

deal to bring the remaining hostages home and end this heartbreaking war.

I will continue to fight for a bilateral cease-fire with the release of all remaining hostages, an end to Hamas' reign of inhumanity, and lasting peace for Israel and Palestine.

May their memories be a blessing.

#### AMERICA IS NOT UP FOR GRABS

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

Mr. MANN. Madam Speaker, as a Member of Congress from one of the largest agricultural producing districts in the country, I am concerned with Communist China's impact on American agriculture.

Over the past decade, China's investment in American assets like farmland and intellectual property have grown tenfold. Kansans are rightly concerned about China's questionable ambitions, so I supported legislation that requires the Secretary of Agriculture to report on foreign transactions. No other nation allows its adversaries to go unchecked in purchasing its property, and America shouldn't either.

Since 2000, the U.S. has more than doubled the total imports of used cooking oil from China. That is equal to displacing more than 5 years of soybean harvest from my home State of Kansas. Kansans are concerned about China taking America's place in the market, so I led 40 of my colleagues in demanding that the U.S. Treasury reserve the 45Z clean fuel production tax credit for domestic fuel made from domestic feedstocks. American tax credits must be used to benefit American producers. That should be a no-brainer.

We cannot continue to turn a blind eye to adversarial behavior and put our national security at risk. We must let China know in no uncertain terms that America is not up for grabs.

#### HISPANIC HERITAGE MONTH

(Ms. GARCIA of Texas asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. GARCIA of Texas. Madam Speaker, I rise today to celebrate Hispanic Heritage Month, which begins this Sunday.

Hispanic Heritage Month is about recognizing the countless contributions made by Latinos across the Nation.

In my own district, which is over 70 percent Latino, many will commemorate, as we have for decades, with the kickoff of a grand parade downtown, marking 214 years of Mexican independence.

It is a grand celebration of all that makes our communities proud of their heritage, their language, and their culture.

As we honor Hispanic Heritage Month, let us commit to fostering an inclusive country where everyone, re-

gardless of their background, can thrive and achieve the American Dream.

Let's put diversity over hate, "familia," "family" over fear, and people over politics.

#### SAFEGUARDING AMERICAN FARMLAND

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

Mr. FULCHER. Madam Speaker, the Chinese Government poses a significant threat to our national security that should not be ignored.

Yet, the administration of President Biden and Vice President HARRIS have allowed the CCP to strategically buy agricultural land in our country at an unprecedented rate, including areas disturbingly close to military bases.

This is not only jeopardizing our national security by providing our adversaries with a front-row seat to view our military capabilities and emerging technology, but will also undermine American energy independence, push family-run farms out of business, and put our food supply at risk.

As a fourth-generation Idahoan who grew up on a farm, I understand how important American farmlands are to economic success, not only in rural communities but our Nation as a whole.

I encourage my colleagues in both the House and the Senate to support H.R. 9456, the Protecting American Agriculture from Foreign Adversaries Act to safeguard our food, our security, and our future.

#### RECOGNIZING DUANE SLONE

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

Mr. BURCHETT. Madam Speaker, I rise to recognize my friend, the Honorable Judge Duane Slone from Jefferson City, Tennessee, who recently passed away at the very young age of 61.

Judge Slone earned his juris doctorate from Memphis State University in 1990, then moved into private practice before serving as the assistant district attorney general from 1991 until 1994.

In 1998, he was elected to the fourth judicial district court where he served until he passed away. He dedicated a lot of his life to supporting the community's fight against the opioid crisis, and he cofounded his district's drug recovery court in 2009.

Judge Slone is best remembered for his dedication to the community's fight against the opioid crisis over the years, and he received many State and national awards for his work, including the William H. Rehnquist Award from Chief Justice John Roberts of the Supreme Court pictured here to my left.

He also received the National Center for State Courts' Distinguished Service

Award in 2018, and he was inducted into the Tennessee Boys & Girls Clubs Hall of Fame in 2020.

Judge Slone was a leader of the community, and he will be greatly missed. I want to offer my sincere condolences to his wife, Darrison, and his three children: Oakland, Joseph, and Estella.

East Tennessee is a much better place because of him.

#### END CHINESE DOMINANCE OF ELECTRIC VEHICLES IN AMERICA ACT OF 2024

Mr. SMITH of Missouri. Madam Speaker, pursuant to House Resolution 1430, I call up the bill (H.R. 7980) to amend the Internal Revenue Code of 1986 to exclude vehicles the batteries of which contain materials sourced from prohibited foreign entities from the clean vehicle credit, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 1430, the amendment in the nature of a substitute recommended by the Committee on Ways and Means printed in the bill shall be considered as adopted and the bill, as amended, is considered read.

The text of the bill, as amended, is as follows:

H.R. 7980

*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 "End Chinese Dominance of Electric Vehicles in America Act of 2024".*

#### SEC. 2. EXCLUSION FROM CLEAN VEHICLE CREDIT OF VEHICLES CONTAINING MATERIALS SOURCED FROM PROHIBITED FOREIGN ENTITIES.

*(a) IN GENERAL.—Section 30D(d)(7) of the Internal Revenue Code of 1986 is amended to read as follows:*

*"(7) EXCLUDED ENTITIES.—*

*"(A) IN GENERAL.—For purposes of this section, the term 'new clean vehicle' shall not include any vehicle—*

*"(i) with respect to which any of the components contained in the drive battery or any material contained in such a component was extracted, processed, recycled, manufactured, or assembled by a prohibited foreign entity, or*

*"(ii) the drive battery of which is designed, manufactured, or produced using any process attributable to any licensing, royalty, service, or similar agreement with a prohibited foreign entity the estimated total contract cost, including variable, contingent, or sales-based payments, of which exceeds \$5,000,000.*

*"(B) PROHIBITED FOREIGN ENTITY.—For purposes of subparagraph (A), the term 'prohibited foreign entity' means—*

*"(i) any foreign entity of concern (as defined in section 40207(a)(5) of the Infrastructure Investment and Jobs Act),*

*"(ii) any entity with respect to which the government of a covered nation has the right or power (directly or indirectly) to appoint or approve the appointment of a covered officer, or*

*"(iii) any entity 25 percent or more of the capital or profits interests of which are owned (directly or indirectly) in the aggregate by 1 or more of the following:*

*"(I) A covered nation or an entity described in clause (i) or (ii).*

“(II) A citizen, national, or resident of a covered nation.

“(III) An entity organized under the laws of a covered nation.

“(C) COVERED OFFICER.—For purposes of this paragraph, the term ‘covered officer’ means—

“(i) any member of the board of directors, board of supervisors, or an equivalent governing body,

“(ii) the president, senior vice president, chief executive officer, chief operating officer, chief financial officer, or general counsel, or

“(iii) any individual who performs duties usually associated with a title listed in clause (i) or (ii).

“(D) COVERED NATION.—For purposes of this paragraph, the term ‘covered nation’ has the meaning given such term in section 4872(d) of title 10, United States Code.

“(E) DRIVE BATTERY.—For purposes of this paragraph, the term ‘drive battery’ means, with respect to a vehicle, the battery from which the electric motor of such vehicle draws electricity.”.

(b) EFFECTIVE DATE.—The amendment made by this section shall apply to vehicles placed in service after the date of enactment of this Act.

The SPEAKER pro tempore. The bill, as amended, shall be debatable for 1 hour, equally divided and controlled by the chair and ranking minority member of the Committee on Ways and Means, or their respective designees.

The gentleman from Missouri (Mr. SMITH) and the gentleman from Michigan (Mr. KILDEE) each will control 30 minutes.

The Chair recognizes the gentleman from Missouri (Mr. SMITH).

#### GENERAL LEAVE

Mr. SMITH of Missouri. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and submit extraneous material on the bill under consideration.

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

There was no objection.

Mr. SMITH of Missouri. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in support of the End Chinese Dominance of Electric Vehicles in America Act introduced by my good friend and Ways and Means colleague, Mrs. CAROL MILLER of West Virginia.

For years, the Chinese Communist Party has been doing everything it can do to dominate the electric vehicles market from the critical minerals needed to build EV batteries to the vehicles themselves.

□ 0915

Through forced labor practices, market distorting subsidies, and illegal trade mechanisms, China for years has manipulated the global marketplace for electric vehicles and their components. Instead of using the critical minerals in our own backyard to compete, the Biden-Harris administration has put an effective ban on recovering those materials and minerals in the U.S., furthering China's competitive advantage.

To make matters worse, pushed by their radical environmentalist base,

the Harris-Biden administration is now using American taxpayer dollars to further China's dominance of the EV market.

When Vice President HARRIS cast the deciding, tiebreaking vote for the inflation expansion act, she and every Democrat in Congress handed a massive gift to the Chinese Government and its cronies.

While the letter of the law, as written by Senator MANCHIN, states these tax handouts are off-limits to foreign entities of concern like China, the Harris-Biden administration wrote ridiculously weak implementation regulations that every Chinese businessman should love.

The foreign entity of concern regulations for the inflation expansion act's EV credits, put out by the Department of the Treasury, are insulting. They are insulting to every American who cares about national security and who doesn't want to see their tax dollars flow to China.

One has to ask: Why not copy the exact same regulations that the Department of Commerce put out when implementing the semiconductor grants in the Chips and Science Act?

If they were good then, why not now?

If the Harris-Biden administration was concerned enough about China accessing U.S. tax dollars that they wrote language prohibiting any Chinese national from having a 25 percent stake in a U.S. company receiving grants, then why not do the exact same thing here?

Why, instead, write a massive implementation loophole that allows any Chinese billionaire with unofficial ties to the Chinese Communist Party to receive U.S. taxpayer subsidies?

The answer is simple. The current occupants of the White House are conflicted. They are conflicted between pretending to be tough on China and being responsive to the radical environmentalists who control their party.

It is time we put the brakes on giving taxpayer money to Chinese billionaires and the Chinese Communist Party.

When Democrats controlled Washington, they opened the door for China to take billions from hardworking taxpayers.

Under Republican leadership of the House of Representatives, we are fighting back on the side of American taxpayers and for the security and prosperity for our Nation, not for the Chinese Communist Party.

This legislation shuts down the loopholes that the Harris-Biden administration have created that allow Chinese billionaires and manufacturers to profit from American taxpayer dollars.

America's working families should not be forced to subsidize a nation whose decades of unfair trade practices and government subsidies have led to lost jobs, shuttered factories, and hollowed-out communities right here at home.

I urge my colleagues to support this legislation and join me in telling China

that the days of fleecing American taxpayers are over.

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

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

Madam Speaker, when it comes to the future of auto manufacturing, we have basically two options. We can either let China continue to dominate manufacturing, including the production of electric vehicles, as they have now for years, or we can invest in American manufacturing to create American jobs and make sure American workers are building these vehicles here in the United States.

The electric vehicle tax credit is helping us to compete with China, lowering costs for our consumers, and making sure we continue to make vehicles here in America with American workers and not overseas.

During the pandemic, of course, we had an economic crisis. Now, America has one of the strongest economies in the world. Over the last several years, 16 million new jobs have been created. There has been record small business growth. The stock market is near all-time highs. Wages are up and inflation is, in fact, coming down.

Additionally, for the first time in a long time, we are seeing a manufacturing boom right here in America. Under the last administration, we were shipping American jobs overseas. Currently, hundreds of thousands of new manufacturing jobs have been created here in the United States with more manufacturing projects being planned or under construction.

To protect these jobs and to combat China's unfair trade practices, the Biden-Harris administration has announced that tariffs on Chinese electric vehicles would go from 25 percent to 100 percent. We are seeing the results of these efforts in my district, huge economic projects and investments that are putting people to work in good-paying manufacturing jobs, jobs at companies like SK Siltron in Bay County and Hemlock Semiconductor in Saginaw County, jobs you can raise a family on and that are helping us to lead the way to a new, clean energy economy.

The bill that we are debating today would reverse all of that work. Let's see it for what it is. It is a partisan attempt to undermine efforts to boost American manufacturing, to onshore our supply chains, and to lower costs for consumers. This is important: Ironically, this bill would make it harder for us to compete with China.

These new, unclear restrictions under this bill would make it completely unworkable and lead the auto industry and battery manufacturers to pull back their U.S. investments and to pull back on investing in manufacturing for those critical elements right here in the United States and from friendly countries and to, instead, go back to relying on China.

The outcome would undermine our economic competitiveness, undermine our national security, and undermine our resilience in our automotive supply chain. It would jeopardize billions of dollars of investment, and it would jeopardize hundreds of thousands of jobs. This bill is the wrong direction for American workers, it is the wrong direction for American consumers, and it is the wrong direction for our economy.

For these reasons, Madam Speaker, I urge my colleague to oppose this legislation, and I reserve the balance of my time.

Mr. SMITH of Missouri. Madam Speaker, I yield such time as she may consume to the gentlewoman from West Virginia (Mrs. MILLER).

Mrs. MILLER of West Virginia. Madam Speaker, today we are considering important legislation that will take steps to ensure the Chinese companies can no longer be the ultimate beneficiary of the luxury electric vehicle tax credits that Democrats enacted last Congress.

When Democrats enacted the poorly named and poorly written Inflation Reduction Act, they sold the American people a false bill of goods. They said that the bill would help secure domestic supply chains and decrease our dependence on the Chinese Communist Party in critical industries. They were wrong.

Republicans knew at that time that this would not be the result of the IRA, but, unfortunately, the Biden-Harris administration has been determined to cede as much market share and too many of our taxpayer dollars to foreign adversaries with the implementation of these credits as possible.

The Biden administration has been more concerned about bowing to radical environmentalists than actually helping develop these technologies right here in America.

This legislation will close the Chinese billionaire loophole that currently allows those entities owned by billionaires from countries of concern to benefit from the electric vehicle subsidies, as long as their ties to these hostile governments are deemed unofficial.

The Biden-Harris administration has put out regulations on the electric vehicle credit that effectively exclude battery inputs from being subject to any limitations at all. This bill will also ensure none of the components going into the battery are sourced from China.

Finally, this bill will prevent companies from benefiting from this tax break if they merely partner with foreign entity of concern firms without developing any domestic intellectual property or knowledge transfer.

Madam Speaker, I urge my colleagues to vote "yes" and to choose American taxpayers over Chinese billionaires. The choice is clear.

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

Madam Speaker, let me first just quickly respond because I have heard

this point made several times in reference to luxury vehicles purchased by wealthy individuals. It is interesting because the electric vehicle tax credit was first put into law and came into effect in 2009. In 2017, the entirety of the Federal Government was controlled by Republicans, and by their own definition they scoured every line of the U.S. Tax Code to present to this Congress and pass legislation to address what they saw as the weaknesses in the Tax Code.

Looking at everything, including the electric vehicle tax credit, what was the result?

It was huge tax cuts to those very wealthy individuals, and unlike our policy, no cap on the price of a vehicle.

Madam Speaker, when my friends on the other side of the aisle look at the electric vehicle tax credit in 2017, they allowed a millionaire to buy a vehicle priced at any price. What we did when we wrote our electric vehicle tax credit is put a cap on the income of individuals who qualified for the credit. My friends on the other side of the aisle did not put a cap on the price of a vehicle that is eligible for the credit. They had no cap on the price of the vehicle.

Let's see this for what it is. It is not an attempt to make right the electric vehicle tax credit. It is an attempt to stop the electric vehicle tax credit and to end the electric vehicle tax credit.

Instead of having, perhaps, some de minimis elements and untraceable elements that may come from another country included in a battery, what the majority is proposing is policy that would have the entire car come from China, 100 percent of its value built in China. That is the wrong direction for this country.

Madam Speaker, I yield 3 minutes to the gentlewoman from California (Ms. CHU), who is a great member of the House Ways and Means Committee.

Ms. CHU. Madam Speaker, this bill is yet another excuse by Republicans to undermine the Inflation Reduction Act even as it delivers historic benefits to millions of Americans.

This landmark legislation extended and expanded the 30D tax credit to support the adoption of clean vehicles. These credits are not only supporting our transition to a clean economy, they are creating American jobs, bolstering American manufacturing, and strengthening American supply chains.

This bill would undercut the Biden-Harris administration's work to implement these credits under the guise of cracking down on foreign adversaries, and, yet again, this bill includes a harmful provision that would target immigrants who came to the United States from an adversary country but who themselves have nothing to do with their governments of origin.

This is the latest Republican bill this week that follows the shameful playbook of fear-mongering and discrimination that will harm Chinese and Asian-American immigrant communities without doing anything to improve na-

tional security or decrease our reliance on foreign energy.

Consider that there are countless immigrants who come from countries like China to the United States to start a business. Sometimes those immigrants are fleeing persecution in their country of origin. However, under this bill, if a Chinese immigrant starts a business that produces components for electric vehicle batteries, then any claimed vehicle that uses components from their business would be categorically ineligible from benefiting from the tax credit.

That means every car manufacturer would be punished for working with this business even if it is located here in the U.S. and employing American workers with absolutely no connection to any foreign government or foreign government-controlled entity.

□ 0930

Because of the way this bill was poorly drafted, it is even possible that it could target immigrants who have become U.S. citizens. This is simply xenophobic and wrong.

I want to be clear: There are legitimate national and economic security concerns that the U.S. faces with these foreign governments. To make sure we are addressing these concerns, it is important to prevent foreign adversaries benefiting from our tax credit, but that is, in fact, exactly what the Inflation Reduction Act already does and what the Biden-Harris administration has been upholding in their implementation of this law.

What I do staunchly object to is any legislation that creates enormous, disproportionate barriers for any individual solely because of their country of origin. The supposedly innocuous restriction of certain rights in the name of economic or national security can be just the start of the wholesale violation of our communities' civil rights.

The bottom line is this bill will hurt our transition to clean vehicles.

Madam Speaker, I oppose this bill, and I urge my colleagues to vote "no."

Mr. SMITH of Missouri. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, the language from this bill comes directly from the U.S. Department of Commerce. It is nothing new.

Democrats are accusing, as we just heard, Republicans of having hateful motives, that this bill codifies a standard set forth by their own administration, the Harris-Biden administration. If this language is xenophobic, that is an issue that should be taken up with President Biden's Commerce Secretary, Gina Raimondo.

What this language does do is recognize that the Chinese Communist Party's influence extends beyond government officials listed on government rosters. Its control over its people and economy is less transparent than in Western democracies. That boils down to the fact that Republicans think it is

our responsibility to make sure that taxpayer dollars are not being sent directly to our adversaries, while Democrats will spare no cost forcing everyone to drive an electric vehicle.

Madam Speaker, I yield such time as he may consume to the gentleman from Michigan (Mr. MOOLENAAR), the chair of the Select Committee on the Strategic Competition Between the United States and the Chinese Communist Party.

Mr. MOOLENAAR. Madam Speaker, I rise in support of the End Chinese Dominance of Electric Vehicles in America Act of 2024.

The American people do not want to fund our enemies. The American people do not want CCP-affiliated companies setting up shop in their towns and neighborhoods. The American people do not want to be held hostage to the whims of the Chinese Communist Party's supply of critical minerals. Under the current regulations brought about by the Inflation Reduction Act, these nightmares have become our reality.

The End Chinese Dominance of Electric Vehicles in America Act is an important start toward this objective. It aligns with the goal of my NO GOTION Act, which would end the IRA's subsidies for CCP-affiliated companies.

If we want to encourage American energy innovation, we cannot be subsidizing CCP companies at the same time. Funding CCP-aligned companies makes the United States weaker and the CCP stronger, and we need to end it.

Mr. KILDEE. Madam Speaker, I yield 4 minutes to the gentleman from Texas (Mr. DOGGETT), a member of the Ways and Means Committee.

Mr. DOGGETT. Madam Speaker, Republicans are true masters, masters at naming bills that do exactly the opposite of what they say they do. They sure have the wrong name on this bill. They call it: End Chinese Domination Act. It ought to be called the "guarantee act." It guarantees Chinese domination, because they are undermining America's ability to compete with the Chinese who have dominated this market.

After listening to their fossilized friends, about the only progress that House Republicans have made is that they move from becoming total climate deniers to just becoming climate obstructionists. They are just here in case someone else decides to do something about the climate, and the climate crisis is truly engulfing our world.

This is the latest Republican bill where America going a little greener just seems to make them a little redder because a transition is needed here in the United States from an industry we did not have fully developed. These inflexible, micromanaging requirements will have the opposite effect they say they will intend.

It will take more than tough talk to stand up to Chinese domination. It takes careful American manufacturing

and developing it. We don't want to cede the world to China and its domination, but all they offer is a white flag of surrender to the Chinese, jeopardizing domestic jobs and weakening American industry, ensuring that it is China that will profit at our expense.

While Democrats have championed cleaner vehicles, Republicans have attempted to throw us into their favorite gear, reverse. They have tried to reverse just about everything that we have done to respond to the climate crisis.

We know the transportation sector is so very important because it represents about 28 percent of all greenhouse gas emissions. We have taken the steps to promote clean vehicles that don't generate these emissions with last Congress' historic climate legislation.

From this summer's suffocating heat, the wildfires, the extreme storms, the intense weather, the growing tropical diseases in our area, we know the climate crisis is already here. We don't have to sizzle further to do something about it, and our clean vehicle credits have helped consumers absorb the cost, beginning the transition to a greener and renewable future.

It has helped jump-start our EV industry, leading to more than \$175 billion in new investments in building electric vehicles and creating over 100,000 jobs while decreasing emissions. Our investments are designed to make our domestic industry and our domestic workers competitive in the world.

Our tax incentives for going green are used to boost American workers and build more factories, as is happening right here in the USA.

This bill that is being offered today would impose impossible tracking requirements on battery components and critical minerals. This simply is not possible, and it is not necessary. Tracking every screw is truly nuts.

We have reasonable transition rules already in place to enable us to make it in America. That is what we need to do. If Republicans undo these rules, they will not only jeopardize American manufacturing jobs, they will only strengthen China.

Mr. SMITH of Missouri. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, the only time a surrender white flag is waved in this country to China is whenever the Democratic Party that is controlled by the environmentalists will not allow Americans to use their own critical minerals and natural resources in this country for the products that we should deliver.

Banning the opportunity for Americans to be able to mine our own critical minerals is what empowers China, is what surrenders the flag to China.

Until the Democratic Party pushes back at the environmentalists that control them, the American people will suffer and the Chinese will benefit.

For my colleagues on the other side of the aisle who continue to claim that the 2017 tax relief only went to the

wealthy, I would like to remind them that the Trump tax cuts applied across the board and mostly went to individuals and families. In fact, if those tax cuts expire next year, 70 percent of the tax increases will fall on households earning less than \$500,000 a year. Let's contrast this with Democrats' green energy welfare.

Madam Speaker, I include in the RECORD this analysis from the Joint Committee on Taxation showing that big corporations with more than \$1 billion in sales are receiving over 90 percent of special interest electricity subsidies like those in the inflation expansion act, which Vice President HARRIS was the tiebreaking vote to become law.

CONGRESS OF THE UNITED STATES,  
JOINT COMMITTEE ON TAXATION,  
Washington, DC, March 31, 2023.  
MEMORANDUM

TENTATIVE ENERGY CREDITS BY INDUSTRY

This memorandum is in response to your request for data on claims for certain energy credits by industry, including credits claimed by management companies. Below we report the tentative claims for credit under Code section 45, the credit for electricity produced from certain renewable resources, and the tentative claims for credit under section 48, the energy investment credit, by C corporations for the 2019 and 2020 tax years. The amounts reported are the tentative claims for credit before any limitation that the taxpayer might face and before any audit adjustment that might occur. For each of section 45 and section 48 we report the dollars of credit claimed by industry using the North American Industrial Classification System ("NAICS") code level. Presenting these data at a finer level of detail potentially would create concerns of disclosure of information specific to taxpayers. For example, for section 45 we removed 2020 data for the wholesale and retail trade industry as the sample size became too limited.

TENTATIVE SECTION 45 CREDIT FOR ELECTRICITY  
PRODUCED FROM CERTAIN RENEWABLE RESOURCES

(Millions of dollars)

NAICS Code	2018	2019	2020
22 Utilities .....	1,138	989	1,263
221100 Electric Power Generation, Transmission and Distribution .....	571	460	578
All other utilities .....	567	529	684
31 Manufacturing .....	515	266	188
41 Wholesale and Retail Trade .....	760	990	na
52 Finance and Insurance .....	943	877	871
524 Insurance .....	461	407	420
All other finance and insurance .....	482	469	451
55 Management of Companies (Holding Companies) .....	1,909	2,880	3,385
551111 Bank Holding Companies .....	1,898	2,839	3,354
551112 Other Holding Companies .....	11	41	31
All Other Industries .....	317	318	1,704
Total .....	5,581	6,319	7,410

TENTATIVE SECTION 48 ENERGY CREDIT

(Millions of dollars)

NAICS Code	2018	2019	2020
11 Agriculture, Forestry, Fishing, and Hunting .....	13	10	na
22 Utilities .....	1,127	1,118	1,191
221100 Electric Power Generation, Transmission and Distribution .....	999	906	1,063
All other utilities .....	128	212	128
23 Construction .....	36	67	39
31 Manufacturing .....	342	245	247
42 Wholesale Trade .....	81	175	147
44 Retail Trade .....	271	299	547
52 Finance and Insurance .....	658	657	1,372
522110 Commercial Banking .....	120	19	202
522120 Savings Institutions, Credit Unions .....	31	54	51
524 Insurance .....	403	389	539
All other finance and insurance .....	104	194	581
53 Real Estate and Rental Leasing .....	31	17	20

TENTATIVE SECTION 48 ENERGY CREDIT—Continued  
(Millions of dollars)

NAICS Code	2018	2019	2020
55 Management of Companies (Holding Companies) .....	2,231	2,749	3,169
551111 Bank Holding Companies .....	2,216	2,729	3,144
551112 Other Holding Companies .....	15	20	25
All Other Industries .....	102	187	316
Total .....	4,891	5,524	7,047

We note this analysis is based on income tax returns filed by C corporations where taxpayers report the industry in which they are primarily engaged, identifying the industry by the code numbers established under the NAICS. This is self-reported, and the Internal Revenue Service does not necessarily verify the accuracy of the classification stated by the taxpayer.

DISTRIBUTION DATA

This memorandum is in response to your request of March 28, 2023, for data on the distribution of claims for certain energy credits by the gross receipts of the taxpayer. Below we report the tentative claims for credit under Code section 45, the credit for electricity produced from certain renewable resources, and the tentative claims for credit under section 48, the energy investment credit, by C corporations for the 2019 tax year and 2020 tax year. The amounts reported are the tentative claims for credit before any limitation that the taxpayer might face and before any audit adjustment that might occur. For each of section 45 and section 48 we report the dollars of credit claimed categorized by gross receipts reported on line 1c of Form 1120, U.S. Corporation Income Tax Return.

TENTATIVE SECTION 45 CREDIT FOR ELECTRICITY  
PRODUCED FROM CERTAIN RENEWABLE RESOURCES  
(Tax years 2019 and 2020, millions of dollars)

Gross Receipts Category	2019		2020	
	Amount of Credit	Percentage Share	Amount of Credit	Percentage Share
Less than \$1 billion .....	349	5.5%	231	3.1%
\$1 billion–\$25 billion .....	2,538	40.2%	2,560	34.6%
More than \$25 billion .....	3,432	54.3%	4,619	62.3%
Total .....	6,319	100.0%	7,409	100.0%

TENTATIVE SECTION 48 ENERGY CREDIT  
(Tax years 2019 and 2020, millions of dollars)

Gross Receipts Category	2019		2020	
	Amount of Credit	Percentage Share	Amount of Credit	Percentage Share
Less than \$1 billion .....	571	10.3%	558	7.9%
\$1 billion–\$25 billion .....	2,731	49.4%	2,740	38.9%
More than \$25 billion .....	2,222	40.2%	3,748	53.2%
Total .....	5,524	100.0%	7,047	100.0%

Note: Details may not sum to totals due to rounding.

Mr. SMITH of Missouri. Madam Speaker, big banks received three times more benefits from these tax credits than any other industry.

Madam Speaker, I yield such time as she may consume to the gentlewoman from New York (Ms. TENNEY).

Ms. TENNEY. Madam Speaker, I thank the chairman for clarifying some of those very important facts.

I rise in strong support of Congresswoman CAROL MILLER's H.R. 7980, the End Chinese Dominance of Electric Vehicles in America Act, which I was pleased to support when it passed out of the Ways and Means Committee this April.

The bill addresses a significant oversight in the implementation of electric vehicle subsidies under the so-called Inflation Reduction Act. Let's also call it the Green New Deal, as many Democrats called it before it was even passed and signed into law.

CAROL MILLER's bill, H.R. 7980, ensures that taxpayer dollars aren't used to subsidize the Chinese Communist Party, as they are in the Democrat's Green New Deal. The Biden-Harris administration failed in its implementation and opened the door for Chinese state enterprises to exploit these subsidies, undermining our national security and our economic interests all across the Nation.

The Treasury's lenient regulations enable individuals and companies with indirect ties to the Chinese Communist Party to access our taxpayer-funded subsidies meant for American innovation and jobs in American businesses.

This bill, CAROL MILLER's bill, closes two critical loopholes.

First, the billionaire loophole, which allows wealthy Chinese businessowners to benefit from U.S. tax credits if they invest in American EV projects, will be eliminated under CAROL MILLER's bill.

Second, the Chinese manufacturing loophole will be closed, stopping China and the Chinese Communist Party from using its dominance in the battery supply chain to qualify for electric vehicle credits.

By supporting this bill, we take an important step in safeguarding American manufacturers, closing loopholes that benefit our adversaries, and standing firm against the Chinese Communist Party's influence and ability to dominate the American market.

It is time for Congress to address the issues created by the Biden-Harris administration and keep American tax dollars out of the hands of the Chinese Communist Party.

Madam Speaker, I urge my colleagues to support this vital act to safeguard American taxpayers, American innovation, and workers in America and stand up for American innovation and technological independence.

Mr. KILDEE. Madam Speaker, I yield 5 minutes to the gentlewoman from Michigan (Mrs. DINGELL), who has been a leader on all issues related to the auto sector and has been a great partner as a member of the Energy and Commerce Committee to myself and on the Ways and Means Committee in promoting electric vehicles, allowing America to reclaim its manufacturing heritage.

Mrs. DINGELL. Madam Speaker, I thank my dear friend from Michigan, who has been a partner on all of these issues.

Madam Speaker, I rise today in very strong opposition to H.R. 7980, the so-called End Chinese Dominance of Electric Vehicles in America Act. This bill will not end Chinese electric vehicle dominance. In reality, it will ensure it.

The Inflation Reduction Act's 30D tax credit was designed to level the

playing field for American autoworkers who faced fierce competition from very heavily subsidized Chinese competitors. However, what this bill would effectively do is eliminate this vital tool, making it harder for American companies to compete.

Instead of promoting American innovation and creating jobs in this country, this bill would push companies to import more batteries from Chinese suppliers.

□ 0945

H.R. 7980 would lead to American job losses, and it would have a ripple effect throughout the economy. It would impact suppliers, manufacturers, and our domestic autoworkers throughout communities that rely on our domestic auto industry.

I will read a tweet from United Auto Workers this morning: "The House GOP is going after nearly 2,000 battery manufacturing jobs in Michigan"—Mr. KILDEE is in my home State—"that we negotiated under our master agreement. We urge a no vote on H.R. 7980. Don't get distracted by their rhetoric and don't take the bait. This bill is an attack on good union jobs in the United States, and we're not going to stand for it."

That is the UAW, who wants those jobs here in the United States of America, not China.

If this bill passes, it will kill good-paying union auto manufacturing and building trade jobs here. This bill would undermine the United States' ability to compete in the global EV market, and it blatantly ignores the fact that American automakers are already diversifying their supply chains and reducing their reliance on China.

I remind my colleagues: I am not old, but I am seasoned. I was a child in the 1970s, but I remember when the domestic auto industry was caught flat-footed. The key to the American auto industry being competitive is we are competing in a global marketplace, not just here.

The global marketplace is demanding EVs. In the 1970s, the domestic auto industry wasn't ready for small-car vehicles when gasoline prices went up, and we lost a decade. We closed small towns in our State. We have never recovered. Those jobs have never come back.

Madam Speaker, I am committed with my colleagues in Michigan to keeping our industry competitive in a global marketplace. We cannot make that mistake again. This time, we must be ready to innovate and do so in a competitive way.

Republicans want to ship our jobs overseas. I want them home, here in this country. Democrats fight every day to ensure our jobs stay in our communities and invest in America.

At the end of the day, the bill hurts everyday Americans who support and have benefited the most from the IRA's historic domestic investments.

For this reason, at the appropriate time, I will offer a motion to recommit

this bill back to committee. If the House rules permitted, which it did not, I would have offered the motion with an important amendment to this bill.

My amendment assures that certain investments made in reliance upon the rules and regulations promulgated under the Inflation Reduction Act are not undercut by Congress changing the rules.

This amendment ensures that these crucial projects that made significant investments upon the enactment of the Inflation Reduction Act will continue to operate to produce EV batteries and electric vehicles here in this country and that the jobs that these investments have brought to the districts in which they are located won't be lost to foreign manufacturers.

We want them here. I want them built by American autoworkers; not subsidized by China, who wants to dominate us.

Madam Speaker, I ask unanimous consent to include in the RECORD the text of this amendment immediately prior to the vote on the motion to recommit.

THE SPEAKER pro tempore (Mr. WEBER of Texas). Is there objection to the request of the gentlewoman from Michigan?

There was no objection.

Mrs. DINGELL. Mr. Speaker, I hope my colleagues will join me in voting for this motion to recommit.

Mr. SMITH of Missouri. Mr. Speaker, I yield myself such time as I may consume.

I could not disagree more with the prior comments. In fact, the best way to define my opinion of the prior comments would be to justify something we use where I come from. I come from the Ozark Hills, and we refer to that as hogwash because this bill right here will actually protect American autoworkers instead of Chinese autoworkers.

It is delusional to think any other thing because, if you are subsidizing the Chinese and not the American resources, the American manufacturer and the American worker lose.

Mr. Speaker, since the prior speaker is actually from the State of Michigan and Michigan has had a lot of conversations about a company that is coming in called CATL, that is a Chinese battery company that has partnered with Ford. They partnered with Ford, even though it is a Chinese battery company, to get these resources.

Mr. Speaker, I include in the RECORD this article reporting that the founder of CATL, that leading Chinese battery company, said: "CATL's partnership with Ford Motor on an electric vehicle battery plant in the U.S.," which is in Michigan, "will not be affected by the White House's new rules on Chinese involvement in such projects."

He also continued in this and said: "The plant structure was designed under the definition of the foreign entity of concern, so there will be no im-

pact"—that there will be no impact—"on further implementation."

With these EV handouts, China wins, and the American manufacturer and the American worker lose.

[From Nikkei Asia, Dec. 7, 2023]

CATL SAYS FORD PROJECT ON TRACK DESPITE NEW U.S. BATTERY RULES

(CISSY ZHOU, Nikkei staff writer)

HONG KONG—CATL's partnership with Ford Motor on an electric vehicle battery plant in the U.S. will not be affected by the White House's new rules on Chinese involvement in such projects, Zeng Yuqun, the founder of the Chinese battery giant, told Nikkei Asia.

"The plant structure was designed under the definition of the foreign entity of concern (FEOC), so there will be no impact on further implementation," Zeng said.

In February, Ford announced it would start producing low-cost lithium-ion batteries by 2026 at its plant in Michigan using technology licensed from CATL, the world's biggest maker of EV batteries.

The move has drawn fire from U.S. lawmakers over concerns that American subsidies and grants under the U.S. Inflation Reduction Act and the Bipartisan Infrastructure Law would flow to a Chinese entity.

Last week, the Biden administration proposed new guidelines regarding a concept known as a foreign entity of concern (FEOC). The guidelines are aimed at addressing what Washington sees as America's overreliance on EV batteries manufactured in China—a powerhouse in the field, commanding significant control of various parts of the supply chain. Six of the world's 10 largest EV battery manufacturers are Chinese.

Under the new rules, which take effect in January, a joint venture would be classified as an FEOC if a company from one of four designated countries—China, Iran, North Korea and Russia—holds a stake of 25 percent or more, or if a company entered into a licensing agreement with another entity that entitles the latter to exercise "effective control" over the production of the battery components. An FEOC would be ineligible for tax credits and grants.

CATL, meanwhile, is continuing its research and development push. On Thursday, it announced plans to establish its international headquarters in Hong Kong and to set up an R&D center in the city. The company currently has more than 18,000 researchers and over 22,000 patents, a number that is increasing by more than 7,000 each year, according to Zeng.

The investment will be worth over 1 billion Hong Kong dollars (\$128 million) and create more than 500 jobs, according to Hong Kong Financial Secretary Paul Chan.

With a global market share of 37 percent, CATL supplies batteries to major automakers including Tesla, Volkswagen, BMW and Nissan Motor.

Zeng, the founder, said CATL will intensify its development efforts, particularly by establishing a strong R&D center in Hong Kong. The products generated by the R&D center will be patented, and CATL will license these patents for a fee. Additionally, it can provide services to outside companies for a fee, according to Zeng.

Mr. SMITH of Missouri. Mr. Speaker, I yield such time as he may consume to the gentleman from Texas (Mr. WILLIAMS), the chair of the Small Business Committee.

Mr. WILLIAMS of Texas. Mr. Speaker, I rise today in support of H.R. 7980 to end the dangerous Chinese dominance of electric vehicles in America.

Mr. Speaker, EVs are inefficient, they are expensive, and they are to-

tally unreliable. For 4 years, this administration has pushed this phony industry, forcing these cars on the American people and the American car dealer and furthering their China-first, America-last agenda.

I can say firsthand because I am the expert in this room on the car business. I sold my first car in 1971. I have been a car dealer for 52 years. I still have my car dealerships, and I can say the demand for electric vehicles simply is not there among Americans.

No one is buying them. I repeat: No one is buying them. The Democrats' irresponsible Inflation Reduction Act provided EV tax credits with lenient FEOC rules, which allows Chinese companies to benefit and be eligible for these EV tax credits.

This is why we need to pass the End Chinese Dominance of Electric Vehicles in America Act, to close these loopholes and to prevent China from recovering tax credits funded by the American taxpayer.

When taxpayer dollars are spent, they should be used to invest in American businesses. That is a new concept. Let's invest in America. Let's invest in the American worker. Quality manufacturing comes from that, not to line the pockets of the CCP.

Mr. Speaker, again, I feel like I am the expert in this. We need to get right and side with America for a change.

Mr. Speaker, I urge my colleagues to stand with the American people and vote in favor of H.R. 7980 to ensure taxpayer dollars don't go to Chinese billionaires and manufacturing companies.

In God we trust.

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

Mr. Speaker, as Members have heard, the electric vehicle tax credit is helping the U.S. compete with China, lowering our costs for our consumers, making sure that we can continue to make those vehicles here in America with American workers.

As my colleague from Michigan (Mrs. DINGELL) pointed out, history doesn't repeat itself but it rhymes. It was in the early 1970s that the U.S. auto industry and the U.S. economy failed to see the future, failed to embrace it. We lost market share, from which we have not ever quite recovered. We can't let that happen again.

The legislation before us would reverse the progress that we have made in competing with what has been Chinese dominance of electric vehicles. We have created American jobs. We have created American investments throughout our supply chain. This legislation would make it harder for us to compete with China.

Mr. Speaker, the Democrats and Republicans have stood together in the past on a bipartisan basis to stand up to China, to protect U.S. manufacturing from unfair trade practices. Of course, our historic work on the Uyghur Forced Labor Prevention Act ensures the products made in Xinjiang



with forced labor don't enter our markets and undermine American workers.

Just listening to the speakers, particularly the last speaker, we know what is going on here because it was now said out loud. Members on the other side of the aisle oppose not just electric vehicle tax credits, but Republicans oppose electric vehicles entirely. If Republicans don't want to buy an electric vehicle and if an American doesn't want to buy an electric vehicle, don't buy it. Let's not cede the future to China.

We hear a lot from folks who don't live and work among the people, whose jobs and lives depend on U.S. manufacturing. The practical effect of this legislation is to do what the majority has now said Republicans want to do, and that is end electric vehicle manufacturing in America.

What does that mean? It means China will build those vehicles. We have seen this before. We saw it in the early 1970s when we put our heads in the sand and decided that we could just dictate that everyone had to buy an American car rather than rolling up our sleeves and doing what we have to do to compete.

We don't want to have that happen again. China will win the electric vehicle war, will win the market if, in fact, we allow this legislation to become law.

The legislation that has been proposed is opposed by American companies, is opposed by American workers, as Mrs. DINGELL just pointed out, because they know that this strengthens China's hand.

Mr. Speaker, the other point I make, which I made reference to earlier, is my Republican colleagues have scoured the tax code. The majority did it in 2017. I find it interesting. When my colleagues on the other side of the aisle looked at the EV tax credits back then, the majority didn't put an income cap on what Americans would qualify. Republicans allowed millionaires to qualify for the electric vehicle tax credit.

We said "no" to that. We included an income cap.

Republicans allowed the highest-priced luxury electric vehicles to qualify for the credit. We said "no." We are going to put an MSRP cap so that moderately priced vehicles would benefit largely from the credit.

Most interestingly, when Republicans scoured the tax code to find anything that the majority wanted to change, my colleagues on the other side of the aisle didn't even include any restriction on the sourcing of any component of an electric vehicle from the People's Republic of China.

Under their tax policy in 2017, an electric vehicle tax credit could apply to a vehicle that had 100 percent of its battery fully constructed in China. We said "no," and we developed a policy to transition us to American production and sourcing from American companies or our friends and allies.

Mr. Speaker, this bill does not reduce our dependence on Chinese vehicles. It

increases our dependence on that. It is a partisan attempt to undermine the work that we have done to bring those manufacturing jobs back here. It will make it harder for us to compete against China. It makes it more difficult for us to secure our supply chains. It would raise taxes on hard-working families.

Mr. Speaker, this bill is the wrong direction for American workers, for American consumers, for our economy. American industry opposes it. American workers oppose it. I oppose it. I urge my colleagues to oppose it, as well.

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

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

Mr. Speaker, Congress has a choice to make today: Do we stand with America's taxpayers, or do we follow the lead of the Harris-Biden administration and stand with the Chinese Communist Party? This bill will undo and block harmful policies that allow Chinese billionaires and manufacturers to pocket American taxpayer money.

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We wouldn't have to be here today, stopping China from taking that money, if Vice President HARRIS had not chosen to cast the tiebreaking vote for the inflation expansion act. It significantly expanded tax credits for luxury vehicles and has been implemented to allow for loopholes and giveaways so that foreign entities of concern, along with the wealthy and the well-connected, are the ones who are benefiting.

For decades, China has used every morally and ethically questionable tool in its toolbox, including illegal practices, to gain an unfair advantage in key industries. It is doing the same exact thing with electric vehicles today.

Yet, the Biden-Harris administration thinks American taxpayers owe China a helping hand. Workers in auto factories, battery plants, miners in idle critical mineral mines, and everyday taxpayers will be the ones who pay the price, Mr. Speaker.

I hope that my colleagues on the other side of the aisle will join us in standing up for American workers, American manufacturers, and American taxpayers and vote "yes."

In the end, we are asking you to vote for what you said you were voting for in your own law just 2 years ago in the inflation expansion act. To do otherwise is to keep putting more taxpayer money into the pockets, Mr. Speaker, of Chinese billionaires and the Chinese Communist Party.

Mr. Speaker, I urge all my colleagues to vote "yes" on this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 1430, the previous question is ordered on the bill, as amended.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

#### MOTION TO RECOMMIT

Mrs. DINGELL. Mr. Speaker, I have a motion to recommit at the desk.

The SPEAKER pro tempore. The Clerk will report the motion to recommit.

The Clerk read as follows:

Mrs. Dingell of Michigan moves to recommit the bill H.R. 7980 to the Committee on Ways and Means.

The material previously referred to by Mrs. DINGELL is as follows:

Mrs. Dingell moves to recommit the bill H.R. 7980 to the Committee on Ways and Means with instructions to report the same back to the House forthwith, with the following amendment:

At the end of section 2, add the following:

(c) EXCEPTION FOR CERTAIN NEWLY OPERATIONAL, UNDER CONSTRUCTION, OR PLANNED, PROJECTS.—Notwithstanding subsection (b), the amendment made by this section shall not apply with respect to any battery produced, or vehicle manufactured, at any of the following projects:

- (1) The project of Nanotech Energy located at 311 Otterson Dr., Suite 60, Chico, CA 95928.
- (2) The project of Harbinger Motors located at 12821 Knott St., Garden Grove, CA 92841.
- (3) The project of Hyundai Motor Group, LGES located at 10484 US-280, Ellabell, GA 31308.
- (4) The project of Soulbrain MI located at 2141 N. Touby Pike, Kokomo, IN 46901.
- (5) The project of Toyota Material Handling located at 5559 Inwood Dr., Columbus, IN 47201.
- (6) The project of Tesla Inc., Panasonic Corp. located at Electric Avenue, Sparks, NV 89434.
- (7) The project of Tesla located at Electric Avenue, Sparks, NV 89434.
- (8) The project of Aqua Metals located at 5370 Kietzke Ln, Reno, NV 89511.
- (9) The project of Cirba Solutions located at 512 Hocking St., Lancaster, OH 43130.
- (10) The project of Grob Systems located at 1070 Navajo Dr., Bluffton, OH 45817.

The SPEAKER pro tempore. Pursuant to clause 2(b) of rule XIX, the previous question is ordered on the motion to recommit.

The question is on the motion to recommit.

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

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

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, the Chair will reduce to 5 minutes the minimum time for any electronic vote on the question of passage.

The vote was taken by electronic device, and there were—yeas 195, nays 210, not voting 26, as follows:

[Roll No. 416]

YEAS—195

Adams	Barragán	Blunt Rochester
Aguilar	Beatty	Bonamici
Allred	Bera	Bowman
Amo	Beyer	Boyle (PA)
Auchincloss	Bishop (GA)	Brown
Balint	Blumenauer	Budzinski

Bush  
Caraveo  
Carbajal  
Cárdenas  
Carson  
Carter (LA)  
Cartwright  
Casar  
Case  
Casten  
Castor (FL)  
Castro (TX)  
Cherfilus-  
McCormick  
Chu  
Clark (MA)  
Clarke (NY)  
Cleave  
Clyburn  
Cohen  
Connolly  
Correa  
Costa  
Courtney  
Craig  
Crockett  
Crow  
Cuellar  
Davids (KS)  
Davis (IL)  
Davis (NC)  
Dean (PA)  
DeGette  
DeLauro  
DeBene  
Deluzio  
DeSaulnier  
Dingell  
Doggett  
Escobar  
Eshoo  
Españlat  
Fletcher  
Foster  
Foushee  
Frankel, Lois  
Frost  
Garcia (IL)  
Garcia (TX)  
Garcia, Robert  
Golden (ME)  
Goldman (NY)  
Gomez  
Gonzalez, V.  
Gottheimer  
Green, Al (TX)  
Harder (CA)  
Hayes  
Himes  
Horsford

Houlahan  
Hoyer  
Hoyle (OR)  
Huffman  
Ivey  
Jackson (IL)  
Jackson (NC)  
Jacobs  
Jeffries  
Johnson (GA)  
Kamlager-Dove  
Kaptur  
Kelly (IL)  
Kennedy  
Khanna  
Kildee  
Kilmer  
Kim (NJ)  
Krishnamoorthi  
Kuster  
Landsman  
Larsen (WA)  
Larson (CT)  
Lee (CA)  
Lee (NV)  
Lee (PA)  
Leger Fernandez  
Levin  
Lieu  
Lofgren  
Lynch  
Magaziner  
Manning  
Matsui  
McBath  
McClellan  
McCollum  
McGarvey  
McGovern  
Meeks  
Menendez  
Meng  
Morelle  
Moskowitz  
Moulton  
Mrvan  
Mullin  
Nadler  
Napolitano  
Neal  
Neguse  
Nickel  
Norcross  
Ocasio-Cortez  
Omar  
Panetta  
Pappas  
Pelosi  
Perez  
Peters

Pettersen  
Phillips  
Pingree  
Pocan  
Porter  
Pressley  
Ramirez  
Raskin  
Ross  
Ruiz  
Ruppersberger  
Ryan  
Salinas  
Sánchez  
Sarbanes  
Scanlon  
Schakowsky  
Schiff  
Schneider  
Scholten  
Schrier  
Scott (VA)  
Scott, David  
Sewell  
Sherman  
Sherrill  
Slotkin  
Smith (WA)  
Sorensen  
Soto  
Spanberger  
Stansbury  
Stanton  
Stevens  
Strickland  
Suozi  
Swalwell  
Sykes  
Takano  
Thanedar  
Thompson (CA)  
Thompson (MS)  
Titus  
Tlaib  
Tokuda  
Tonko  
Torres (CA)  
Torres (NY)  
Trahan  
Underwood  
Vargas  
Vasquez  
Veasey  
Velázquez  
Wasserman  
Schultz  
Watson Coleman  
Wild  
Wilson (FL)

## NAYS—210

Aderholt  
Alford  
Allen  
Amodei  
Armstrong  
Arrington  
Babin  
Bacon  
Baird  
Balderson  
Banks  
Barr  
Bean (FL)  
Bentz  
Bergman  
Bice  
Biggs  
Bilirakis  
Bishop (NC)  
Boebert  
Bost  
Brecheen  
Buchanan  
Bucshon  
Burchett  
Burgess  
Burlison  
Calvert  
Cammack  
Carey  
Carl  
Carter (GA)  
Carter (TX)  
Chavez-DeRemer  
Ciscomani  
Cline  
Cloud

Clyde  
Cole  
Collins  
Comer  
Crane  
Crawford  
Curtis  
D'Esposito  
Davidson  
De La Cruz  
Diaz-Balart  
Donalds  
Duarte  
Duncan  
Dunn (FL)  
Edwards  
Ellzey  
Emmer  
Estes  
Ezell  
Fallon  
Feenstra  
Finstad  
Fischbach  
Fitzgerald  
Fitzpatrick  
Fleischmann  
Flood  
Fong  
Foxy  
Franklin, Scott  
Fry  
Fulcher  
Gaetz  
Garcia, Mike  
Gimenez  
Gonzales, Tony

Good (VA)  
Gooden (TX)  
Gosar  
Graves (MO)  
Green (TN)  
Griffith  
Grothman  
Guest  
Guthrie  
Hageman  
Harris  
Harshbarger  
Hern  
Higgins (LA)  
Hill  
Hinson  
Houchin  
Hudson  
Huizenga  
Hunt  
Issa  
Jackson (TX)  
James  
Johnson (LA)  
Johnson (SD)  
Jordan  
Joyce (OH)  
Joyce (PA)  
Kean (NJ)  
Kelly (MS)  
Kelly (PA)  
Kiggans (VA)  
Kiley  
Kim (CA)  
Kustoff  
LaHood  
LaLota

LaMalfa  
Lamborn  
Langworthy  
Latta  
LaTurner  
Lawler  
Lee (FL)  
Lesko  
Letlow  
Lopez  
Loudermilk  
Lucas  
Luetkemeyer  
Luna  
Luttrell  
Mace  
Malliotakis  
Maloy  
Mann  
Massie  
Mast  
McCaul  
McClain  
McClintock  
McCormick  
McHenry  
Miller (IL)  
Miller (OH)  
Miller (WV)  
Miller-Meeks  
Mills  
Molinaro  
Moolenaar

Mooney  
Moore (AL)  
Moore (UT)  
Moran  
Murphy  
Nehls  
Newhouse  
Norman  
Nunn (IA)  
Obermoltz  
Ogles  
Owens  
Palmer  
Pence  
Perry  
Pfluger  
Posey  
Reschenthaler  
Rodgers (WA)  
Rodgers (AL)  
Rogers (KY)  
Rose  
Rosendale  
Rouzer  
Roy  
Rulli  
Rutherford  
Scalise  
Schweikert  
Scott, Austin  
Self  
Sessions  
Simpson

Smith (MO)  
Smith (NE)  
Smith (NJ)  
Smucker  
Spartz  
Stauber  
Steel  
Stefanik  
Steil  
Steube  
Strong  
Tenney  
Thompson (PA)  
Tiffany  
Timmons  
Turner  
Valadao  
Van Drew  
Van Dwyne  
Van Orden  
Wagner  
Walberg  
Waltz  
Weber (TX)  
Webster (FL)  
Wenstrup  
Westerman  
Williams (NY)  
Williams (TX)  
Wittman  
Womack  
Yakym  
Zinke

## NOT VOTING—26

Brownley  
Crenshaw  
DesJarlais  
Evans  
Ferguson  
Gallego  
Garamendi  
Garbarino  
Granger

Graves (LA)  
Greene (GA)  
Grijalva  
Jayapal  
Keating  
Meuser  
Mfume  
Moore (WI)  
Pallone

□ 1031

Messrs. BERGMAN, DUARTE, CALVERT, WALTZ, Mrs. MILLER of Illinois, Messrs. BANKS and VAN DREW changed their vote from “yea” to “nay.”

Mr. KRISHNAMOORTHY changed his vote from “nay” to “yea.”

So the motion to recommit was rejected.

The result of the vote was announced as above recorded.

The SPEAKER pro tempore. The question is on the passage of the bill.

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

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

The yeas and nays were ordered.

The SPEAKER pro tempore. This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 217, nays 192, not voting 22, as follows:

[Roll No. 417]

## YEAS—217

Aderholt  
Alford  
Allen  
Amodei  
Armstrong  
Arrington  
Bacon  
Baird  
Balderson  
Banks  
Barr  
Bean (FL)  
Bentz  
Bergman  
Bice  
Biggs  
Bilirakis  
Bishop (NC)  
Boebert

Bost  
Brecheen  
Buchanan  
Bucshon  
Burchett  
Burgess  
Burlison  
Calvert  
Cammack  
Caraveo  
Carey  
Carl  
Carter (GA)  
Carter (TX)  
Chavez-DeRemer  
Ciscomani  
Cline  
Cloud  
Clyde

Cole  
Collins  
Comer  
Crane  
Crawford  
Cuellar  
Curtis  
D'Esposito  
Davidson  
Davis (NC)  
De La Cruz  
Diaz-Balart  
Donalds  
Duarte  
Duncan  
Dunn (FL)  
Edwards  
Ellzey  
Emmer

Estes  
Ezell  
Fallon  
Feenstra  
Finstad  
Fischbach  
Fitzgerald  
Fitzpatrick  
Fleischmann  
Flood  
Fong  
Foxy  
Franklin, Scott  
Fry  
Fulcher  
Gaetz  
Garcia, Mike  
Gimenez  
Golden (ME)  
Gonzales, Tony  
Gonzalez, V.  
Good (VA)  
Gooden (TX)  
Gosar  
Graves (MO)  
Green (TN)  
Greene (GA)  
Griffith  
Grothman  
Guest  
Guthrie  
Hageman  
Harris  
Harshbarger  
Hern  
Higgins (LA)  
Hill  
Hinson  
Houchin  
Hudson  
Huizenga  
Hunt  
Issa  
Jackson (TX)  
James  
Johnson (LA)  
Johnson (SD)  
Jordan  
Joyce (OH)  
Joyce (PA)  
Kean (NJ)  
Kelly (MS)  
Kelly (PA)  
Kiggans (VA)

Kiley  
Kim (CA)  
Kustoff  
LaHood  
LaLota  
LaMalfa  
Lamborn  
Langworthy  
Latta  
LaTurner  
Lawler  
Lee (FL)  
Lesko  
Letlow  
Lopez  
Loudermilk  
Lucas  
Luetkemeyer  
Luna  
Luttrell  
Mace  
Malliotakis  
Maloy  
Mann  
Massie  
Mast  
McClain  
McClintock  
McCormick  
McHenry  
Meuser  
Miller (IL)  
Miller (OH)  
Miller (WV)  
Miller-Meeks  
Mills  
Molinaro  
Moolenaar  
Mooney  
Moore (AL)  
Moore (UT)  
Moran  
Murphy  
Nehls  
Newhouse  
Norman  
Nunn (IA)  
Obermoltz  
Ogles  
Owens  
Palmer  
Pence  
Perez  
Perry

Pfluger  
Posey  
Reschenthaler  
Rodgers (WA)  
Rogers (AL)  
Rogers (KY)  
Rose  
Rosendale  
Rouzer  
Roy  
Rulli  
Rutherford  
Scalise  
Schweikert  
Scott, Austin  
Self  
Sessions  
Simpson

## NAYS—192

Adams  
Aguilar  
Allred  
Amo  
Auchincloss  
Balint  
Barragán  
Beatty  
Bera  
Beyer  
Bishop (GA)  
Blumenauer  
Blunt Rochester  
Bonamici  
Bowman  
Boyle (PA)  
Brown  
Budzinski  
Bush  
Carbajal  
Cárdenas  
Carson  
Carter (LA)  
Cartwright  
Casar  
Case  
Casten  
Castor (FL)  
Castro (TX)  
Cherfilus-  
McCormick  
Chu  
Clark (MA)  
Clarke (NY)  
Cleave  
Clyburn  
Cohen  
Connolly  
Correa  
Costa  
Courtney  
Craig  
Crockett

Crow  
Davids (KS)  
Davis (IL)  
Dean (PA)  
DeGette  
DeLauro  
DeBene  
Deluzio  
DeSaulnier  
Dingell  
Doggett  
Escobar  
Eshoo  
Españlat  
Fletcher  
Foster  
Foushee  
Frankel, Lois  
Frost  
Garcia (IL)  
Garcia (TX)  
Garcia, Robert  
Goldman (NY)  
Gomez  
Gottheimer  
Green, Al (TX)  
Harder (CA)  
Hayes  
Himes  
Horsford  
Houlahan  
Hoyer  
Hoyle (OR)  
Huffman  
Ivey  
Jackson (IL)  
Jackson (NC)  
Jacobs  
Jeffries  
Johnson (GA)  
Kamlager-Dove  
Kaptur  
Kelly (IL)

Kennedy  
Khanna  
Kildee  
Kilmer  
Kim (NJ)  
Krishnamoorthi  
Kuster  
Landsman  
Larsen (WA)  
Larson (CT)  
Lee (CA)  
Lee (NV)  
Lee (PA)  
Leger Fernandez  
Levin  
Lieu  
Lofgren  
Lynch  
Magaziner  
Manning  
Matsui  
McBath  
McClellan  
McCollum  
McGarvey  
McGovern  
Meeks  
Menendez  
Meng  
Mfume  
Moore (WI)  
Morelle  
Moskowitz  
Moulton  
Mrvan  
Mullin  
Nadler  
Napolitano  
Neal  
Neguse  
Nickel  
Norcross  
Ocasio-Cortez



Omar	Schakowsky	Thanedar
Pallone	Schiff	Thompson (CA)
Panetta	Schneider	Thompson (MS)
Pappas	Scholten	Titus
Pelosi	Schrier	Tlaib
Peters	Scott (VA)	Tokuda
Pettersen	Sewell	Tonko
Phillips	Sherman	Torres (CA)
Pingree	Sherrill	Torres (NY)
Pocan	Slotkin	Trahan
Porter	Smith (WA)	Underwood
Pressley	Sorensen	Vargas
Ramirez	Soto	Vasquez
Raskin	Spanberger	Veasey
Ross	Stansbury	Velázquez
Ruiz	Stanton	Wasserman
Ruppersberger	Stevens	Schultz
Ryan	Strickland	Waters
Salinas	Suozzi	Watson Coleman
Sánchez	Swalwell	Wild
Sarbanes	Sykes	Williams (GA)
Scanlon	Takano	

## NOT VOTING—22

Babin	Garbarino	Quigley
Brownley	Granger	Salazar
Crenshaw	Graves (LA)	Trone
DesJarlais	Grijalva	Wexton
Evans	Jayapal	Wilson (FL)
Ferguson	Keating	Wilson (SC)
Gallego	McCauley	
Garamendi	Peltola	

□ 1040

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

## PERSONAL EXPLANATION

Mr. GRAVES of Louisiana. Mr. Speaker, Hurricane Francine preparation, response, and recovery efforts require my presence in south Louisiana, causing me to miss the vote series today. Had I been present, I would have voted NAY on Roll Call No. 416 and YEA on Roll Call No. 417.

## PERSONAL EXPLANATION

Mr. WILSON of South Carolina. Mr. Speaker, I was otherwise detained seeking medical attention after taking ill. Had I been present, I would have voted NAY on Roll Call No. 416 and YEA on Roll Call No. 417.

### ADJOURNMENT FROM THURSDAY, SEPTEMBER 12, 2024, TO MONDAY, SEPTEMBER 16, 2024

Mr. SMITH of Missouri. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 4 p.m. on Monday, September 16, 2024, and further, when the House adjourns on that day, it adjourn to meet at noon on Tuesday, September 17, 2024, for morning-hour debate and 2 p.m. for legislative business.

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

There was no objection.

□ 1045

## 150 YEARS OF THE GRANGE FAIR

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

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise today to recognize 150 years of the Centre County Grange Fair.

For the past 150 years, Centre County has welcomed visitors from across the world to the Grange Fair.

The Pennsylvania Grange Fair has served as a home away from home for families who stay in 1,000 tents and 1,500 recreational vehicles, plus those who visit on a daily basis.

It is a testament to our unique and enduring spirit that the Grange Fair stands as the only remaining tenting fair in the Nation.

This weeklong celebration encompasses the very best of our rural communities. From concerts to motorsports and craft shows to animal exhibits, the charm and nostalgia are everywhere.

With more than 200,000 visitors coming to Centre County every year, attendees immerse themselves in the rich traditions the fair provides.

Pennsylvania Grange is more than just a weeklong fair. It is a group dedicated to serving the community.

The Grange Fair has members of all ages and represents 5,440 Pennsylvanians across the Commonwealth.

Mr. Speaker, I would like to thank the Grange for its dedication to supporting rural America and all the volunteers for making 150 years of the Grange Fair possible.

### HONORING JAMES LYLE BULLOCK ON HIS 100TH BIRTHDAY

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

Ms. ROSS. Mr. Speaker, I rise today to honor an exceptional North Carolinian and American hero, Mr. James Lyle Bullock, who recently celebrated his 100th birthday.

A U.S. Navy veteran, Mr. Bullock served our Nation with honor during World War II in the Pacific theater. As both a cook and a gunner, he played a crucial role in defending the freedoms we cherish.

Last weekend, I had the privilege to attend Mr. Bullock's 100th birthday celebration and present him with a flag flown over the Capitol in his honor.

While there is nothing we can do to adequately thank Mr. Bullock for his years of service, this is a small token of gratitude for his bravery and sacrifice, and it was so much fun meeting his entire family.

As we celebrate his remarkable life, let's recommit ourselves to ensuring that every veteran has access to the exceptional resources and care they deserve.

Mr. Speaker, I wish Mr. Bullock a happy 100th birthday.

## CONGRATULATING PAUL GLEISER

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

Mr. MORAN. Mr. Speaker, I rise today to congratulate a true patriot, valued friend, and radio legend from east Texas, Paul Gleiser, who will be inducted into the Texas Radio Hall of Fame's Class of 2024.

I have grown to know Paul well, and each interaction leaves me more impressed with his business acumen, dedication to community, love of country, and generous spirit.

Paul has served east Texas for more than 30 years, leaving his mark on local news and broadcasting. He has followed his love of radio with unmatched passion and professionalism.

Everything he does is with excellence.

Many east Texans recognize his vocal call, "On this day in history . . ." Many more closely follow his segments "You Tell Me Texas" and "Constitution Minute." Paul has used his platform to reaffirm the truth of our history and the lessons we have learned from it.

As the owner of KTBB and KRWR, Paul has devoted years to producing quality, informative, and thought-provoking radio for his listeners.

Paul is the past chair of the Texas Association of Broadcasters and a vocal champion to preserve local broadcasting.

I know I speak for east Texans everywhere when I congratulate Paul on a job well done.

### JUNIOR LIFEGUARD HEADQUARTERS

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

Ms. PORTER. Mr. Speaker, earlier this year, State and local Newport Beach officials held a ribbon cutting for their new junior lifeguard headquarters.

Today, I rise to celebrate this improvement for our community's youth and safety, made possible by millions of Federal dollars that I, along with congressional Democrats, voted for that amounted to two-thirds of the total project funding.

For 40 years, Newport Beach's junior lifeguards operated out of makeshift trailers without basic amenities.

Now, with the help of our Federal investment, they have a state-of-the-art facility complete with locker rooms, restrooms, and administrative space, a remarkable improvement for these thousands of young participants each year.

The new junior lifeguard headquarters is a testament to what happens when different levels of government work cooperatively. As I continue to bring Federal support back to Orange County, I look forward to touring this Newport Beach junior lifeguard facility and for a chance to celebrate the success with Orange County families.

## AIRPORT FIRE

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