIII).

The SPEAKER pro tempore. The gentleman from Colorado is recognized for 1 hour.

Mr. POLIS. Madam Speaker, for the purposes of debate only, I yield the customary 30 minutes to the gentleman from Florida (Mr. LINCOLN DIAZ-BALART). All time yielded during consideration of the rule is for debate only.

GENERAL LEAVE

Mr. POLIS. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and to insert extraneous material into the RECORD.

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

There was no objection.

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

Madam Speaker, House Resolution 745 provides for a structured rule for consideration of H.R. 3246, the Advanced Vehicle Technology Act of 2009. This rule makes in order all three of the Republican amendments submitted to the Rules Committee for consideration as part of this bipartisan bill.

The Advanced Vehicle Technology Act of 2009 is an important part of this Congress' commitment to clean energy, job creation, and reducing our country's dependence on foreign oil. It recognizes what many of us know to be true: We need a significant boost in research and development of innovative vehicle technologies in order to become energy independent, to reduce the greenhouse gas emissions that threaten our planet, and to ensure that the American automobile industry remains viable. To that end, H.R. 3246 authorizes \$2.85 billion over the next 5 years to strengthen and support advanced vehicle technology research at the Department of Energy.

While through other measures we have laid a foundation to increase the accessibility of public transportation—another critical component of reducing our emissions of global warming gases—and even in this bill we will invest in increasing the energy efficiency and reducing the costs of producing and operating these public transportation vehicles, in many parts of this country it is still necessary that the primary mode of transit is the automobile.

The expanse of rural America and suburban and exurban America simply require personal vehicles for work and for pleasure. The good news is that in this bill we will be able to capitalize on

a movement that already exists. One need only look to the biodiesel co-ops of Iowa, where folks can buy clean, domestically produced fuel at costs frequently lower than the petroleum option, or companies such as Rocky Mountain Sustainable Enterprises founded and based in Boulder, Colorado, in my district. This company recycles waste vegetable oil, oil that would otherwise find its way to a landfill but instead has been used to power agricultural equipment and vehicles.

I am proud to say that this company will be opening a new facility in Fort Morgan, Colorado, in the district of my colleague and good friend, Representative BETSY MARKEY. This facility will enable this firm to produce enough fuel to continue providing to their agricultural clients while expanding to mass transit and passenger vehicle biodiesel.

All across the country, the biofuels industry is gearing up to provide the clean domestic fuel of America's future while providing good-paying jobs today. We need to help these companies grow, and we can do this by ensuring that vehicles made right here in America are prepared to use our domestically produced fuel.

America has had a long love affair with the automobile, and vehicles are continually becoming more efficient, more comfortable, easier to own and easier to maintain. This, by right, should continue. Through this legislation, we will make the investments required to ensure that the great tradition of the family summer road trip is available to future generations.

Madam Speaker, our domestic auto industry has had its difficulties these last few years. And I speak not only of the Big Three Detroit automakers, so iconic of the industry that grabbed many of the headlines, but also of the many companies, such as Delphi and many others, that create components for vehicles and employ hundreds of thousands of Americans. It is these smaller companies that have produced significant innovation. However, due to the economic crisis, rising operational costs, including health care for their employees, many of these companies have had to slow or shutter their research and development operations in order to afford to stay in business and keep their assembly lines running.

In order to navigate out of this recession back to manufacturing leadership, we need to have a compass of innovation. This bill before us today ensures that the best technologies, from electric drivetrains to clean diesel, are made available, and that vehicles driven in the United States are the cleanest and most efficient in the world.

We can further the technologies that are sponsored through this competitive process that will ensure that our dependence on foreign oil will be decreased and will increase demand for domestically produced renewable energy, creating jobs.

This bill is as good for the air and urban America as it is for the economy of rural America.

Madam Speaker, I reserve the balance of my time.

Mr. LINCOLN DIAZ-BALART of Florida. Madam Speaker, I would like to thank my friend, the gentleman from Colorado (Mr. POLIS), for the time, and I yield myself such time as I may consume.

The transportation sector of our economy accounts for a considerable portion of U.S. energy use and oil consumption. Our economy is extremely dependent on foreign sources of oil. We are subject to the extreme volatility of the gasoline market, not to mention the whims of dictators like Ahmadinejad and Chavez. That is why last year Members on this side of the aisle pushed for greater energy independence by advocating for new domestic energy sources as well as investments in the clean technologies of the future. Unfortunately, our efforts were ignored or shut down by the majority.

Although the majority decided to ignore and shut down our efforts to promote domestic energy sources, I believe we have to continue to work on this important issue. Congress must continue to make investments in alternative energy and promote its development and implementation. We need to have a diverse energy portfolio to sustain our economic growth. We must encourage the development of vehicles that run on electric, natural gas, and other alternative fuels.

We can move away from our dependence on foreign oil as a primary source of energy. Doing this is in our national interest, in terms of security, as well as our environmental interests.

For over two decades, the Department of Energy has funded various clean energy research activities on passenger vehicles and heavy duty trucks. While those programs have produced mixed results, I believe that Federal vehicle technology research and development programs will only be effective through robust partnerships with a wide variety of vehicle technology developers and manufacturers.

Madam Speaker, I have met with various experts in the energy field to discuss the development of sustainable transportation in the United States. In my conversations with those experts, including this last weekend with Michael Granoff with Better Place, I was educated regarding the efforts by our friends, the Israelis, to completely replace oil as an energy source in their economy.

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Israel's efforts to replace oil are serious and extraordinary. We have to listen to experts like Mr. Granoff. We have to implement policies immediately that will lead to the development of electric automobiles. Massively throughout our economy, it needs to be done and it needs to be done now.

Unfortunately, Communist China is well advanced in the practical application and development of electric automobile technology. We are about to be

overtaken by a dangerous competitor in a major technology of the future, which may very well decide if we are able to remain an economic superpower. This is not something that we can take lightly. It's serious, and it deserves our urgent attention.

The underlying legislation being brought to the floor today, H.R. 3246, the Advanced Vehicle Technology Act, takes a small step in the right direction. It reiterates the importance of the Federal Government's role in funding and in coordinating research activities and in disseminating research findings in order to bring clean technology to passenger vehicles and to heavy trucks to reduce our Nation's dependence on petroleum, thus reducing emissions.

The legislation authorizes approximately \$3 billion over the next 5 years for the Department of Energy to create a research program to help develop technologies that will substantially reduce or eliminate petroleum use in the Nation's vehicles. As part of this new program, the Department of Energy is required to collaborate with numerous sectors of the automotive industry.

Now, during yesterday's hearing in the Rules Committee, we heard testimony from both sides of the aisle on the underlying legislation. It was clear from the testimony that this legislation has great bipartisan support. Yet the majority in the Rules Committee felt it was necessary to offer a restrictive rule. I really don't know why. I know that the rule allows both of the minority amendments that were submitted to the Rules Committee; but, unfortunately, it forbids the consideration of three amendments submitted by Members of the majority party. I believe we should have allowed those amendments. We should have considered, in effect, this legislation under an open rule, a rule that allows for a truly free and full debate. The majority blocked our attempts to have such an open debate.

Really, I think it's a shame that the majority has, once again, blocked an open debate. Since this majority took over, Madam Speaker, in 2007, they have had one open rule on a nonappropriations bill. Unfortunately, it is standard operating procedure for this majority to block open debate on the House floor.

I reserve the balance of my time.

Mr. POLIS. Madam Speaker, again, this rule that we are proposing allows all three Republican amendments that were proposed to be made in order. I certainly appreciate the concern from the gentleman from Florida with regard to our Democratic amendments and the fact that we should have had more in the bill. We do have several that have been allowed as well.

I would like to yield 3 minutes to the gentleman from Florida (Mr. KLEIN).

Mr. KLEIN of Florida. I thank the gentleman from Colorado.

Madam Speaker, I rise in strong support of this rule and the underlying

bill, the Advanced Vehicle Technology Act of 2009.

This legislation, which is supported by a bipartisan majority of this body and on behalf of the American people, makes an excellent and a smart investment in research that will catapult American ingenuity into new levels of competitiveness.

Now, for years, I know many people have said, Why haven't our car companies kept up? There were a lot of decisions along the way and a lot of reasons; but I think what we're doing today is taking a very, very important step for which many of us have been advocating for many, many years. I know a lot of people have said, Well, the technology must be there. It's just not being utilized. Maybe that's the case and maybe that isn't the case, but what's happening right now is something that many of us have been advocating for.

On December 5, 2008, in the Financial Services Committee where American automakers testified before Congress on their dire financial state, I, personally, had the opportunity to ask the automakers about whether they would support a process by which we could bring the best of technology, of the engineers and of the entrepreneurs together to really leapfrog. I mean, I'm a firm believer that American ingenuity is at the top. It's one of the strengths we have in our country. Fortunately, those car leaders at that time said yes.

Well, this bill takes that moment, that effort, and the financial resources and does what the gentleman from Florida said: it allows us to have a stake and a participation in advancing research. Whether through medical science or the automobile business, I think this is a role that we can play.

The New Democrat Coalition, in which I participate, followed up with a letter to the administration, stressing the themes of allowing there to be some resource commitment to this new electric and hybrid technology. I, along with many of my colleagues and many Americans, believe that our country's researchers and engineers can and will develop the engine technology that will leapfrog automakers from all over the world and will speedily deploy an electric car of the future.

The legislation today that we are considering accomplishes these goals by investing in a program that brings together these stakeholders from across the industry to develop this vehicle technology of tomorrow right here in the United States. I am confident that this technology and this program will provide automakers with the tools they need to lead the auto industry into a new generation of innovation.

Let me point out that section 101 contains language to ensure that grants do not fund duplicative efforts. This is essential to our commitment to fiscal responsibility. It saves taxpayer money because grant recipients will not be reinventing the wheel sepa-

rately, but will be coming together efficiently.

I would like to commend my colleague, Congressman GARY PETERS, for introducing this legislation and Chairman BART GORDON for his leadership in bringing this legislation to the floor today.

I urge passage of this rule and the underlying bill.

Mr. LINCOLN DIAZ-BALART of Florida. Madam Speaker, I yield back the balance of my time.

Mr. POLIS. Madam Speaker, the question is how do we create and perfect the nonpetroleum technologies that the market wants, and the Advanced Vehicle Technology Act is part of the answer.

By jump-starting vehicle technology research, this bill puts American ingenuity to work in cleaning up our transportation sector and in protecting the planet. Electrifying vehicle systems, increasing engine durability, and developing waste-heat recovery systems are just a few of the many innovative technologies that this bill will support. At the same time, we know we need to take action today to fight global warming, to lessen our petroleum dependence, and to create jobs here in America. For that reason, this legislation before us emphasizes public-private partnerships that will help create jobs in private industry, not just in government offices.

There is a reason why this bill is supported by Ford Motor Company, Delphi, Caterpillar, GM, EcoMotors, the United Auto Workers, and the National Association of Manufacturers. H.R. 3246 means good jobs today developing and building the vehicle technologies of tomorrow.

When we can create jobs and cut our petroleum dependence at the same time, it's clear that we are making good policy, Madam Speaker. By this measure, the Advanced Vehicle Technology Act is the clearest and most straightforward kind of good policy. With this in mind, I urge my colleagues to support this very fair rule and the underlying legislation.

I would like to thank Representative PETERS, Representative BIGGERT and Chairman GORDON, as well as my colleagues on the Rules Committee and the committee staff of the Science and Technology Committee, for crafting this legislation that will increase the efficiency of our Nation's vehicle fleet while reducing our dependence on foreign oil.

I yield back the balance of my time and move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings