

unless a supermajority of Congress votes to block the increase.

I encourage my colleagues to join me in pursuing these permanent and necessary reforms. Avoid the replay of the hostage-taking and brinksmanship of last year, and take the steps to avoid doing any more unnecessary harm to American families.

AMERICA'S WAR ON POVERTY

(Mr. SOUTHERLAND asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SOUTHERLAND. Mr. Speaker, today marks the 50th anniversary of America's war on poverty. While this war may have been launched with the best of intentions, it is clear we are engaged in a battle of attrition that has left more Americans in poverty than at any point in America's history by number.

That fact is staggering, considering the \$15 trillion and counting that has been spent on fighting this War on Poverty. The status quo simply isn't working. In fact, it is hurting many, many vulnerable families.

We have a moral obligation to do better for the people of Florida's Second Congressional District and across this great Nation, and for the 46.5 million Americans overall who are living in poverty.

As chairman of the Republican Study Committee's Anti-Poverty Initiative, I look forward to working on things going forward, on new, forward-thinking solutions that do several things: strengthen two-parent families; improve effective educational opportunities; create long-lasting job growth, producing fulfilling careers; and restore people's God-given opportunity for earned success.

THE WAR ON POVERTY

(Mr. YARMUTH asked and was given permission to address the House for 1 minute.)

Mr. YARMUTH. Mr. Speaker, 50 years ago today President Johnson launched the war on poverty, giving rise to some of the most successful antipoverty programs in our history, including Medicare, Medicaid, food assistance, and Head Start.

Five decades later, eradicating poverty remains a moral imperative. It encompasses health and well-being, education, employment, and access to opportunity.

We have made progress. In 1967, nearly 26 percent of Americans lived in poverty. Today that number is 16 percent. Programs such as the Earned Income Tax Credit, which gives working Americans a ladder into the middle class, have helped us make that progress.

Today, in Congress, our commitment to ending poverty is in question. Because of Republican opposition, more than 18,000 Kentuckians and 1.3 million Americans are without a critical safety

net as they continue to search for work. As a result, our economy lost \$400 million last week alone.

Unemployment insurance is one of the most effective ways to transition those who lost jobs back into the workforce. In 2012, it helped 2.5 million Americans work their way out of poverty.

Mr. Speaker, I urge my colleagues today to recommit themselves to eradicating poverty and support an immediate extension of unemployment insurance.

UNEMPLOYMENT INSURANCE

(Mrs. CAPPS asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. CAPPS. Mr. Speaker, I rise to give voice to the many out-of-work Americans whose unemployment insurance was allowed to expire.

James, from Santa Maria, California, wrote the following:

I started working at the age of 16 because our father had died. I had, up until April 2012, gone to work every day. I am no slouch. I am a citizen, a taxpayer, a U.S. Army veteran.

But now, his unemployment insurance benefit is gone. For James and for millions of Americans like him, we must act.

Unfortunately, House leadership has ignored this plight and, in doing so, these hardworking Americans will lose the means to keep job searching.

We must extend this lifeline for the long-term unemployed, their children, for our local economies, which gain \$3 of economic benefits for every \$2 invested in the program. The Senate is on the verge of doing just that. With bipartisan support, we must follow their lead.

James signed his letter to me in bold, capital letters: "PLEASE HELP." I urge House leadership and my colleagues to do just that.

EXTENDING UNEMPLOYMENT BENEFITS

(Mrs. DAVIS of California asked and was given permission to address the House for 1 minute.)

Mrs. DAVIS of California. Mr. Speaker, last year, as many have said, ended on a somber note. Over 1 million of our fellow Americans lost a vital economic lifeline, the temporary insurance that helps them get by while searching for a new job.

Louise, a constituent of mine from San Diego, recently wrote me to explain what losing such benefits means to her. She is 60 years old, and she has been looking for work since she was laid off a year ago from a stable job that she had held just for about 15 years.

And as she mentioned:

It is very scary to think that effectively, on January 1, I won't have any income. So what am I to do? I will have a roof over my

head for a short time, but I won't have the funds to pay for utilities.

And she went on to say:

By cutting extended unemployment, all that will be accomplished is more people being on welfare or living on the streets homeless. And that, that helps us? How?

Her story reminds us of our duty to lend a hand to those in need. Any of us could be in her shoes.

Extending unemployment benefits is not only the right thing, but it is also good for our economy.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

□ 1245

CLEAN AIR ACT AMENDMENT

Mr. LATTA. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 724) to amend the Clean Air Act to remove the requirement for dealer certification of new light-duty motor vehicles.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 724

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. REMOVAL OF REQUIREMENT FOR DEALER CERTIFICATION OF NEW LIGHT-DUTY MOTOR VEHICLES.

Section 207(h) of the Clean Air Act (42 U.S.C. 7541(h)) is amended—

- (1) by striking paragraph (1); and
- (2) by redesignating paragraphs (2) and (3) as paragraphs (1) and (2), respectively.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Ohio (Mr. LATTA) and the gentleman from Michigan (Mr. PETERS) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio.

GENERAL LEAVE

Mr. LATTA. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous materials into the RECORD on the bill.

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

There was no objection.

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

Mr. Speaker, I am proud to be the lead sponsor of H.R. 724, along with my colleague, Congressman GARY PETERS of Michigan. This bipartisan bill, which has 106 cosponsors, repeals an obsolete regulatory requirement that no longer

makes sense. This legislation is fully supported by the auto industry, and I have a letter that I would like to submit for the RECORD from the five leading automotive trade associations, including the National Automobile Dealers Association, highlighting their support.

Since 1981, automobile dealers who deliver a new vehicle for sale have been required to provide a certificate to the purchaser, indicating the vehicle conforms to Clean Air Act emissions requirements. However, modern technology and standard vehicle warranties have rendered this paperwork requirement unnecessary and redundant for a number of reasons.

First, every new vehicle must comply with Clean Air Act requirements before it can enter the stream of commerce. Second, information certifying a vehicle is Clean Air Act compliant can already be found in a number of other locations, including under the hood of a vehicle, in a vehicle's manual, or on the EPA's Web site. And, finally, many new sale warranties range from tens of thousands or hundreds of thousands of miles or a number of years which far exceed the protections provided for in the regulatory requirement.

During recent years, we have seen an unprecedented amount of Federal regulation proposed and enacted. This bureaucratic creep not only threatens the scope of entrepreneurial freedom but also comes at a heavy cost which, by some estimations, is approximately \$1.7 trillion annually. In my district, when I am out visiting with the small businesses community and hard-working American taxpayers, the number one concern I hear about is the burdensome regulations and the need to pare back Federal Government interference.

H.R. 724 is simple, direct, and sends a clear message that small business owners, and specifically auto dealers, should not be burdened with redundant regulatory requirements. This legislation will make the car-buying process a little simpler and let auto dealers spend less time complying with obsolete regulatory requirements and more time developing their businesses, investing in local communities, and creating jobs.

I look forward to continuing to find ways that reduce unnecessary red tape on the small business community. As H.R. 724 represents, this is not only a policy goal both sides of the aisle can agree on, but it is a policy goal that can actually get done. I urge support from my colleagues.

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

AMERICAN INTERNATIONAL AUTOMOBILE DEALERS, NADA, NAMAD, AUTO ALLIANCE, AND GLOBAL AUTOMAKERS,

January 7, 2014.

DEAR REPRESENTATIVE: We, the undersigned automotive trade associations, are writing regarding our strong support for H.R. 724, a bipartisan bill that would repeal an outdated paperwork mandate on franchised automobile dealers requiring dealer certifi-

cation of a new vehicle's emission system. This legislation was introduced on February 14, 2013 by Reps. Bob Latta (R-OH) and Gary Peters (D-MI) and currently has 105 bipartisan cosponsors. H.R. 724 was reported out of the House Energy and Commerce Committee on December 11, 2013 by voice vote. This bill is scheduled to be considered by the House of Representatives on January 8, 2014.

For over 30 years, automobile dealers who sell a new vehicle have been required to provide customers with a certificate which states that the vehicle conforms to Clean Air Act (CAA) emissions requirements. However, subsequently passed laws and dealer contractual obligations have rendered this statutory mandate redundant and obsolete.

Currently, every new vehicle must comply with CAA requirements before entering the stream of commerce, making it unnecessary for a dealer to also provide a customer with written notification that the vehicle is CAA compliant. Next, information can be found under the hood of the vehicle certifying that the vehicle is CAA compliant, making another form given by the dealer to the customer duplicative. Finally, other information contained in the form is either no longer relevant or can be found in the owner's manual and supplements provided by the manufacturer.

H.R. 724 is narrowly drafted to eliminate this one statutory mandate only. The bill does not amend or impact other provisions of the Clean Air Act.

This legislation is an excellent example of Congress working on a bipartisan basis to repeal an outdated law that no longer benefits the public. We urge you to vote "Yes" on H.R. 724 to end this unnecessary requirement. Thank you for your consideration.

Sincerely,

PETER K. WELCH,
*President, National
Automobile Dealers
Association.*

MITCH BAINWOL,
*President and CEO,
Alliance of Auto-
mobile Manufacturers.*

DAMON LESTER,
*President, National
Association of Mi-
nority Automobile
Dealers.*

CODY LUSK,
*President, American
International Auto-
mobile Dealers As-
sociation.*

MICHAEL J. STANTON,
*President and CEO,
Association of Glob-
al Automakers, Inc.*

Mr. PETERS of Michigan. I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 724; and I would like to start off by thanking the gentleman from Ohio (Mr. LATTA) for his leadership on this issue and for his willingness to work with me in writing this bill.

This legislation is simple and straightforward. It cuts red tape for small businesses and allows auto dealers to focus on selling cars and creating jobs, not unnecessary paperwork. This bill also benefits consumers. It is one less piece of paper when buying a car, so consumers can focus on what is really important to them, and that is their purchase.

When I came to Congress in 2009, it was a very dark period for our entire

economy but particularly for the auto industry. I will never forget the meeting I had during that time with Chrysler's CEO and his management team. They told me that they were not only weeks away from bankruptcy, but that without access to government loans, they would not have the resources to reorganize and would have been forced to liquidate the company. A liquidation of any of the major auto manufacturers would have wreaked havoc on the supply chain and dragged the entire industry down with it, eliminating millions of good-paying U.S. jobs.

My State of Michigan has helped build our Nation's middle class. Our history is proof that you cannot have a strong middle class without a strong manufacturing sector, and you cannot have a strong manufacturing sector without a thriving auto industry. That is why I was proud to fight for Michigan workers and middle class families and our auto industry to secure the loans that they needed to weather this economic storm.

Fast forward to today. Our auto industry is now driving our economic recovery and paving the way to rebuilding our middle class. Vehicle sales are at the highest point they have been since May of 2007; and vehicle manufacturers and suppliers are ramping up production, hiring more workers, and investing in innovation. That is why it is critical that Congress continue to support our auto industry and our middle class.

I am glad to work with the gentleman from Ohio, Congressman LATTA, on a commonsense solution to eliminate outdated and unnecessary burdens on small businesses. Auto dealers should not have to provide additional paperwork confirming that a vehicle complies with the Clean Air Act since every new vehicle entering the market already meets that standard. Compliance with the Clean Air Act is certainly very important, but redundant paperwork just slows down our small businesses and our consumers.

Auto dealers are upstanding community citizens. They sponsor Little League teams, scholarships, and volunteer their time to help others. Dealers provide significant value and expertise when consumers want to purchase a new car or truck and work to make financing a vehicle affordable.

Today's new vehicles feature innovations ranging from safety technology that makes our roads safer for all of us to infotainment packages that provide convenience and an enhanced riding experience, features that knowledgeable dealers play a very important role in educating the car-buying public about.

So I urge my colleagues to join me in supporting H.R. 724 to end this outdated burden on the small businesses that can be found in every community in our country.

I reserve the balance of my time.

Mr. LATTA. Mr. Speaker, I yield 2 minutes to the gentleman from Pennsylvania.

Mr. KELLY of Pennsylvania. I thank the gentleman for yielding.

Mr. Speaker, I am actually a new car dealer and have been a new car dealer for many, many years, since 1970, at a store my dad started in 1953 after coming back from the war. So I have got to tell you, it used to be so easy to deliver a car to a customer, and the excitement about getting that new car was just one of the biggest things a family could do. They would come into the showroom, and they were so excited about taking delivery of a new car, being able to drive off that lot, drive around America, do whatever they wanted to do.

And the gentleman from Michigan (Mr. PETERS) referred to dealers in the community. I can tell you, if you really want to know the significance of new car dealers, go to any town anywhere in this country and look at the outfield fence where Little Leagues play. Open up any program to any high school performance and see who the sponsors are. Look at any of the fundraising opportunities that take place in each community, and you will find that it is the automobile dealers who are there first and foremost and are always there. That is just what we do.

In addition to providing good transportation, we support our communities. We hire people. We allow people to work in our communities. They do great things in our communities.

Now, when we talk about H.R. 724, the question becomes then, Why do we continue to layer time after time, paper after paper on somebody just trying to take delivery of a new car? In a recent survey, the number one thing that consumers don't like about buying a car is the paperwork. It is endless.

When I first started in 1969 selling cars, all you had to do was sign the retail order form and sign the temporary registration and send it in. Well, now we have volumes of papers that must be signed. They not only have to sign that they agree to something; they have to sign that they agree not to do something, and that it was offered to somebody else and to them also. So this full declaration has gotten crazy.

And when it comes to the Clean Air Act, I can take anybody out in the lot. In fact, we can go out in the street right now. Open the hood of your car. There is a sticker underneath that says exactly what that vehicle performs like, and how does it meet the requirements of the Clean Air Act. It is there. On the manufacturer's statement of origin, when customers take delivery of a car, they sign that certificate.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. LATTA. I yield the gentleman an additional 1 minute.

Mr. KELLY of Pennsylvania. This just makes so much sense. At a time when America looks at this institution and says why don't you just work together to get rid of some of this overregulation, this overburdensome, adding cost to almost everything that we do, we can do it.

I appreciate what Mr. LATTA has done and what Mr. PETERS has done. There are over 105 of us that sit right here in this room that agree it needs to be done right now. So let's not hold that up. Let's make sure that we simplify it and make it easier for people to go ahead and take delivery of their new car. It takes away cost, and adds that money which we don't spend back into the communities. It could go back into building our businesses. It could go back into rebuilding America.

Mr. PETERS of Michigan. Mr. Speaker, I would like to thank the gentleman from Pennsylvania (Mr. KELLY) for his comments and certainly for his support of what I think is a very practical, commonsense bill that deals with an issue that we need to address. And I think it is very encouraging to see us come together in a bipartisan way to deal with this issue in a very commonsense approach.

With that, I have no further requests for time, and I yield back the balance of my time.

Mr. LATTA. Mr. Speaker, it appears that I, too, have no further requests for time on my side, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. LATTA) that the House suspend the rules and pass the bill, H.R. 724.

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

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

POISON CENTER NETWORK ACT

Mr. PITTS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3527) to amend the Public Health Service Act to reauthorize the poison center national toll-free number, national media campaign, and grant program, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3527

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 "Poison Center Network Act".

SEC. 2. REAUTHORIZATION OF POISON CONTROL CENTERS NATIONAL TOLL-FREE NUMBER.

Section 1271 of the Public Health Service Act (42 U.S.C. 300d-71) is amended by striking subsection (b) and inserting the following:

"(b) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section, \$700,000 for each of fiscal years 2015 through 2019 for the maintenance of the nationwide toll free phone number under subsection (a)."

SEC. 3. REAUTHORIZATION OF NATIONWIDE MEDIA CAMPAIGN TO PROMOTE POISON CONTROL CENTER UTILIZATION.

Section 1272 of the Public Health Service Act (42 U.S.C. 300d-72) is amended—

(1) in subsection (c)(2), by striking the comma after "Congress"; and

(2) by striking subsection (d) and inserting the following:

"(d) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section, \$800,000 for each of fiscal years 2015 through 2019."

SEC. 4. REAUTHORIZATION OF THE POISON CONTROL CENTER GRANT PROGRAM.

(a) IN GENERAL.—Section 1273 of the Public Health Service Act (42 U.S.C. 300d-73) is amended—

(1) in subsection (a)—

(A) by striking "certified" and inserting "accredited"; and

(B) by striking "certification" and inserting "accreditation";

(2) in subsection (b)—

(A) in paragraph (1), by striking "establish" and inserting "research, establish, implement,";

(B) by redesignating paragraphs (4) through (7) as paragraphs (5) through (8);

(C) by inserting after paragraph (3), the following:

"(4) to research, improve, and enhance the communications and response capability and capacity of the nation's network of poison control centers to facilitate increased access to the Centers through the integration and modernization of the current poison control centers communications and data system, including enhancing the network's telephony, Internet, data and social networking technologies;"

(D) in paragraph (6) (as so redesignated), by striking "paragraph (4)" and inserting "paragraph (5)"; and

(E) in paragraph (8) (as so redesignated), by striking "and respond" and inserting "and Internet communications, and to sustain and enhance the poison control center's network capability to respond";

(3) in subsection (c)—

(A) in the subsection heading, by striking "CERTIFICATION" and inserting "ACCREDITATION";

(B) by striking "certified" each place that such term appears and inserting "accredited"; and

(C) by striking "certification" each place that such term appears and inserting "accreditation";

(4) in subsection (d)—

(A) in the subsection heading, by striking "CERTIFICATION" and inserting "ACCREDITATION";

(B) in paragraph (1)—

(i) by striking "the certification" and inserting "the accreditation";

(ii) by striking "a noncertified" and inserting "a nonaccredited"; and

(iii) by striking "a certification" and inserting "an accreditation"; and

(C) in paragraph (3)—

(i) by striking the last sentence; and

(ii) by striking "exceed 5 years." and inserting the following "exceed—

"(A) 5 years; or

"(B) in the case of a nonaccredited poison control center operating pursuant to a waiver under this subsection as of October 1, 2014, 6 years.";

(5) in subsection (f), by striking "for activities of the center" and inserting "for its activities"; and

(6) by striking subsection (g) and inserting the following:

"(g) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section, \$28,600,000 for each of