

Pay-As-You-Go Act of 2010, shall be determined by reference to the latest statement titled "Budgetary Effects of PAYGO Legislation" for this Act, submitted for printing in the Congressional Record by the Chairman of the House Budget Committee, provided that such statement has been submitted prior to the vote on passage.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Illinois (Mr. RUSH) and the gentleman from Michigan (Mr. UPTON) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois.

GENERAL LEAVE

Mr. RUSH. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 1420.

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

There was no objection.

Mr. RUSH. Mr. Speaker, I yield myself as much time as I may consume.

Mr. Speaker, I thank my friends and colleagues on the Energy and Commerce Committee, Ms. ESHOO from the great State of California and Mr. KINZINGER from my home State of Illinois, for working in a bipartisan manner to bring H.R. 1420, the Energy Efficient Government Technology Act, to the floor today.

Mr. Speaker, the Federal Government is the largest single consumer of energy in our Nation. As we continue to combat the climate crisis, Mr. Speaker, we must use every tool at our disposal.

This bill will help modernize the Federal Government's IT and data centers by requiring Federal agencies to employ the latest technologies and energy management strategies. In doing so, Mr. Speaker, the bill will reduce the government's energy use, thus saving taxpayers millions of dollars.

Mr. Speaker, technological advances have allowed us to generate more data today than many thought possible just several years ago. This data, which often includes highly sensitive information, is stored in Federal data centers that consume a significant amount of our Nation's energy. The bipartisan legislation offered by my colleagues will reduce the energy consumed by Federal data centers by requiring the Department of Energy and the Environmental Protection Agency to collaborate with stakeholders on efficiency programs at data centers all across our Nation.

Mr. Speaker, I commend my colleagues, Ms. ESHOO and Mr. KINZINGER, for their work on this bill, and I encourage all my colleagues to support it.

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

Mr. UPTON. Mr. Speaker, I yield myself as much time as I might consume.

Mr. Speaker, I thank Chairman RUSH, the distinguished chairman of the Energy Subcommittee, as well as Mr. PALLONE and Mr. WALDEN, for bringing this bill to the floor.

As the use of digital technology expands across the Federal Government and the private economy, there is a growing demand for energy to power our data centers, which are at the very center of this digital economy. With this growing energy demand comes, in fact, the growing need to identify areas to use energy more efficiently.

Introduced by Ms. ESHOO and cosponsored by a number of Energy and Commerce Committee members on both sides of the aisle, Mr. KINZINGER, Mr. WELCH, and Mr. TONKO, H.R. 1420 updates an important provision of the Energy Independence and Security Act of 2007 to increase stakeholder involvement in the work to identify metrics and the best practices to improve the energy efficiency of data centers.

It also updates provisions to better track Federal programs to increase energy efficiency across the Federal Government's information technology. This is a practical update to an important program that no one should oppose.

Mr. Speaker, I urge my colleagues to support H.R. 1420, and I yield back the balance of my time.

Mr. RUSH. Mr. Speaker, I yield back the balance of my time.

Ms. ESHOO. Madam Speaker, I'm pleased to rise today in support of my legislation, the Energy Efficient Government Technology Act, and I thank Chairman PALLONE and my legislative partner Congressman ADAM KINZINGER for their strong support of this bill.

Today, the world generates more data in twelve hours than was generated in all of human history prior to 2003. This data must be stored and processed at data centers which are the backbone of the 21st century economy, but they can be highly energy inefficient.

I first wrote legislation in 2005 requiring a report to Congress on the federal government's energy use and costs of data centers. At that time, I had to explain to colleagues what a data center was. Today, we routinely hear about them and most people understand that data centers are a critical part of our national infrastructure and are found in nearly every sector of our economy.

The rising importance of data centers in our everyday lives often goes unnoticed, but data centers now consume an estimated 2 percent of all electricity in the United States each year. Over the last decade, data center energy use has quadrupled and will continue to grow as our lives become increasingly tied to the digital world.

The federal government alone has more than 2,000 data centers which store everything from Social Security and tax records, to e-books at the Library of Congress. As the nation's largest landowner, employer, and energy user, the federal government should lead by example in this field.

The Energy Efficient Government Technology Act requires government agencies to develop plans to implement best practices, purchase more energy efficient information and communications technologies, and submit to periodic evaluation of their data centers for energy efficiency.

Importantly, the bill also requires government agencies to formulate specific perform-

ance goals and a means to calculate overall cost savings from improvements to energy efficiency.

Data centers are critical to our economy and our lives, but they can be extremely inefficient when it comes to energy use. Experts estimate that most data centers could slash their energy use by up to 80 or 90 percent by simply implementing existing technologies and best practices. Several Silicon Valley companies have taken the lead in developing efficient, sustainable data centers, but we can do much more across the private sector and government.

The Department of Energy estimates that implementation of best practices alone could reduce the government's data center energy bill by 20 to 40 percent. And the Center for Climate and Energy Solutions found that widespread adoption of energy efficient information technologies could save the federal government over \$5 billion in energy costs over 10 years.

This legislation will not increase government spending. Instead, it has the potential to save taxpayers hundreds of millions of dollars in reduced energy costs in the future, while setting an example for the private sector to reduce energy usage at data centers.

The Energy Efficient Government Technology Act passed the House by voice vote in the previous Congress and has strong support from both energy efficiency advocates and industry groups, including the American Council for an Energy-Efficient Economy, the Alliance to Save Energy, the Information Technology Industry Council, and the U.S. Green Building Council, among others.

I urge my colleagues to support this bipartisan legislation.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Illinois (Mr. RUSH) that the House suspend the rules and pass the bill, H.R. 1420, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. RUSH. 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.

DIESEL EMISSIONS REDUCTION ACT OF 2019

Mr. RUSH. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1768) to reauthorize subtitle G of title VII of the Energy Policy Act of 2005, relating to diesel emissions reduction, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1768

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 "Diesel Emissions Reduction Act of 2019".

SEC. 2. REAUTHORIZATION.

Section 797(a) of the Energy Policy Act of 2005 (42 U.S.C. 16137(a)) is amended by striking "2016" and inserting "2024".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Illinois (Mr. RUSH) and the gentleman from Michigan (Mr. UPTON) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois.

GENERAL LEAVE

Mr. RUSH. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on this bill, H.R. 1768.

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

There was no objection.

Mr. RUSH. Mr. Speaker, I yield 2½ minutes to the gentlewoman from California (Ms. MATSUI).

Ms. MATSUI. Mr. Speaker, I rise today in support of my bill, the Diesel Emissions Reduction Act, otherwise known as DERA, and I urge my colleagues to support this critically important and bipartisan legislation.

The mission of the EPA DERA program is simple: reduce air pollution, improve public health, and make our communities better places to live and raise a family. That is why this commonsense program has continually garnered broad bipartisan support since it was first proposed.

The reason for that is equally simple: DERA gets results and saves taxpayer dollars in the long run. By replacing or retrofitting older and dirtier diesel engines, the program has made meaningful strides in boosting public health, reducing air pollution, and improving the quality of life in communities across the country.

Over the last 10 years, the EPA has awarded over \$600 million in funds, and those dollars are making the difference. Over 67,000 engines have been retrofitted or replaced. We have saved nearly \$20 billion in realized health costs. We have prevented millions of tons of carbon monoxide and particulate matter from entering our air, and we have saved over 450 million gallons of fuel at the pump.

Mr. Speaker, that is why we need to continue authorizing the DERA program, so that it can continue to do its great work for years to come.

Mr. Speaker, I thank my friends and colleagues, Congressman LOWENTHAL from California, Congressman LONG from Missouri, and Congressman WITTMAN from Virginia, for coleading this bill with me and for helping usher it to the floor.

My duty to my constituents is to fight for cleaner air and cleaner communities. In fact, we all owe that to those we serve.

Mr. Speaker, as we prepare to vote on the Diesel Emissions Reduction Act, I ask my colleagues to support my bill and this critically important EPA program.

Mr. UPTON. Mr. Speaker, I yield myself as much time as I might consume.

Mr. Speaker, this bill, H.R. 1768, the Diesel Emissions Reduction Act of 2019,

is a bipartisan bill. It was introduced by my Energy and Commerce colleagues, Ms. MATSUI, who just spoke, and Mr. LONG, along with Mr. LOWENTHAL and Mr. WITTMAN.

The bill simply, but importantly, reauthorizes the DERA program through 2024.

This program was established by the Energy Policy Act of 2005. It is a voluntary program, administered by the EPA, that helps fund the retrofit or replacement of existing heavy-duty diesel vehicles, engines, and equipment with cleaner diesel or new technology.

According to EPA's data, nearly 10 million older diesel vehicles are operating throughout our transportation infrastructure with no modern emission controls. The DERA funding and rebates help replace these vehicles with equipment that meets or surpasses current emissions standards.

The majority of program spending targets areas that are not meeting air quality standards for particulate matter and other pollutants, including at ports and freight-distribution centers and in numerous communities reliant on legacy diesel engines, such as school buses and other vehicles.

The Federal and State grants and other assistance under this program resulted in cleaner, more efficient vehicles, and the net effect is cleaner air in cities and communities that, in fact, need it the most.

As EPA Administrator Andrew Wheeler notes, this is an effective and innovative program to improve air quality across the country. In fact, DERA funding has proven a cost-effective tool to help communities meet their air quality implementation plans.

Congress has long supported this program, which it first reauthorized in 2010 with strong bipartisan support and even after that authorization expired in 2016. This bill will ensure the good work to advance cleaner technology will, in fact, continue.

Mr. Speaker, I urge my colleagues to support this legislation, and I reserve the balance of my time.

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

Mr. Speaker, I rise today in support of the Diesel Emissions Reduction Act of 2019.

This legislation, introduced by my colleague on the Energy and Commerce Committee, the gentlewoman from California (Ms. MATSUI), will reduce harmful emissions and improve air quality in our Nation's communities by incentivizing upgrades or replacements of millions of diesel engines currently in use across our Nation.

Mr. Speaker, diesel engines play an important role in the American economy, helping bring children to school and transport goods all across our country, while supporting jobs across the Nation.

Retrofitting older diesel engines that emit significant amounts of exhaust with cleaner, American-made technology is an easy initiative to support.

The Diesel Emissions Reduction Act, also known as DERA, has enjoyed overwhelming bipartisan support, and every State has received funding through the program since it was created by Congress nearly 15 years ago.

□ 1645

Since its inception, Mr. Speaker, DERA has been one of the most cost-effective Federal environmental programs, with up to \$30 in return in health and economic benefits for every \$1 put into the program.

The program has also been responsible for the creation and retention of local U.S. jobs that involve manufacturing, installation, and servicing of emissions-related technologies.

At a time, Mr. Speaker, when our Nation is looking for ways to create jobs, protect the health of our communities—especially those who are most vulnerable—address climate change and protect the environment, supporting this bill, DERA, stands out as a prime example of what really works.

I thank the gentlewoman for her tireless work and for being such a tireless advocate for the DERA program, and I strongly urge my colleagues to support this legislation.

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

Mr. UPTON. Mr. Speaker, I yield 3 minutes to the gentleman from Alabama (Mr. PALMER).

Mr. PALMER. Mr. Speaker, I thank the gentleman for yielding, particularly in regard to the fact that I am speaking in opposition.

Mr. Speaker, I rise in opposition. This bill would authorize the appropriation of \$100 million, annually, for the Diesel Emissions Reduction Act. While this may sound like a worthy goal, the devil is always in the details.

Although the EPA touts the program as a way to achieve cost-effective emissions, the reality is much different. Funds from this program have gone to a number of questionable items, including \$750,000 for cherry pickers in Utah, \$1 million for electrified parking spaces at a truck stop in Delaware, and \$1.2 million for a new engine and generators for a 1950s locomotive in Pennsylvania.

The President's budget only requests \$10 million for this program, yet this bill would authorize 10 times that amount. We simply cannot continue asking taxpayers to fund a program that wastes their money on frivolous projects.

This program was intended to be a short-term effort to assist States and local government in meeting diesel emissions standards but has joined a long list of temporary government programs for which there is no end in sight.

The GAO has noted that funding to reduce diesel emissions is fragmented across 14 programs at the Department of Energy, the Department of Transportation, and the EPA. Surely, we can make due with one less.

With a national debt exceeding \$22 trillion and growing every day, we cannot afford to give additional resources to a program that clearly duplicates, at least in part, 13 other programs and has a marginal impact, at best.

The authorization for this program expired in 2016, and it should not be resurrected.

Mr. Speaker, I urge my colleagues to oppose this bill.

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

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

Mr. Speaker, I just want to make the point that this is an authorization that the level of spending will actually be determined by the Appropriations Committee, not ours.

Mr. Speaker, I include in the RECORD a news release from the EPA making the point from Administrator Wheeler:

"As this report details, the DERA program is an effective and innovative way to improve air quality across the country while providing children with safer, more reliable transportation to and from school," said EPA Administrator Andrew Wheeler.

Nearly 10 million older diesel engines are operating throughout our transportation system.

DERA has led to cleaner air across the U.S. by reducing emissions:

472,700 tons of smog-forming nitrogen oxides.

15,490 tons of particulate matter.

17,700 tons of hydrocarbon.

5,089,170 tons of carbon dioxide.

[From EPA, 7/25/2019]

NEWS RELEASES FROM HEADQUARTERS, AIR AND RADIATION (OAR) EPA REPORT: CLEAN DIESEL GRANTS RACK UP MAJOR AIR, HEALTH BENEFITS

(By EPA Press Office)

WASHINGTON (July 25, 2019)—Grants to clean up or replace older diesel engines under the Diesel Emissions Reduction Act (DERA) have delivered significant health and environmental benefits to communities across America, according to a U.S. Environmental Protection Agency (EPA) report released today. DERA, a bipartisan effort authorized by Congress, provides cost-effective reductions of harmful diesel pollution across the U.S. and particularly in areas where air quality is a concern.

"As this report details, the DERA program is an effective and innovative way to improve air quality across the country while providing children with safer, more reliable transportation to and from school," said EPA Administrator Andrew Wheeler. "Children's health is a top priority for EPA, and DERA helps fulfill our children's health agenda and commitment to ensure all children can live, learn, and play in healthy and clean environments."

Nearly 10 million older diesel engines are operating throughout our transportation infrastructure with no modern emissions controls. While some of these will be retired over time, many will remain in use, polluting America's air for the next 20 years. The DERA program provides rebates and grant funding to replace these vehicles and engines with equipment that meets or exceeds current emissions standards.

DERA has led to cleaner air across the U.S. by reducing emissions:

472,700 tons of smog-forming nitrogen oxides.

15,490 tons of particulate matter (PM).

17,700 tons of hydrocarbon.

5,089,170 tons of carbon dioxide.

Since 2008, DERA has awarded \$629 million in funding to replace or retrofit 67,300 legacy diesel engines. EPA estimates that reducing these harmful pollutants will lead to \$19 billion in health benefits and 2,300 fewer premature deaths. EPA estimates that for every federal dollar spent, DERA projects generate between \$11 and \$30 in public health benefits and over \$2 in fuel savings.

The DERA program works to reduce exposure and provide improved air quality in communities where air pollution is of concern, including those near ports, rail yards, and PM and ozone non-attainment areas. Sixty-four percent of projects awarded in fiscal year 2008–2016 were in areas with these air quality concerns.

The Fourth Report to Congress summarizes the program's accomplishments from fiscal year 2008–2013 and discusses final and estimated results from funding in fiscal year 2014–2016.

For more information on DERA, visit: <http://www.epa.gov/cleandiesel>.

To access the report, visit <https://www.epa.gov/cleandiesel/clean-diesel-reports-congress>.

Mr. UPTON. Mr. Speaker, this is a program that works. It takes those older vehicles off the road. As far as I know, industry supports this. It is better for our communities, which is why our committee, under both Republican and Democratic chairmen and administrations, has supported this, letting the appropriators decide the level of funding that it actually prescribes.

Mr. Speaker, I urge my colleagues, again on a bipartisan basis, to support this, and I yield back the balance of my time.

Mr. RUSH. Mr. Speaker, I want to associate myself with the remarks of the gentleman from Michigan, and I yield back the balance of my time.

Mr. NADLER. Madam Speaker, I rise in strong support of the Diesel Emissions Reduction Act, a bill that will reduce diesel emissions and protect public health by reauthorizing the EPA's DERA program.

Emissions from diesel engines are a significant source of our nation's greenhouse gas emissions. The EPA has long linked direct emissions from these engines to premature deaths, lung cancer, and increased risk of asthma.

Since 2008, DERA has awarded over \$600 million in funding to replace or retrofit over 65,000 older diesel engines with American-made clean diesel technology. The EPA estimates that the cleaner-burning engines will reduce 5 million tons of carbon dioxide emissions and lead to \$19 billion in health benefits over the lifetime of the affected engines. Additionally, the EPA estimates that for every federal dollar spent, DERA projects generate up to \$30 in public health benefits and over \$2 in fuel savings.

It is no wonder that DERA has enjoyed overwhelming bipartisan support. The most recent DERA reauthorization passed unanimously in the Senate and by voice vote in the House in 2010. While DERA's authorization expired in FY 2016, I have been proud to work with Representative's MATSUI and BARRAGÁN to secure robust funding for the program.

With an estimated 40 percent of our nation's heavy-duty diesel vehicles operating without clean technology, the DERA program is still desperately needed.

I urge my colleagues to vote yes to reauthorize this popular and cost-effective program.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Illinois (Mr. RUSH) that the House suspend the rules and pass the bill, H.R. 1768.

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. PALMER. 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.

ENHANCING STATE ENERGY SECURITY PLANNING AND EMERGENCY PREPAREDNESS ACT OF 2019

Mr. RUSH. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2114) to amend the Energy Policy and Conservation Act to provide Federal financial assistance to States to implement, review, and revise State energy security plans, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2114

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 "Enhancing State Energy Security Planning and Emergency Preparedness Act of 2019".

SEC. 2. STATE ENERGY SECURITY PLANS.

(a) IN GENERAL.—Part D of title III of the Energy Policy and Conservation Act (42 U.S.C. 6321 et seq.) is amended by adding at the end the following:

"SEC. 367. STATE ENERGY SECURITY PLANS.

"(a) IN GENERAL.—Federal financial assistance made available to a State under this part may be used for the implementation, review, and revision of a State energy security plan that assesses the State's existing circumstances and proposes methods to strengthen the ability of the State, in consultation with owners and operators of energy infrastructure in such State, to—

"(1) secure the energy infrastructure of the State against all physical and cybersecurity threats;

"(2) mitigate the risk of energy supply disruptions to the State and enhance the response to, and recovery from, energy disruptions; and

"(3) ensure the State has a reliable, secure, and resilient energy infrastructure.

"(b) CONTENTS OF PLAN.—A State energy security plan described in subsection (a) shall—

"(1) address all fuels, including petroleum products, other liquid fuels, coal, electricity, and natural gas, as well as regulated and unregulated energy providers;

"(2) provide a State energy profile, including an assessment of energy production, distribution, and end-use;

"(3) address potential hazards to each energy sector or system, including physical threats and cybersecurity threats and vulnerabilities;

"(4) provide a risk assessment of energy infrastructure and cross-sector interdependencies;