

not how it works. They know that. They know that the clean energy tax credits are popular. They know that the clean energy tax credits will reduce costs for American families.

So instead of saying, "Kill it outright," they say, "You must start within 60 days." That is saying, "Kill it outright." Everyone knows that, and I saw that some of the hard-right people from the oil patch States were gloating—gloating—that clean energy is gone. It is one of the most devastating things added at the last minute in this bill, snuck in, in the dark of night.

We in the Senate—and I hope our Republican colleagues will join us in this—are going to fight this every step of the way. Much of the clean energy industry will be dead. As I said, hundreds of thousands, if not millions, of jobs will be lost, and China, 10 years from now, will be dictating what happens in our energy markets to our children.

To make matters even worse, of course, the bill also raises taxes on some projects that are underway. Donald Trump says he wants America to dominate energy, and then he does this—taxing energy projects, raising costs for families?

Nope. Donald Trump, what you are doing is absolutely stupid and counterproductive. You don't even know what you are doing. You just think: Oh, clean energy, let's just get rid of it. We will rely on oil, gas, and coal.

Well, there ain't enough oil, gas, and coal to fuel the world, and it is more expensive to do it, Donald Trump. What the heck are you doing?

This is an American energy kill switch. Solar jobs will vanish. Wind jobs will vanish. Manufacturing jobs will go to China, just the opposite of what the President says he wants. And people's electric bills will go up.

So America, when your electric bill starts going up, talk to Donald Trump, talk to the Republicans in the House, and please talk to the Republicans in the Senate and tell them not to move forward on this folly.

Republicans call their bill a tax break, but, in reality, it is a tax hike and a job killer, except for China, where it is a job creator. China wins; America loses.

In the coming days, Americans will take a look at the Republicans' Big Beautiful Bill and discover it gets uglier and uglier the closer they look.

The bill, hopefully, has a doomed future in the Senate. Senate Democrats will let hell freeze over and fight this in every way that we can.

Donald Trump told House Republicans that voting no on his bill will be the ultimate betrayal, but the real betrayal this morning was the Republicans voting yes—the betrayal of the American people—because there is nothing beautiful about the biggest cuts to Medicaid in American history, nothing beautiful about cutting SNAP benefits so children go hungry and can't learn or have productive lives,

nothing beautiful about cutting SNAP benefits by over \$200 billion.

Senate Democrats will oppose this morally bankrupt bill with every fiber in our being—every fiber.

TRIBUTE TO RUTH CARNEGIE

Mr. SCHUMER. Mr. President, now, on a more happy note, when Ruth Carnegie took a job with the Senate Doorkeepers 5 years ago, she quickly impressed everyone with her calm, competence, and her ability to handle chaos, which, of course, made perfect sense. She had spent the previous 3 years working for me.

Next week, after 3 years in "Schumerland," 12 years in the Senate, and 22 years on Capitol Hill, Ruth will move on to her next chapter. Now, it might surprise you that someone whose dream is to race down the autobahn found a home here in the Senate, an institution not known for its pace.

But, in truth, Ruth was built for both. When things moved fast, Ruth could keep up. When things slowed her down, Ruth could be steady. She is soft-spoken yet strong. She has a combination of humility, wisdom, and strength.

One of the things I admire most about Ruth is that she always lifts up everyone around her, being a mentor to many people who have and will go on to do great things.

Ruth, thank you, thank you, thank you. You have left an indelible mark on the Senate, and you have earned a very happy retirement.

I yield the floor.

CONCLUSION OF MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Morning business is closed.

LEGISLATIVE SESSION

PROVIDING CONGRESSIONAL DISAPPROVAL UNDER CHAPTER 8 OF TITLE 5, UNITED STATES CODE, OF THE RULE SUBMITTED BY THE ENVIRONMENTAL PROTECTION AGENCY RELATING TO "CALIFORNIA STATE MOTOR VEHICLE AND ENGINE POLLUTION CONTROL STANDARDS; ADVANCED CLEAN CARS II; WAIVER OF PREEMPTION; NOTICE OF DECISION"

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will resume H.J. Res. 88, which the clerk will report.

The senior assistant legislative clerk read as follows:

A joint resolution (H.J. Res. 88) providing congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "California State Motor Vehicle and Engine Pollution Control Standards; Advanced Clean Cars II; Waiver of Preemption; Notice of Decision".

The ACTING PRESIDENT pro tempore. Under the previous order, the clerk will read the title of the joint resolution for the third time.

The joint resolution was ordered to a third reading and was read the third time.

VOTE ON H.J. RES. 88

The ACTING PRESIDENT pro tempore. The joint resolution having been read a third time, the question is, Shall the joint resolution pass?

Mr. CRAPO. Mr. President, I ask for the yeas and nays.

The ACTING PRESIDENT pro tempore. Is there a sufficient second?

There appears to be a sufficient second.

The senior assistant legislative clerk called the roll.

Mr. BARRASSO. The following Senators are necessarily absent: the Senator from Tennessee (Mrs. BLACKBURN), the Senator from North Carolina (Mr. BUDD), and the Senator from North Carolina (Mr. TILLIS).

Further, if present and voting: the Senator from North Carolina (Mr. BUDD) would have voted "yea."

Mr. DURBIN. I announce that the Senator from New Mexico (Mr. HEINRICH) and the Senator from Oregon (Mr. MERKLEY) are necessarily absent.

The result was announced—yeas 51, nays 44, as follows:

[Rollcall Vote No. 277 Leg.]

YEAS—51

Banks	Grassley	Moreno
Barrasso	Hagerty	Mullin
Boozman	Hawley	Murkowski
Britt	Hoeven	Paul
Capito	Husted	Ricketts
Cassidy	Hyde-Smith	Risch
Collins	Johnson	Rounds
Cornyn	Justice	Schmitt
Cotton	Kennedy	Scott (FL)
Cramer	Lankford	Scott (SC)
Crapo	Lee	Sheehy
Cruz	Lummis	Slotkin
Curtis	Marshall	Sullivan
Daines	McConnell	Thune
Ernst	McCormick	Tuberville
Fischer	Moody	Wicker
Graham	Moran	Young

NAYS—44

Alsobrooks	Hickenlooper	Rosen
Baldwin	Hirono	Sanders
Bennet	Kaine	Schatz
Blumenthal	Kelly	Schiff
Blunt Rochester	Kim	Schumer
Booker	King	Shaheen
Cantwell	Klobuchar	Smith
Coons	Lujan	Van Hollen
Cortez Masto	Markey	Warner
Duckworth	Murphy	Warnock
Durbin	Murray	Warren
Fetterman	Ossoff	Welch
Gallo	Padilla	Whitehouse
Gillibrand	Peters	Wyden
Hassan	Reed	

NOT VOTING—5

Blackburn	Heinrich	Tillis
Budd	Merkley	

The joint resolution (H.J. Res. 88) was passed.

The PRESIDING OFFICER (Mr. SHEEHY). The motion to reconsider is considered made and laid upon the table.

PROVIDING CONGRESSIONAL DISAPPROVAL UNDER CHAPTER 8 OF TITLE 5, UNITED STATES CODE, OF THE RULE SUBMITTED BY THE ENVIRONMENTAL PROTECTION AGENCY RELATING TO "CALIFORNIA STATE MOTOR VEHICLE AND ENGINE POLLUTION CONTROL STANDARDS; HEAVY-DUTY VEHICLE AND ENGINE EMISSION WARRANTY AND MAINTENANCE PROVISIONS; ADVANCED CLEAN TRUCKS; ZERO EMISSION AIRPORT SHUTTLE; ZERO-EMISSION POWER TRAIN CERTIFICATION; WAIVER OF PREEMPTION; NOTICE OF DECISION"—Motion to Proceed

Murkowski
Paul
Ricketts
Risch
Rounds

Schmitt
Scott (FL)
Scott (SC)
Sheehy
Sullivan

Thune
Tillis
Tuberville
Wicker
Young

NAYS—46

Alsobrooks
Baldwin
Bennet
Blumenthal
Blunt Rochester
Booker
Cantwell
Coons
Cortez Masto
Duckworth
Durbin
Fetterman
Gallego
Gillibrand
Hassan
Hickenlooper

Hirono
Kaine
Kelly
Kim
King
Klobuchar
Lujan
Markey
Merkley
Murphy
Murray
Ossoff
Padilla
Peters
Reed
Rosen

Sanders
Schatz
Schiff
Schumer
Shaheen
Slotkin
Smith
Van Hollen
Warner
Warnock
Warren
Welch
Whitehouse
Wyden

NOT VOTING—3

Blackburn

Budd

Heinrich

The motion was agreed to.

The PRESIDING OFFICER. The majority leader.

Mr. THUNE. Mr. President, I understand the Senate received H.J. Res. 87 from the House.

The PRESIDING OFFICER. The Senator is correct.

Mr. THUNE. I move to proceed to H.J. Res. 87.

The PRESIDING OFFICER. The clerk will report the motion.

The assistant bill clerk read as follows:

Motion to proceed to H.J. Res. 87, a joint resolution providing congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "California State Motor Vehicle and Engine Pollution Control Standards; Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions; Advanced Clean Trucks; Zero Emission Airport Shuttle; Zero-Emission Power Train Certification; Waiver of Preemption; Notice of Decision".

VOTE ON MOTION

Mr. THUNE. I ask for the yeas and nays.

The PRESIDING OFFICER. The question is on agreeing to the motion. Is there a sufficient second?

There appears to be a sufficient second.

The clerk will call the roll.

The legislative clerk called the roll.

Mr. BARRASSO. The following Senators are necessarily absent: the Senator from Tennessee (Mrs. BLACKBURN) and the Senator from North Carolina (Mr. BUDD).

Further, if present and voting: the Senator from North Carolina (Mr. BUDD) would have voted "yea."

Mr. DURBIN. I announce that the Senator from New Mexico (Mr. HEINRICH) is necessarily absent.

The result was announced—yeas 51, nays 46, as follows:

[Rollcall Vote No. 278 Leg.]

YEAS—51

Banks	Curtis	Justice
Barrasso	Daines	Kennedy
Boozman	Ernst	Lankford
Britt	Fischer	Lee
Capito	Graham	Lummis
Cassidy	Grassley	Marshall
Collins	Hagerty	McConnell
Cornyn	Hawley	McCormick
Cotton	Hoeven	Moody
Cramer	Husted	Moran
Crapo	Hyde-Smith	Moreno
Cruz	Johnson	Mullin

PROVIDING CONGRESSIONAL DISAPPROVAL UNDER CHAPTER 8 OF TITLE 5, UNITED STATES CODE, OF THE RULE SUBMITTED BY THE ENVIRONMENTAL PROTECTION AGENCY RELATING TO "CALIFORNIA STATE MOTOR VEHICLE AND ENGINE POLLUTION CONTROL STANDARDS; HEAVY-DUTY VEHICLE AND ENGINE EMISSION WARRANTY AND MAINTENANCE PROVISIONS; ADVANCED CLEAN TRUCKS; ZERO EMISSION AIRPORT SHUTTLE; ZERO-EMISSION POWER TRAIN CERTIFICATION; WAIVER OF PREEMPTION; NOTICE OF DECISION"

The PRESIDING OFFICER. The clerk will report the joint resolution by title.

The legislative clerk read as follows:

A joint resolution (H.J. Res. 87) providing congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "California State Motor Vehicle and Engine Pollution Control Standards; Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions; Advanced Clean Trucks; Zero Emission Airport Shuttle; Zero-Emission Power Train Certification; Waiver of Preemption; Notice of Decision".

The PRESIDING OFFICER. Under the provisions of 5 U.S.C. 802, there will now be 10 hours of debate equally divided.

The Senator from Nebraska.

H.J. RES. 87

Mrs. FISCHER. Mr. President, today, the U.S. Senate will vote on my resolution to overturn the EPA's waiver for California's Advanced Clean Trucks.

First of all, I would like to thank my friend and colleague Chairman CAPITO for her strong leadership and work on this very important issue. This heavy-handed regulation imposes unrealistic emissions requirements for heavy-duty trucks and heavy-duty diesel engines. This government mandate handed down to vehicle manufacturers demands that they sell zero-emission trucks at an increased rate from 2024 to

2035. We aren't under any illusions as to what this means. We know that the goal is to effectively end the sale of internal combustion engines.

Now, I am not here today to disparage electric vehicles, and I am certainly not here to discourage the manufacturing and the purchasing of EVs either. What I am concerned about is the Federal Government dictating which cars and which trucks are acceptable and which are not. If Americans want to drive an electric or a hybrid car, that is fine. However, the government—the government—should not pick winners and losers in the vehicle marketplace. I believe in the power of America's free markets, and I believe we should allow the markets to determine the viability of clean trucks.

Here is the truth: This California waiver and subsequent regulation is simply not based in reality, and it will have real-world consequences on us. By requiring truckers to meet California's standards, even while working outside of the State, operator costs increase, fleet upgrades would be impacted, and interstate commerce would be disrupted. And American consumers would bear the brunt of increased costs. Hard-working families are already dealing with the high cost of everyday goods and services, and they cannot afford this regulation.

Let me be clear. This action is necessary to stop one State from dictating emission policies for the entire country. Prior to this waiver being granted, California's own Air Resources Board readily admitted this action would extend beyond its own State borders, and several States have already followed suit.

I would also like to address the eligibility of Congress disapproving rules. A few weeks ago, I questioned the Government Accountability Office Comptroller during an Appropriations subcommittee hearing. The Comptroller explicitly stated that GAO's role is just an advisory one and that it is up to us—it is up to Congress—to determine what constitutes a rule. Again, let me be clear. We are reclaiming our congressional authority under the Congressional Review Act.

I will be proud for this body to vote on and pass my resolution, which is a commonsense step to keep government overreach at bay, protect consumers, and support America's free markets. With the passage of the House version of this resolution and with the passage of the Senate's version today, it will head to the President's desk to be signed into law.

I yield the floor.

The PRESIDING OFFICER. The Senator from Wyoming.

CAPITAL JEWISH MUSEUM SHOOTING

Ms. LUMMIS. Mr. President, before I talk about digital assets, I want to take a moment to remember Sarah Lynn Milgrim and Yaron Lischinsky, who were tragically, senselessly murdered last night at the Capital Jewish Museum.