

of Alfred Hill, Jr., a Wyomingite who courageously defended our country and whose life was marked by a track record of accomplishments and deeply rooted compassion for others.

Born and raised in San Antonio, Texas, Alfred made the selfless decision to serve his country as a member of the U.S. Sixth Army from 1963–1966, completing a tour of duty in Korea and earning a promotion to the rank of specialist.

Following his time in the Army, he earned a degree in business administration and accounting from the Universities of Texas and Montana.

Alfred and his wife, Barbara, moved to Sheridan, Wyoming, in 2010 where he dedicated his time to supporting others and bettering the community.

Alfred was an active member of the Rotary Club, served as a Scoutmaster, volunteered to deliver Meals on Wheels, and arranged hunting trips for disabled veterans through the Hunting with Heroes Program.

Alfred valued his Christian faith and family above all else and cherished every minute he could spend with his grandchildren and great-grandchildren.

Alfred passed away peacefully on the morning of October 20, leaving behind a legacy of selfless service in his community that will be forever cherished by his friends and family.

I urge all my colleagues to join me in remembering the life of Alfred Hill, Jr.

□ 1215

AMENDING THE RULES OF THE HOUSE OF REPRESENTATIVES TO MODIFY THE PERIOD BEFORE THE DATE OF ANY PRIMARY ELECTION OR GENERAL ELECTION DURING WHICH A MASS MAILING IS NOT FRANKABLE BY A MEMBER OF THE HOUSE WHO IS A CANDIDATE IN SUCH ELECTION, AND FOR OTHER PURPOSES

Mrs. HOUCHIN. Mr. Speaker, I ask unanimous consent that the Committees on Rules and House Administration be discharged from further consideration of H. Res. 731, and ask for its immediate consideration in the House.

The Clerk read the title of the resolution.

The SPEAKER pro tempore (Mr. DONALDS). Is there objection to the request of the gentlewoman from Indiana?

There was no objection.

The text of the resolution is as follows:

H. RES. 731

*Resolved,*

**SECTION 1. LIMITATIONS ON THE USE OF THE FRANK BEFORE A PRIMARY OR GENERAL ELECTION.**

(a) IN GENERAL.—Clause 8 of rule XXIV of the Rules of the House of Representatives is amended by striking “less than 90 days before the date of a primary or general election (whether regular, special, or runoff) in which such individual is a candidate for public office” and inserting “on a date during the pe-

riod described in section 3210(a)(6)(A) of such title”.

(b) HOUSE COMMUNICATIONS STANDARDS COMMISSION REGULATIONS AND GUIDANCE.—Not later than 30 days after the date of the adoption of this resolution—

(1) the House Communications Standards Commission shall update any relevant regulation or guidance to reflect the amendment made by subsection (a); and

(2) the Committee on House Administration shall make publicly available on the website of the Committee any such regulation or guidance updated under paragraph (1).

**SEC. 2. CLARIFICATION WITH RESPECT TO JURISDICTION OF COMMITTEE ON HOUSE ADMINISTRATION.**

Clause 1(k)(7) of rule X of the Rules of the House of Representatives is amended by striking “Franking Commission” and inserting “House Communications Standards Commission”.

The resolution was agreed to.

A motion to reconsider was laid on the table.

PROVIDING FOR CONSIDERATION OF H.R. 4468, CHOICE IN AUTOMOBILE RETAIL SALES ACT OF 2023; PROVIDING FOR CONSIDERATION OF H.R. 5933, DEFENDING EDUCATION TRANSPARENCY AND ENDING ROGUE REGIMES ENGAGING IN NEFARIOUS TRANSACTIONS ACT; AND PROVIDING FOR CONSIDERATION OF H.J. RES. 88, PROVIDING FOR CONGRESSIONAL DISAPPROVAL UNDER CHAPTER 8 OF TITLE 5, UNITED STATES CODE, OF THE RULE SUBMITTED BY THE DEPARTMENT OF EDUCATION RELATING TO “IMPROVING INCOME DRIVEN REPAYMENT FOR THE WILLIAM D. FORD FEDERAL DIRECT LOAN PROGRAM AND THE FEDERAL FAMILY EDUCATION LOAN (FFEL) PROGRAM”

Mrs. HOUCHIN. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 906 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 906

*Resolved,* That upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 4468) to prohibit the Administrator of the Environmental Protection Agency from finalizing, implementing, or enforcing a proposed rule with respect to emissions from vehicles, and for other purposes. All points of order against consideration of the bill are waived. The bill shall be considered as read. All points of order against provisions in the bill are waived. The previous question shall be considered as ordered on the bill and on any amendment thereto, to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Energy and Commerce or their respective designees; (2) the amendment printed in part A of the report of the Committee on Rules accompanying this resolution, if offered by the Member designated in the report, which shall be in order without intervention of any point of order, shall be considered as read, shall be separately debatable for the time specified in the report equally divided and controlled by

the proponent and an opponent, and shall not be subject to a demand for division of the question; and (3) one motion to recommit.

SEC. 2. At any time after 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. 5933) to amend the Higher Education Act of 1965 to require additional information in disclosures of foreign gifts and contracts from foreign sources, restrict contracts with certain foreign entities and foreign countries of concern, require certain staff and faculty to report foreign gifts and contracts, and require disclosure of certain foreign investments within endowments. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. 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 Education and the Workforce or their respective designees. After general debate the bill shall be considered for amendment under the five-minute rule. The amendment in the nature of a substitute recommended by the Committee on Education and the Workforce now printed in the bill shall be considered as adopted in the House and in the Committee of the Whole. The bill, as amended, shall be considered as the original bill for the purpose of further amendment under the five-minute rule and shall be considered as read. All points of order against provisions in the bill, as amended, are waived. No further amendment to the bill, as amended, shall be in order except those printed in part B of the report of the Committee on Rules accompanying this resolution. Each such further 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 further amendments are waived. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill, as amended, to the House with such further amendments as may have been adopted. The previous question shall be considered as ordered on the bill, as amended, and on any further amendment thereto to final passage without intervening motion except one motion to recommit.

SEC. 3. Upon adoption of this resolution it shall be in order to consider in the House the joint resolution (H.J. Res. 88) providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Department of Education relating to “Improving Income Driven Repayment for the William D. Ford Federal Direct Loan Program and the Federal Family Education Loan (FFEL) Program”. All points of order against consideration of the joint resolution are waived. The joint resolution shall be considered as read. All points of order against provisions in the joint resolution are waived. The previous question shall be considered as ordered on the joint resolution and on any amendment thereto to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Education and the Workforce or their respective designees; and (2) one motion to recommit.

The SPEAKER pro tempore. The gentlewoman from Indiana is recognized for 1 hour.

Mrs. HOUCHIN. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Massachusetts (Mr. MCGOVERN), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

## GENERAL LEAVE

Mrs. HOUCHIN. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks.

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

There was no objection.

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

Last night, the Rules Committee met and produced a rule, House Resolution 906, providing for the House's consideration of several pieces of legislation.

The rule provides for H.R. 4468, the Choice in Automobile Retail Sales Act, or the CARS Act of 2023, to be considered under a structured rule. It provides for 1 hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Energy and Commerce or their designees and provides for one motion to recommit.

The rule also provides for two measures related to education: H.R. 5933, the Defending Education Transparency and Ending Rogue Regimes Engaging in Nefarious Transactions Act, or the DETERRENT Act, and H.J. Res. 88 related to income-driven repayments for educational loans.

H.R. 5933 would be considered under a structured rule with eight amendments made in order. It provides for 1 hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Education and the Workforce or their designees and provides for one motion to recommit.

Finally, the second education measure to be considered under a closed rule is H.J. Res. 88, a joint resolution nullifying the final rule submitted by the Department of Education on income-driven repayment published on July 10, 2023. It also provides for 1 hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Education and the Workforce or their designees and provides for one motion to recommit.

Mr. Speaker, I rise in support of this rule and in support of the underlying pieces of legislation, beginning with H.R. 4468, the CARS Act.

Mr. Speaker, it seems like every week we are here talking about another bureaucracy under the Biden administration overstepping their bounds. Again and again, these out-of-control agencies under this administration are chipping away at our personal freedom.

This time, it is the EPA. Specifically, their proposed new standard is for two-thirds of all new vehicles to be electric by 2032.

Last night, at the Rules Committee hearing, the bill's sponsor, Representative WALBERG, laid out why this legislation is very clearly necessary. This misguided EPA rule takes away consumer choice. Americans should be able to have every option available to them in what vehicle they choose to drive, specifically because automobiles vary greatly in both reliability and cost, and consumers have different wants and needs.

Market demand, not government mandates, should drive this industry. If nothing else, our colleagues should support this legislation because it is also not ready for prime time.

Electric vehicles are more expensive. Until the cost comes down, we shouldn't be forcing these purchases on consumers.

While Americans are experiencing crushing inflation, the infrastructure needed to support EVs does not exist. This rule disadvantages rural communities like mine and so many others across the country.

Mr. Speaker, we all know it is a Biden administration priority to pour billions into green energy and clean cars. The President even recently invoked the Defense Production Act, spending \$169 million in green energy handouts for electric heat pumps for water heaters. That doesn't seem like a top priority to meet the needs of our national defense.

This EPA rule simply ignores the practicality, cost, and choice for Americans, and it is wrong.

One doesn't need to look further than Secretary Granholm's recent failed and taxpayer-funded EV road trip. This PR stunt was ridiculed for highlighting the shortcomings of EVs rather than their potential and also resulted in a probe by the House Oversight and Energy and Commerce Committees.

Most egregiously during this trip, the police were called when Secretary Granholm's staff blocked a charging station from use by a Georgia family with an infant in the middle of summer.

It is unbelievable, really, but under President Biden's EPA, this would be reality for everyone everywhere in America.

In addition, with the forced and accelerated transition to EVs, this EPA standard prioritizes benefits to China over the needs of the American people. As we all know, China controls many of the raw materials necessary for batteries and other components for EVs. By rushing to meet arbitrary green and climate agendas, the United States is more likely to solidify China's control of the energy future rather than save the planet.

Mr. Speaker, we must be measured, trust market forces and American consumers, and not push top-down and expensive mandates. I hope my colleagues will join me in supporting H.R. 4468.

Moving on to education, as a member of the Education and the Workforce

Committee, I am glad to see floor consideration of H.R. 5933, the Defending Education Transparency and Ending Rogue Regimes Engaging in Nefarious Transactions Act, also known as the DETERRENT Act.

This legislation would bring much-needed transparency, accountability, and clarity to foreign gift reporting requirements for colleges and universities across the Nation.

I know many of our colleagues share our concerns over foreign adversaries infiltrating college campuses. Foreign adversaries like the Chinese Communist Party have been leveraging ties with institutions of higher education in order to further soft power goals for many years, including by shaping public narratives, influencing academic curricula, sowing social divisions, and undermining faith in our public institutions and our very system of government. It must stop.

While it is clear that global partnerships and academic collaboration can be beneficial for U.S. students at our universities, it is our responsibility to carefully monitor foreign partnerships, particularly with countries of concern, and we must be steadfast in doing so. We must ensure our adversaries are not given a platform in our classrooms to work against the United States' values and interests.

The Biden administration doesn't seem to take this responsibility seriously, though. They have not opened a single new investigation since taking office.

Just this week, the Department of Education updated their section 117 FAQs. This was their first update to these FAQs since taking office 3 years ago, and it was undoubtedly a result of pressure from our work on the Education and the Workforce Committee in passing the DETERRENT Act.

Because of the Biden administration's failure on section 117, the University of Pennsylvania alone took \$14 million from unnamed contributors in China and Hong Kong and \$2.4 million from unnamed contributors in Saudi Arabia since 2021. These amounts are well over the threshold of concern and are reasons alone to pass the DETERRENT Act.

Back home in Indiana, our own Valparaiso University was home to a Confucius Institute. These institutes are funded and arranged by the People's Republic of China and have raised concerns about improper influence over teaching, espionage, and undermining Taiwan and its relationship with the United States. Indiana Attorney General Todd Rokita investigated this Confucius Institute, and though it has now been closed, the need for oversight remains.

Mr. Speaker, I am proud to be an original supporter of this legislation, and I urge its passage.

Finally, H.J. Res. 88 is a joint resolution nullifying President Biden's reckless income-driven repayment plans that would effectively forgive nearly

half of the student loan debt and cost taxpayers at least \$138 billion over the next 10 years.

It would be a direct cost to taxpayers because this proposed student loan debt plan simply transfers the burden of paying these loans away from student loan borrowers and onto those taxpayers who have chosen not to go to college.

A 2019 Government Accountability Office report found that 95,100 income-driven repayment plans were held by borrowers who reported zero income yet earned enough wages to make monthly student loan payments. Borrowers with these 95,100 income-driven repayment plans owed nearly \$4 billion in outstanding direct loans.

As to their family size, about 40,900 income-driven repayment plans were approved based on large family sizes of nine or more, which are atypical for income-driven repayment plans. GAO also found two income-driven repayment plans that were approved in which the borrower reported a family size of 93. Borrowers with atypical family sizes of nine or more owed almost \$2.1 billion in outstanding direct loans.

Given all of this reported fraud, I have significant concerns with the Biden administration's income-driven repayment plans.

□ 1230

Since I went to college, tuition and fees have increased almost three times more than the rate of inflation, many due to subsidized tuition in the form of grants and loans that are already largely paid by taxpayers. Student debt in the U.S. is now over \$1.6 trillion, with the average borrower owing over \$37,000.

Since 1980, the average cost of college attendance has risen 180 percent. We can't keep writing blank checks to universities, particularly when many are failing our students and graduation rates are poor.

We need solutions that will drive down the cost of college. The income-driven repayment plan doesn't address the root cause of this issue, and it places an unfair burden on the taxpayer.

I look forward to the consideration of this legislation that will actually address the underlying issue here, and I urge the passage of this resolution.

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

Mr. MCGOVERN. Mr. Speaker, I thank the gentlewoman from Indiana for yielding me the customary 30 minutes, and I yield myself such time as I may consume.

Mr. Speaker, this rule would bring three measures to the House floor. First, H.R. 5933, the DETERRENT Act. Democrats and Republicans agree there ought to be transparency if higher education institutions get money from foreign countries.

Thankfully, President Biden has worked to improve compliance with existing laws. Because of that, over \$1.5

billion more per year have been reported publicly under this President than the prior one.

Instead of working together and building on this progress, Republicans are trying to advance this bill that adds onerous new reporting requirements, making it harder for our academic institutions and researchers to remain number one in the world.

The second bill here, H.R. 4468, the Choice in Automobile Retail Sales Act of 2023, blocks the Environmental Protection Agency's final authority to finalize a car emissions rule protecting Americans from motor vehicle pollution.

The message House Republicans are sending here is pretty simple. Yet again, they are putting polluters over people and picking winners and losers in our transportation sector.

Over 100 million Americans live in counties with unhealthy air pollution, with children, the elderly, low-income communities, and communities of color being disproportionately at risk. Air pollution is associated with over 100,000 premature deaths in the United States every single year.

The health impacts of rolling back these standards are bad enough. Frankly, it is outrageous that this majority continues to actively fight against innovation and against lower energy costs and against the private sector making decisions based on what people actually want.

The reality is that EVs are already popular. American demand for EVs is largely outpacing supply as demand has increased by over 350 percent in the last few years alone. They are also cheaper to own, decreasing fuel costs by 50 percent or more, and ongoing technological advancements are translating to better options for consumers every year.

I must point out that Republicans oppose our investments in American EV manufacturing. They are actually advocating for American industry to stand down. Rather than conceding ground to global adversaries like China, Democrats want to invest in America's ability to compete and beat our economic competitors.

For all these reasons and more, H.R. 4468 is a bad bill that denies Americans immense public health and environmental benefits of the EPA proposed standards.

Finally, we have H.J. Res. 88, a bill that would block the Biden administration from implementing a new income-driven repayment plan to help save borrowers money.

I want people to listen carefully to me. President Biden tried to create a new plan to reduce people's student loan monthly payments, and Republicans want to stop him from doing it for no other reason than they don't care. They literally do not care about this issue.

It seems that Republicans are willing to stop at nothing to prevent hard-working Americans from getting stu-

dent loan relief. This is just another attempt to attack the Biden administration for addressing the serious financial concerns of low- and middle-income student loan borrowers.

The best thing about this bill, the only good thing I can say here, Mr. Speaker, is that it failed to pass the Senate. In other words, this bill is going nowhere.

Another wasted week for America, Mr. Speaker, courtesy of this Republican majority. Today, three more bills that do nothing—nothing—to make life better for anyone.

Republicans want to increase the cost of student loans for workers and families and make it easier for Big Oil CEOs to pollute our communities. That is their agenda.

They have been a total and complete failure, the least productive Congress in history, with the most rules failed in a single year. They have dragged our country to the brink of default, almost shut down the government twice, and wasted weeks and weeks fighting about which one of them should be Speaker.

Bill after bill, amendment after amendment to ban abortion and attack LGBTQ people, and now they want to impeach the President when even their own Members say there is no "there" there. They are doing a lousy job, and it shows. The only good news is that they are not going to be in the majority after this next election.

Mr. Speaker, I will be voting "no" on this rule, "no" on the underlying bills, and I reserve the balance of my time.

Mrs. HOUCHIN. Mr. Speaker, I yield 3 minutes to the gentleman from New York (Mr. LANGWORTHY).

Mr. LANGWORTHY. Mr. Speaker, I thank the gentlewoman from Indiana for yielding the time.

Mr. Speaker, I rise today in support of the rule which includes consideration of an important step to protect Americans' access to affordable and reliable internal-combustion engine vehicles, gas-powered cars.

Since his very first day in office, President Biden declared war on domestic energy producers and made it his administration's goal to weaponize the EPA and other agencies to impose the radical Green New Deal agenda on the backs of the American people.

Earlier this year, unelected bureaucrats at the EPA issued a proposed rule that would tighten emissions standards to make electric vehicles virtually the only option available to drivers in the United States.

What does this mean for the average family? They will be forced to pay thousands of dollars more for their next car, thousands more for their at-home charging infrastructure and replacement batteries, and hundreds more per year in car insurance.

Since Biden took office, my constituents have seen their energy bills go through the roof. Forcing them to charge multiple cars at home is not an option. It is not just the cost. There is ample evidence that New York's energy grid is entirely unprepared to handle this.

Reports have already shown that the Federal Government's attempts to subsidize the purchase of electric vehicles haven't worked. Despite \$7,500 in available tax credits, hardworking Americans still consider purchasing these vehicles too costly for their family budgets.

Mr. Speaker, we need market-driven approaches that puts consumer choice, affordability, and reliability first, and that means putting a stop to this administration's efforts time and again to ban, prohibit, and regulate out-of-existence perfectly safe and affordable products and appliances.

Since 2021, we have seen the Biden administration impose new regulations through the EPA and the Department of Energy that will ultimately impact what appliances Americans can buy, whether Americans can affordably heat their homes, and now what cars they believe Americans should be driving.

I strongly support this legislation, H.R. 4468, to preserve America's freedom of choice and to put a stop to this administration's efforts to push this country into an energy future that is less affordable, less reliable, and more dependent than ever on our foreign adversaries like China.

Mr. MCGOVERN. Mr. Speaker, I yield 2 minutes to the gentlewoman from Pennsylvania (Ms. SCANLON), a distinguished member of the Rules Committee.

Ms. SCANLON. Mr. Speaker, I rise to speak on the portion of this rule which would once again throw our student loan system into crisis. Congress' failure to address the student debt crisis has left American borrowers with over \$1.6 trillion in student loans, and Pennsylvania borrowers hold some of the highest student debt in the Nation.

This crippling burden is preventing generations of Americans from taking public service jobs, from buying homes and cars, and from fully participating in our economy.

The resolution we are considering today does nothing to solve the student loan crisis. It would undermine the income-based repayment program authorized by Congress years ago and will create more chaos and confusion for student loan borrowers.

Nearly 5.5 million borrowers across the country have enrolled in the SAVE plan in just the past 3 months. In my district alone, 13,700 people have signed up in anticipation of an average relief of \$1,200 a year.

If this resolution were to pass, millions of borrowers enrolled in this program will be left in limbo again, unsure how they can meet their student loan obligations and keep food on the table and a roof over their heads.

Instead of shooting down every attempt to address this crisis, Congress must take action to provide comprehensive, long-term solutions to make higher education more affordable and simplify the repayment process for student loan borrowers.

Mr. Speaker, I oppose this rule.

Mrs. HOUCHIN. Mr. Speaker, I yield 5 minutes to the gentleman from Wisconsin (Mr. VAN ORDEN).

Mr. VAN ORDEN. Mr. Speaker, I am proud to support the CARS Act, which will stop this executive overreach by the Biden administration by preventing the implementation of regulations that seek to limit consumer choice instead of allowing consumers to choose the vehicle that best suits their needs.

The Environmental Protection Agency has produced a rule that would effectively require two-thirds of all vehicles sold in the United States to be fully electric in less than 9 years.

While I believe electric vehicles have their place in society, this misguided EPA mandate would have an immediate detrimental impact on the choices and the affordability of cars, trucks, and SUVs that are available to my constituents.

Despite billions of dollars being spent on part of the Biden administration's IIJA bill to expand our Nation's EV charging network, at present the electric grid is incapable of supporting this, not to mention the fact that according to the Department of Energy, the range of EVs is reduced by over 40 percent in cold weather. I remind you that I am from the State of Wisconsin. For the rural, cold climates common in my district, EVs are simply not the answer at this time.

Even more troublesome is that biofuels were barely mentioned in the IIJA, which means that the clean, renewable energy options to power our country's transportation system are nearly forgotten by the Biden administration, despite ethanol production supporting more than 300,000 jobs concentrated in rural areas and adding \$43 billion to the U.S. economic output in 2019 alone.

I am proud to also cosponsor the Flex Fuel Fairness Act which would provide a meaningful incentive for automakers to manufacture flex-fuel vehicles in addition to battery-powered electric vehicles. This would offer more options to consumers and unlock increased use of lower-carbon liquid fuel blends which contain higher levels of ethanol, including E85 and E30.

Flex-fuel vehicles are the exact type of domestically supported transportation solution that Congress and the Federal Government should be incentivizing. Let's encourage these vehicles to be used, not Chinese-mined batteries.

Not only will the EPA's proposed regulation severely limit consumers' choices for affordable vehicles that fit the need for average Americans, an overreliance on EVs would have drastic consequences to our national security. Up to 90 percent of the electric vehicle battery supply chain comes from the Chinese Communist Party. For the foreseeable future, until 2032, at least 67 percent of all forecasted battery cell manufacturing will be controlled by China. In contrast to China, the United

States has 7 percent of the global battery production capacity.

□ 1245

The batteries that power EV require critical minerals, including lithium, cobalt, nickel, graphite, and manganese. The key component here is cobalt.

Mr. Speaker, 73 percent of the global cobalt output is produced by the Democratic Republic of the Congo, and that is mined by children. The Chinese Communist Party controls over two-thirds of the global production of cobalt.

Mr. Speaker, it is imperative that we understand that if we go through with this measure, then we are essentially sanctioning child slavery. That is unforgivable.

In fact, this bill does something, something, something. It is for the moms and dads who are driving their children to school. It is to prevent these children from having to work in slavery. It also supports our farmers who feed the world.

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

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

Mr. Speaker, I would like to note that Congress has provided \$7.5 billion for electric vehicle chargers, and they have built zero so far.

According to this article recently published by Politico, the United States has around 180,000 chargers today according to the Energy Department, including 41,000 of the type of chargers that can alleviate what they are calling range anxiety. They expect that the U.S. will need 1.2 million public chargers by 2030 to meet the demand, including 182,000 fast chargers.

Again, I would say this rule is not ready for prime time. We don't even have the vehicle charging stations available, and we don't expect that if zero have been built, we will meet that demand.

Mr. Speaker, I ask unanimous consent to include this article in the RECORD.

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

There was no objection.

CONGRESS PROVIDED \$7.5B FOR ELECTRIC VEHICLE CHARGERS. BUILT SO FAR: ZERO.

The sluggish rollout could undermine President Joe Biden's reelection messaging promoting electric vehicles.

Congress at the urging of the Biden administration agreed in 2021 to spend \$7.5 billion to build tens of thousands of electric vehicle chargers across the country, aiming to appease anxious drivers while tackling climate change.

Two years later, the program has yet to install a single charger.

States and the charger industry blame the delays mostly on the labyrinth of new contracting and performance requirements they have to navigate to receive federal funds. While federal officials have authorized more than \$2 billion of the funds to be sent to states, fewer than half of states have even started to take bids from contractors to build the chargers—let alone begin construction.

Consumer demand for electric vehicles is rising in the United States, necessitating six times as many chargers on its roads by the end of the decade, according to federal estimates. But not a single charger funded by the bipartisan infrastructure law has come online and odds are they will not be able to start powering Americans' vehicles until at least 2024.

Getting chargers up and running across the country is essential to reaching President Joe Biden's goal of having half the vehicles sold in the United States be electric by the end of the decade—a key cog of his climate agenda. Americans consistently say the lack of charging infrastructure is one of the top reasons they won't buy an electric car.

Republican opponents are now trying to shut down the administration's efforts to build a charging network by choking off its funding. And the sluggish rollout could undermine Biden's EV-themed reelection messaging and increase the possibility a Republican in the White House could roll back the charging network efforts in 2025.

"It has been frustrating to say the least," Arcady Sosinov, founder and CEO of charging manufacturer FreeWire Technologies, said of the slow pace of the rollout.

Biden signed the bipartisan infrastructure package into law in 2021 with \$7.5 billion specifically directed toward EV chargers, with an eye toward achieving his goal of building 500,000 chargers in the United States by 2030.

The United States has around 180,000 chargers today, according to the Energy Department. That includes 41,000 of the type of fast chargers that can alleviate the dreaded "range anxiety" of a long-distance road trip in an electric vehicle.

In a June study, the National Renewable Energy Laboratory projected the U.S. will need 1.2 million public chargers by 2030 to meet charging demand, including 182,000 fast chargers.

Administration officials insist the pace at which they are rolling out the infrastructure law's charging funds is to be expected, given the difficulty of creating a brand-new program in every state and marshaling the private sector to meet complex reliability and performance requirements for each federally-funded station.

The goal is a reliable and standardized network in every corner of the nation, said Gabe Klein, executive director of the Joint Office of Energy and Transportation, which leads the federal government's efforts on EV charging.

"You have to go slow to go fast," Klein said in an interview. "These are things that take a little bit of time, but boy, when you're done, it's going to completely change the game."

The bulk of the infrastructure law funds, \$5 billion, are dedicated to building fast chargers along interstate highways under the National Electric Vehicle Infrastructure program. The program requires the chargers meet a strict set of standards, such as being built at least every 50 miles over major routes, being operational at least 97 percent of the time and featuring credit card readers for easy payment.

But Aatish Patel, president of charger manufacturer XCharge North America, is worried the delays in installing chargers are imperiling efforts to drive up EV adoption.

"As an EV driver, a charger being installed in two years isn't really going to help me out now," Patel said. "We're in dire need of chargers here."

#### GOP CHARGES UP ITS ATTACKS

The pace of the rollout will likely mean that few federally-funded chargers will be in the ground by next year's election. And Republican opponents of the vehicles have

seized on the lack of charging infrastructure to attack Biden's efforts to boost electric vehicles.

Former President Donald Trump has railed against subsidies for EVs and the infrastructure that powers them, arguing the market should dictate what type of car Americans drive. But he has also relentlessly attacked EVs for their range and the dearth of chargers—the issue Biden is aiming to solve with the infrastructure law funds.

"They say the happiest day when you buy an electric car is the first 10 minutes you're driving it, and then after that, panic sets in because you're worried, 'Where the hell am I going to get a charge to keep this thing going?'" Trump said at a September rally with autoworkers in Michigan.

In the House in November, GOP lawmakers offered amendments to the transportation spending bill to strip funding from the charging programs created by the infrastructure law.

"Not only is such an endeavor not the federal government's responsibility, this program doesn't work, won't work and will end up wasting massive amounts of federal money," Rep. Harriet Hageman (R-Wyo.) argued on the House floor.

Her amendment to defund the NEVI program was soundly defeated, with 238 lawmakers from both parties voting against it. But the House adopted a separate amendment from Rep. Eric Burlison (R-Mo.) that would hollow out its sister program, the Charging and Fueling Infrastructure Grant Program, which provides \$2.5 billion for chargers in rural areas and at community gathering points.

Administration officials say they aren't concerned a future administration could try to roll back the program, pointing to enthusiasm for the funds from red state governors and the private sector alike.

Ohio Republican Gov. Mike DeWine, whose state broke ground on the nation's first charger funded by the NEVI program in October, said in a statement that he is committed to "truly positioning Ohioans for the electric future."

"This groundbreaking further demonstrates the state's commitment to installing chargers as quickly as possible for the benefit of Ohio drivers," DeWine said.

Under the infrastructure law, the NEVI funds are administered by states, which can contract out the construction and operation of the charging stations to private companies. So far, every state has taken the initial steps to receive the NEVI cash by submitting a plan to the Joint Office in 2022 and an update in 2023. But if a governor were to reject the funds, municipalities could apply to administer the funds instead.

"I'm probably more excited now . . . than I've been anytime since I took this job because everybody's paddling in the right direction—purple state, blue state, red state," Klein said. "Everybody's seeing the impact of the investments."

Following Ohio, Pennsylvania also broke ground on its first NEVI-funded charger in November. Another six states have awarded contracts for their first round of charging sites, while 15 states plus Puerto Rico are in the process of soliciting bids from the private sector.

But 27 states and D.C. have yet to even start soliciting bids, with some states like Missouri anticipating they may not post their solicitation until 2025. (Three of those states—Nevada, New York and Vermont—are procuring some federally-funded chargers outside of a public request for bids, but plan to solicit bids in the future.)

Even some states with high rates of EV adoption, like California and Washington, have yet to award any of their funds.

Sosinov noted, though, that design, engineering, installation and utility upgrades could extend the wait by years even after the contracts to build stations are awarded.

The other charging program created by the law, the Charging and Fueling Infrastructure Grant Program, has yet to allocate any funds, with the first awards expected by the end of the year.

The Biden administration is expecting a deluge of chargers funded by the law to break ground in early 2024. A senior administration official granted anonymity to speak on the specifics of the rollout said the pace is to be expected, given that the goal is to create a "convenient, affordable, reliable, made-in-America equitable network."

"Anybody can throw a charger in the ground—that's not that hard, it doesn't take that long," the official said. "Building a network is different."

The administration insists it is doing all it can to speed up the process, including by streamlining federal permitting for EV chargers and providing technical assistance to states and companies through the Joint Office. It expects the U.S. to hit Biden's 500,000 charger target four years early, in 2026, the official said.

It's not clear, however, how many of those will be fast chargers. The NEVI program prioritizes building those types of chargers, especially in remote locations along interstate highways where it might not otherwise be profitable for a private company to build a charger.

#### 'FRUSTRATING DELAYS' AT THE STATE LEVEL

The slow rollout of the NEVI program primarily boils down to the difficulties state agencies and charging companies face in meeting a complex set of contracting requirements and minimum operating standards for the federally-funded chargers, according to interviews with state and EV industry officials.

Jim McDonnell, director of engineering at the American Association of State Highway and Transportation Officials, which is assisting states in administering the federal charger funding, said the work of distributing the NEVI funds largely fell to state offices that had never worked on EV charging before.

"Considering it's a brand new program and the minimal amount of background that a lot of the state DOTs had in EV infrastructure, procurement and deployment when we went into this, I'm thrilled how fast they've gotten things off the ground," McDonnell said.

That's shown in the states that have been early leaders in the program. Ohio was able to become the first state to break ground on a NEVI charger largely because it had completed years of planning and siting work for an EV network before the infrastructure law passed, said Preeti Choudhary, the executive director of DriveOhio, the state office administering the funds.

Charger manufacturers, meanwhile, have had to step up research and development to ensure their federally-funded chargers work 97 percent of the time, the new minimum standard intended to alleviate persistent reliability issues with America's chargers. And they've had to invest in U.S. manufacturing facilities to meet new domestic sourcing requirements for the equipment.

All of that has slowed the process for states to open bidding to build chargers and for companies to place bids, said Patrick Murphy, who is leading the Vermont Agency of Transportation's administration of the funds.

"This program has suffered from a number of frustrating delays and will still yet as industry tries to catch up to the rules that

were put in place,” Murphy said. “But we also recognize that those rules will help shape the kind of consistent convenient national network that we need to grow EV adoption.”

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

Mr. MCGOVERN. Mr. Speaker, if we defeat the previous question, I will offer an amendment to the rule to provide consideration of a resolution which clearly states that this House will keep our promise to American seniors and workers to protect and preserve Social Security and Medicare against any cuts to these crucial programs.

Mr. Speaker, I ask unanimous consent to include in the RECORD the text of my amendment, along with any extraneous material, immediately prior to the vote on the previous question.

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

There was no objection.

Mr. MCGOVERN. Mr. Speaker, it is important that my colleagues vote “yes” on the vote to defeat the previous question because my Republican friends have made it clear time and time again that they are going after Social Security. The benefit cuts are on the table. They have repeatedly made that clear.

It is important that this House speak with one voice, or at least the majority speak, that we reject Republican attempts to renege on our promise to our senior citizens and that we make it clear that we will not stand for any cuts to this important program.

Mr. Speaker, I yield 2½ minutes to the gentleman from New Jersey (Mr. MENENDEZ) to discuss our proposal.

Mr. MENENDEZ. Mr. Speaker, I rise today to speak in support of H. Res. 178, which preserves the benefits our seniors are entitled to and ensures these programs are available for future generations.

While House Republicans are focused on embracing extreme fiscal policies that will defund the critical programs that Americans depend on, House Democrats are fighting to protect and strengthen them.

In my district alone, we have 90,000 residents who are eligible for Medicare and Social Security. That is why we must protect these critical lifelines for our seniors, families, and our most vulnerable neighbors.

While Republicans may say the right things when they are with their constituents, their actions speak louder than words. Republicans have repeatedly tried to cut and modify these programs and take away the benefits that Americans have paid into and earned. They have proposed ending Federal programs after 5 years unless reauthorized. They have proposed eliminating cost-of-living adjustments for some seniors. They have proposed vouchers. They have proposed increasing the retirement age.

H. Res. 178 commits the House of Representatives to protecting Social

Security and Medicare and makes clear their status as foundational promises of our society. This resolution honors the wishes of the majority of the American people to strengthen and improve Social Security and Medicare and ensures that these programs will be available for future generations of Americans.

In short, H. Res. 178 represents what House Democrats stand for: putting people over politics.

Mr. Speaker, I ask my colleagues to defeat the previous question so we can bring up this important legislation.

Mrs. HOUCHIN. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. MORAN).

Mr. MORAN. Mr. Speaker, I thank the gentlewoman from Indiana for yielding me a few minutes to speak on this rule.

The rule that I rise in support of governs H.J. Res. 88. This joint resolution, which is proposed today, disapproves of the final rule submitted by the Department of Education relating to the income-driven repayment scheme devised by the Biden administration.

This scheme is bad on a number of levels. It is disastrous for not just the student borrower, but it is also disastrous for the educational institution beneficiary and the general taxpayer, all three. These types of plans drive up the cost of higher education because neither the school nor the student borrower has any incentive to make market-driven decisions about education. The total cost of tuition and fees goes up as a result.

The scarcity of resources in this case is seemingly ignored because there appears to be no end of resources. Nevertheless, we know that is not true. The value of the education provided goes down, and the return on the investment is completely disregarded because the student borrower has no incentive to determine whether or not the amount borrowed has any relativity or correlation to the amount that he or she is going to be able to make on the back side of their education.

They borrow whatever they want to borrow, and schools continue to raise tuition and fees because they know the students will not have to pay it back. They can borrow it from the Federal Government, and the taxpayer, generally, will pay that bill on their behalf.

The second thing this new proposed rule by the Biden administration does is redistribute wealth through the Education Department. That is effectively what it does when it says: You, the borrower, don't have to repay your debt; everybody else in society will repay that debt.

We simply cannot let this stand. We cannot let this rule proposed by the Department of Education stand. I support H.J. Res. 88 and its underlying rule that will disregard this rule, will unravel it, and will say to the Biden administration: No more. We stand for the taxpayers.

Mr. MCGOVERN. Mr. Speaker, I yield 2 minutes to the gentlewoman from New Mexico (Ms. LEGER FERNANDEZ), who is a distinguished member of the Rules Committee.

Ms. LEGER FERNANDEZ. Mr. Speaker, I stand in opposition to the rule and to the measures underlying it.

Today, we have an extreme Republican proposal that would make college more expensive and paying for it harder for hardworking families across America.

College costs have soared in recent years. They have put higher education out of reach for too many. They have saddled families and students with excessive student debt.

We are the only country in the world facing a dire student loan debt crisis. The Biden administration saw this problem and said that they promised they would try to address it. Nevertheless, every solution that they have come up with that would make it easier for my communities, the people in rural America, Latinos, women, and people who haven't gone to college before and choose to, for them, they have made it more expensive and harder.

The latest action by the Biden administration makes sense. It is the SAVE student loan repayment plan, and it is already fulfilling its promise. It has saved thousands of dollars for 5.5 million American people who are enrolled in that program, including from New Mexico—7,500 in my own district.

Mr. Speaker, the SAVE program ties your student loan payments to your income. This is vital for “mi gente,” the people of New Mexico, who often go into careers like education and public service that don't pay as well. This program helps people who are following their hearts into careers that aren't the highest paying so that when they pay their student debt, it will be tied to their income.

Nonetheless, instead of addressing the debt crisis, my colleagues across the aisle want to gut the SAVE program and make college more expensive for the 5.5 million Americans using it now. This is outrageous.

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

Mr. MCGOVERN. Mr. Speaker, I yield an additional 1 minute to the gentlewoman from New Mexico.

Ms. LEGER FERNANDEZ. Mr. Speaker, the Senate rejected this same Republican proposal last month.

Let's address the student debt crisis at its roots. Let's get back to lowering costs for working families and putting people over politics.

Republicans seem to always want to make it more costly and more expensive for people to get along. I am so pleased that Democrats don't and that they stand for the working family.

Mrs. HOUCHIN. Mr. Speaker, I would just like to note that the criticism that this bill does nothing to address the spiraling cost of education is just not true. The cost of higher education always rises in connection with the availability of student loans.



Making student loans widely available with government backing has caused this wild cost increase in higher education, which has increased 4.6 times the rate of inflation since 1971.

Canceling student loan debt will not lead to reductions in the cost of higher education. It will, instead, likely have the opposite effect, encouraging colleges and universities to raise tuition and other fees, knowing full well that the cost of these items will ultimately be borne by the taxpayers.

Mr. Speaker, I yield 4 minutes to the gentleman from Texas (Mr. ROY).

Mr. ROY. Mr. Speaker, I thank the gentlewoman for yielding.

Mr. Speaker, I noticed that the gentlewoman from New Mexico just posited that it is Republicans who want to drive up the prices and costs of everything for the American people. However, Mr. Speaker, what she doesn't tell you is that what she means is that we don't believe that government funding is how one measures how people prosper in this country. In fact, it is our Democratic colleagues who force through regulations, policies, and programs that are making the American Dream completely out of reach for the American people. We are seeing it every single day with a President and administration that literally don't care what the impact is on the average American family.

Mr. Speaker, 87 percent of Americans do not have student loans. Large numbers of Americans have paid off their student loans or are still working to do so. My wife, who is the product of a single mom and who put herself through school and figured it out, is still paying off her loans, which she has done for 20 years now. That is the truth.

My colleagues on the other side of the aisle want to ignore the Supreme Court. They want to end-run both common sense and the law. They want to find ways to subsidize the handful at the expense of the many.

They are doing it not just with education. While they destroy our education system and undermine the American Dream for the American public, they are also doing it with respect to chasing unicorn energy dreams while they subsidize billion-dollar corporations. They subsidize the wealthy with EVs, electric vehicles that cost \$16,000 more than the average internal combustion engine. Now, they have a rule being carried out by executive fiat by the administration that they want to put in place that will force, by 2032, approximately two-thirds of the fleet of automobiles being built for the American people to be electric vehicles.

That might be concerning if you are a working-class American given that they cost \$16,000 more, given that they are demonstrably more expensive to repair, and given that they are demonstrably less flexible for your life, Mr. Speaker. If you live, for example, in Texas, you might need to drive from

Austin to Midland or Austin to Dallas or Houston or need to be able to move around the State. You might be a farmer and need to haul goods and services.

My colleagues on the other side of the aisle don't seem to care about people who live in the northern States, where it is cold and where batteries take a full charge just to defrost—in Alaska, for example.

That mandate doesn't seem to matter to my colleagues on the other side of the aisle, so the American people are going to be the ones left holding the bag, unable to do their jobs, unable to carry out their livelihood, and unable to afford the basics of life.

The average American family is spending \$11,000 a year more just to make ends meet since the beginning of this administration in January 2021. Now, this administration wants to pile on.

My colleagues on the other side of the aisle want to stop us from doing our job in Article I to check an out-of-control executive branch and an out-of-control Biden administration that is bankrupting the American family and destroying the American Dream.

Republicans in this body, in this Chamber, have been advancing bill after bill that would help the American people, secure the border, have a strong national defense, help them afford education, and stop the ridiculousness of these mandates driving up the cost of vehicles. They send them over to the Senate, and they die.

The only question is whether Republicans are going to stand up and jam down the throats of recalcitrant Democrats and this administration changes to this administration's policies that are undermining the American people and the American Dream.

That is the truth. That is the actual truth.

□ 1300

Mr. MCGOVERN. Mr. Speaker, I would remind the gentleman who just yelled at us that his party is in charge.

He is talking about jamming things down the throats of Democrats and the Senate and the White House, as if somehow that is a way to get anything done for the American people.

He talks about standing up.

What did they do when we were on the verge of shutting the government down? They didn't stand up. Democrats had to stand up and save the day.

Mr. Speaker, I do agree with one thing the gentleman said when he came to the floor. He shouted: One thing—I want my Republican colleagues to tell me one thing. Tell me one thing that I can go back and campaign on and say that we did; one material, meaningful, significant thing that the Republican majority has done.

The bottom line is, he is right. The Republican majority of this House has done nothing to help the American people.

It is a disgrace. It is political malpractice.

The bills that we are debating here today, they are making it sound like, oh, if we pass these bills, once the ink dries, this is the law. These bills are going nowhere. These bills are going nowhere.

I mean, what they do is tell you about values. I mean, the gentlewoman from Indiana mentioned in her opening remarks that student loan forgiveness is not fair because not everybody goes to college.

Think about that—not fair?

By her logic, public high schools aren't fair, public middle schools aren't fair, public elementary schools aren't fair.

My kids aren't in middle or high school anymore, but I am proud that my tax dollars pay for other people's kids to get an education. That is how it should work. It helps make us more competitive. It strengthens our country when our students are the best educated in the world. It is the right thing to do.

The bottom line is that Republicans seem to think that education is just not a good idea, that somehow we don't benefit from a well-educated workforce.

They are wrong. They are wrong.

Democrats have a different view. We believe education is important, and we ought to support it. We believe more Americans having a good education helps everyone. We believe more Americans with college degrees uplifts our whole economy, not just those who go to college.

So if my colleagues oppose student loan forgiveness because it isn't fair—that is what they say—I guess they just want to get rid of our whole public education system. I know some of them do. I hear them bash public education every chance they get, but I think most people think that is nuts.

So, again, we have an opportunity to do something, to do something meaningful to help people, and these are the bills we bring to the floor. I guess they are filler. I don't know, maybe they make good posts on social media for the Republican base, but this is a complete waste of time.

So the gentleman from Texas was right when he said, name one thing, one thing that Republicans have done. The bottom line is he couldn't, and nobody came to help him out because my friends on the other side have done nothing.

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

Mrs. HOUCHIN. Mr. Speaker, I reserve the balance of my time, if the gentleman is prepared to close.

Mr. MCGOVERN. Mr. Speaker, I yield myself the balance of my time to close.

Mr. Speaker, these bills are so impactful that the demand to speak is so underwhelming that I am the only one left.

Mr. Speaker, with just one week left before we finish our official business for this year, these are the three measures that House Republican leadership has decided that we should focus on:

A bill to overcorrect a problem in a way that would hinder U.S. global research; a bill to limit consumer choice, promote pollution, and hurt America's economic leadership; and a bill that attacks the Biden administration for addressing the serious financial concerns of low- and middle-income student loan borrowers.

That is it. That is it.

Now they want to go home for the holidays instead of addressing—I don't know—anything that matters.

I will repeat again, they have done nothing, nothing, nothing in this Congress that helps people. It almost feels like Groundhog Day every time we come to the floor.

We have considered multiple bills to roll back environmental rules and protections, multiple bills that promote the far right's bizarre culture wars, multiple bills that would help Republicans' greedy corporate friends and billionaire donors, instead of everyday people. A rule is taken down one day, and we are trying to elect a new Speaker the next. We have votes on measures to destroy, deflect, and distract but not to fix any of the very real problems that our constituents face.

We are on an extreme MAGA merry-go-round. To be honest, Mr. Speaker, I want to get off this ride, and so do the people I represent. They are sick and tired of this. As we have all year, House Democrats continue to extend the hand of partnership. We will try to find common ground so we can lower costs and grow the middle class.

The American people deserve a Congress that can put people over politics and meet their urgent needs. They are not getting that with this Republican majority. As I said before, you guys are doing a lousy job, and it shows. The only good news is that I believe after the next election you will no longer be in the majority.

I hear from Democrats, I hear from Independents, I hear from Republicans all the time about their disappointment with the failure of this Congress to address any of the real concerns that they have.

Everything is a sound bite. Everything is a gotcha vote. Everything is an appeal to the most extreme right-wing of the rightwing.

Enough. Enough.

Mr. Speaker, I hope my friends will reconsider their priorities and actually start focusing in on things that the American people care about.

I urge a strong "no" vote on this rule, a "no" vote on the underlying bills, and I yield back the balance of my time.

Mrs. HOUCHIN. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, we have before us the opportunity to move legislation that could have a positive effect on the everyday lives of Americans. This is not nothing.

Whether it is the overreach of the bureaucratic state or protecting our colleges and universities from bad actors,

the choice before us in this rule is clear: We must take action.

H.R. 4468, the CARS Act, protects American consumers, protects their freedom of choice, and does not give China the upper hand in the energy economy of the future.

We must let market forces work and American ingenuity lead the way, not pursue mandates and unrealistic green agendas that drive us off a fiscal cliff and pick winners and losers.

H.R. 5933, the Defending Education Transparency and Ending Rogue Regimes Engaging in Nefarious Transactions Act, or the DETERRENT Act, takes seriously our responsibility to carefully evaluate foreign partnerships, particularly with countries of concern.

We must ensure our adversaries are not given a platform within our classrooms to work against the United States, our values, and our interests.

H.J. Res. 88, the joint resolution nullifying President Biden's reckless income-driven repayment plans, will increase rather than decrease the cost of college. This Biden rule will effectively forgive nearly half of the student loan debt and cost taxpayers at least \$138 billion over the next 10 years. Therefore, it is the responsibility of Congress to reject this rule as we continue our work to address the cost of higher education in the United States.

Mr. Speaker, I look forward to moving these bills out of the House this week. I ask my colleagues to join me in voting "yes" on the previous question and "yes" on the rule.

The material previously referred to by Mr. MCGOVERN is as follows:

AN AMENDMENT TO H. RES. 906 OFFERED BY  
MR. MCGOVERN OF MASSACHUSETTS

At the end of the resolution, add the following:

SEC. 4. Immediately upon adoption of this resolution, the House shall proceed to the consideration in the House of the resolution (H. Res. 178) affirming the House of Representatives' commitment to protect and strengthen Social Security and Medicare. The resolution shall be considered as read. The previous question shall be considered as ordered on the resolution and preamble to adoption without intervening motion or demand for division of the question except one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Ways and Means or their respective designees.

SEC. 5. Clause 1(c) of rule XIX shall not apply to the consideration of H. Res. 178:

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

The SPEAKER pro tempore (Mr. MOORE of Alabama). The question is on ordering the previous question on the resolution.

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

Mr. MCGOVERN. 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 pro-

ceedings on this question will be postponed.

## RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 1 o'clock and 9 minutes p.m.), the House stood in recess.

□ 1332

## AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mrs. CHAVEZ-DEREMER) at 1 o'clock and 32 minutes p.m.

## ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Proceedings will resume on questions previously postponed.

Votes will be taken in the following order:

Ordering the previous question on House Resolution 906;

Adoption of the resolution, if ordered; and

Motions to suspend the rules with respect to the following measures:

H.R. 1547,

H.R. 3848,

H.R. 542, and

H. Res. 894.

The first electronic vote will be conducted as a 15-minute vote. Pursuant to clause 9 of rule XX, remaining electronic votes will be conducted as 5-minute votes.

PROVIDING FOR CONSIDERATION OF H.R. 4468, CHOICE IN AUTOMOBILE RETAIL SALES ACT OF 2023; PROVIDING FOR CONSIDERATION OF H.R. 5933, DEFENDING EDUCATION TRANSPARENCY AND ENDING ROGUE REGIMES ENGAGING IN NEFARIOUS TRANSACTIONS ACT; AND PROVIDING FOR CONSIDERATION OF H.J. RES. 88, PROVIDING FOR CONGRESSIONAL DISAPPROVAL UNDER THE RULE SUBMITTED BY THE DEPARTMENT OF EDUCATION RELATING TO "IMPROVING INCOME DRIVEN REPAYMENT FOR THE WILLIAM D. FORD FEDERAL DIRECT LOAN PROGRAM AND THE FEDERAL FAMILY EDUCATION LOAN (FFEL) PROGRAM"

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on ordering the previous question on the resolution (H. Res. 906) providing for consideration of the bill (H.R. 4468) to prohibit the Administrator of the Environmental Protection Agency from finalizing, implementing, or enforcing a proposed rule with respect to emissions from vehicles, and for other purposes;