

Republican Justice Department is diverting slush funds to.

I hope that my colleagues will get on board now. If this bill should not make it to the President's desk, I will be right back here in a year, God willing, if a Republican is President, and I hope my colleagues will join me then.

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

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

I reiterate that H.R. 788 is a solution in search of a problem that if enacted would seriously hamstring the ability of Federal agencies to hold corporate wrongdoers accountable to the American public.

Given its potentially broad impact, H.R. 788 is opposed by a wide range of environmental, civil justice, labor, and consumer advocacy groups, including the American Federation of State, County, and Municipal Employees, the American Federation of Teachers, Earthjustice, the Environmental Defense Fund, the League of Conservation Voters, the American Association for Justice, the National Association of Consumer Advocates, and the National Consumers League.

If the underlying practice, as my friends on the other side of the aisle say, were really such a gift to corporations, why has the Chamber of Commerce come out in favor of this bill?

Mr. Speaker, I urge my colleagues to vote "no" on H.R. 788, and I yield back the balance of my time.

Mr. GOODEN of Texas. Mr. Speaker, this is really bad business for the American people. These settlement slush funds are wrong no matter who is in power and, frankly, victims are being overlooked. Victims should be made whole, and any other kind of settlement the government wants to work out with wrongdoers should be a fine to the United States Treasury because whatever good cause we may agree or disagree about for restitution for larger groups of victims, perhaps, that is something this Congress should decide through the appropriations process.

I encourage my colleagues to join me in stopping this practice. We have seen abuses all the way from the Bush administration to the present, and it needs to stop.

Mr. Speaker, I urge my colleagues to support H.R. 788, and I yield back the balance of my time.

The SPEAKER pro tempore. All time for debate on the bill has expired.

AMENDMENT NO. 1 OFFERED BY MR. MCCORMICK

The SPEAKER pro tempore. It is now in order to consider amendment No. 1 printed in House Report 118-342.

Mr. MCCORMICK. Mr. Speaker, I have an amendment at the desk.

The SPEAKER pro tempore. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 3, line 13, after "submit" insert "and make available on a publicly accessible website,".

The SPEAKER pro tempore. Pursuant to House Resolution 947, the gen-

tleman from Georgia (Mr. MCCORMICK) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Georgia.

Mr. MCCORMICK. Mr. Speaker, I rise to offer an amendment to H.R. 788.

I thank Representative GOODEN and the Judiciary Committee for crafting this crucial piece of legislation that will further our mission of holding the executive branch accountable.

The underlying bill is trying to fix an important issue. The Biden administration, or any administration for that matter, should not be directing settlement funds to support their radical social agendas by financing politically favored third-party entities or programs, sometimes completely unrelated to the original litigation. This practice is just wrong.

My amendment is simple. It creates transparency by requiring the annual violation audits conducted by the inspector generals in section 2(f) of this bill to be made publicly available on an accessible website. The American people deserve to know what their government is doing. If a government agency, in violation of law, is directing these settlement payments to support political agendas, the public should know.

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

Mr. NADLER. Mr. Speaker, I claim the time in opposition, though I am not opposed.

The SPEAKER pro tempore. Without objection, the gentleman from New York is recognized for 5 minutes.

There was no objection.

Mr. NADLER. Mr. Speaker, I will not take 5 minutes.

Mr. Speaker, for all the reasons I have stated here, this is a terrible bill. This amendment makes it no worse. Therefore, I don't oppose it.

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

Mr. MCCORMICK. Mr. Speaker, in closing, I am glad he does not oppose it because it is transparency on a bill that is meant to create transparency. I hope nobody opposes that.

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

The SPEAKER pro tempore. Pursuant to the rule, the previous question is ordered on the amendment offered by the gentleman from Georgia (Mr. MCCORMICK).

The question is on the amendment.

The amendment was agreed to.

The SPEAKER pro tempore. 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. FOUSHEE. 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. Foushee of North Carolina moves to recommit the bill H.R. 788 to the Committee on the Judiciary.

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

Mrs. Foushee moves to recommit the bill H.R. 788 to the Committee on the Judiciary with instructions to report the same back to the House forthwith with the following amendment:

Page 2, line 7, insert after "settlement agreement" the following: "(except as provided in subsection (g))".

Add at the end of the bill the following:

(g) EXCEPTION.—The provisions of this Act do not apply in the case of a settlement agreement that pertains to the abuse and diversion of prescription and synthetic opioids, including fentanyl, and that includes allegations of false claims against the United States related to a health care benefit program (as such term is defined in section 24 of title 18, United States Code).

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

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question are postponed.

□ 1500

PROVIDING FOR CONGRESSIONAL DISAPPROVAL UNDER THE RULE SUBMITTED BY THE FEDERAL HIGHWAY ADMINISTRATION RELATING TO "WAIVER OF BUY AMERICA REQUIREMENTS FOR ELECTRIC VEHICLE CHARGERS"

Mr. GRAVES of Missouri. Mr. Speaker, pursuant to House Resolution 947, I call up the joint resolution (S.J. Res. 38) providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Federal Highway Administration relating to "Waiver of Buy America Requirements for Electric Vehicle Chargers," and ask for its immediate consideration in the House.

The Clerk read the title of the joint resolution.

The SPEAKER pro tempore. Pursuant to House Resolution 947, the joint resolution is considered read.

The text of the joint resolution is as follows:

S.J. RES. 38

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That Congress disapproves the rule submitted by the Federal Highway Administration relating to "Waiver of Buy America Requirements for Electric Vehicle Chargers" (88 Fed. Reg. 10619 (February 21, 2023)), and such rule shall have no force or effect.*

The SPEAKER pro tempore. The joint resolution shall be debatable for 1 hour, equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees.

The gentleman from Missouri (Mr. GRAVES), and the gentleman from Washington (Mr. LARSEN), each will control 30 minutes.

The Chair recognizes the gentleman from Missouri.

#### GENERAL LEAVE

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on S.J. Res. 38.

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

There was no objection.

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

Mr. Speaker, today I rise to urge support for S.J. Res. 38, which was introduced by Senator RUBIO of Florida under the Congressional Review Act, which would invalidate the Federal Highway Administration's waiver of Buy America requirements for electric vehicle chargers.

The joint resolution is intended to ensure our Federal dollars support American-made products rather than products from foreign competitors like China.

In November of 2021, the Infrastructure Investment and Jobs Act created the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Grant Program, funding these programs at \$5 billion and \$2.5 billion, respectively.

The Federal Highway Administration was quick to move a waiver of Buy America requirements for EV chargers to help achieve the Biden administration's very progressive policy agenda, citing a public interest need.

There is no public interest need here, Mr. Speaker. Rather, there is just a desire for the administration to continue to push its woke agenda without fully considering the far-reaching ramifications.

It is not better for the climate as China is the number one emitter of greenhouse gas emissions around the world, and it is certainly not better for American competitiveness or security as China has already demonstrated it will utilize infrastructure footholds as it did with telecommunications and Huawei to undermine America's national security.

Simply put, a waiver undercuts domestic investments and risks empowering foreign nations. If the administration is going to continue to push for a massive transition to EVs, it should ensure and comply with the Buy America requirements.

This joint resolution received bipartisan support in the Senate, underscoring the support of Congress for ensuring that these dollars aren't funneled to China.

Mr. Speaker, I urge support of the joint resolution, I and reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I yield myself such time as I may consume.

I rise in opposition to this resolution. On the Transportation and Infrastructure Committee, we know that investing in infrastructure means jobs for American workers and economic growth.

Our goal is for taxpayer dollars to deliver returns at home, not just for those who travel on the roads and bridges but for the women and men who build our highway infrastructure.

The Biden administration shares that goal and has made Buy America one of the centerpieces of its infrastructure policy as we build out modern transportation systems that are cleaner, greener, safer, and more accessible.

There is strong bipartisan support in Congress for strengthening Buy America, rebuilding the U.S. industrial base, and creating jobs.

We saw the result of this broad support with the passage of the Bipartisan Infrastructure Law, or BIL, which included a new domestic content requirement for all Federal infrastructure spending.

Congress should be focused on supporting implementation of these new Buy America and domestic content requirements so we can maximize the return of our infrastructure investments and support job creation.

Instead, we are here today debating a resolution that would undercut the BIL and the administration's aim to bolster a domestic EV charger supply chain.

Federal highway and transit programs have had Buy America standards for decades. These standards have ensured that any investment in U.S. infrastructure is also an investment in U.S. workers.

Since 1983, all manufactured products have been exempted from Buy America under the Federal highway programs.

Under this policy, EV chargers funded by the Federal Highway Administration would not have been required to be built in the U.S.

Further, there would have been no requirements for those chargers to include any domestic content beyond the iron and steel components.

If this policy had been applied to the \$7.5 billion for EV charging included in the BIL, we would have supported jobs overseas instead of jobs for U.S. workers. The Biden administration took action to make sure that would not happen.

First, it deemed that the general manufactured products Buy America waiver would no longer apply to EV chargers.

Further, the administration created a new, stronger standard for domestic content in EV chargers. Under the new policy, and for the first time, all federally funded EV chargers must be manufactured in the U.S.

The new policy also includes domestic content requirements for all components, not just those made of iron and steel.

The domestic content requirements ramp up over time to allow manufacturers to expand their capacity in the U.S.

The policy is working. Since 2021, private companies have announced \$500 million in investments across the country in EV charging manufacturing facilities, according to the Department of Energy. The investment is creating jobs in an emerging and growing industry.

This is exactly how Buy America policies are supposed to work. You cannot change course overnight on a 40-year-old policy. You need to give time to the private sector to prepare.

That is exactly what the administration is doing. Beginning on July 1 of this year, all federally funded EV chargers will be assembled in the U.S. and will have at least a 55 percent U.S. content—consistent with the Build America Buy America policy included in the BIL.

This approach is a win for U.S. workers, the private sector, and all Americans will benefit from a more sustainable transportation system.

While this new standard is technically called a waiver, it meets the industry's current needs with greater precision and has a much stronger Buy America policy than the broad waiver it replaces.

Unfortunately, this resolution before us today would erase that progress. If we repeal the new Biden administration approach, EV chargers would once again fall under the broad general manufactured products exemption from Buy America.

We would lose the requirement that all federally funded EV chargers be built in the U.S., we would lose the domestic content requirements for components not made from iron and steel, and we would create uncertainty for the private sector who have based their investments and job creation on the new Buy America standards.

Many Members of Congress share the same goal of the strong Buy America standards. Repealing a Buy America waiver may sound great, but this resolution would actually weaken Buy America.

Some may argue the Biden administration could just repeal the general manufactured products waiver. In fact, the administration is in the process of reconsidering that waiver as we are required under the BIL.

It is a complex process to reconsider a 40-year-old policy that applies to hundreds of products ranging from traffic cameras to the changeable message signs that we see every day on our highways.

That process is going to take time to get it right and should not be used as a rationale for weakening Buy America standards that exist today.

The reality is that this resolution would weaken Buy America at a time when we are making record investments in EV chargers.

In fact, this week I expect the Federal Highway Administration to announce hundreds of millions of dollars

in funding to strategically deploy publicly accessible electric vehicle charging infrastructure in communities and along vital travel corridors.

EV charging investment is already paying dividends for communities and creating jobs. After launching the first federally funded EV charging station, Mike DeWine, the Governor of Ohio, said electric vehicles are the future of transportation, and we want drivers in Ohio to have access to this technology today.

This resolution before us today would slow down similar investments across the U.S. and create incoherent industrial policy.

It is not just my opinion. This resolution is opposed by the women and men of the United Steelworkers, the AFL-CIO, the United Auto Workers, and the International Brotherhood of Electrical Workers—those whose jobs will actually be affected by this policy.

The United Steelworkers said this resolution is shortsighted and misguided and would undercut American manufacturing, both near and long term.

The resolution is also opposed by the Zero Emission Transportation Association and the National Electrical Manufacturers Association whose members include EV charger and component manufacturers.

In a letter of opposition, these associations said that if this resolution were enacted, it would cause major disruption of major infrastructure projects across the country.

We know infrastructure investment creates family-wage jobs for U.S. workers. The Biden administration's approach to Buy America delivers on that promise.

I urge my colleagues to support Buy America and to reject this resolution.

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

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. WILLIAMS), the chairman of the Small Business Committee.

Mr. WILLIAMS of Texas. Mr. Speaker, in full disclosure to everybody here, I am a car dealer, and I rise today in opposition to the rule submitted by the Federal Highway Administration that waives the Buy America requirements for electric vehicle chargers built in the U.S.

This allows for federally funded electric charging stations to be built in the U.S. without the use of American steel, iron, manufactured products, and construction materials, ultimately sending billions of taxpayer dollars to China.

The \$7.5 billion investment builds on Biden's mission to force his inefficient, expensive, and unreliable green energy agenda onto the American people.

Now, I can tell you exactly what a government charging station is going to look like. It is going to have graffiti on it after the first week; it is going to be broken, and it will never be fixed. That is what it is going to look like.

Instead, we should allow competition, not government, to drive innovation. Let the private sector decide when and how much to invest in the charging infrastructure.

When taxpayer dollars are spent, they should be used to invest in American businesses and quality manufacturing, not to line the pockets of the CCP.

I urge my colleagues to vote in favor of the CRA and stop the Biden administration's America last, China first policies. In God we trust.

Mr. LARSEN of Washington. Mr. Speaker, I yield 1 minute to the gentleman from Maryland (Mr. TRONE).

Mr. TRONE. Mr. Speaker, today I rise in opposition to S.J. Res. 38 and urge my colleagues to do the same.

For months, my colleagues across the aisle have strongly opposed efforts to support clean energy jobs, fight climate change, and deliver investments in our future.

The proposed legislation is no different. This resolution undermines efforts to expand our Nation's electric grid by weakening Buy America requirements and reverting back to outdated manufacturing guidelines of 1983—40 years ago.

This will allow taxpayer dollars—including \$7.5 billion for the Infrastructure Investment and Jobs Act—to be spent in competitor nations like China instead of right here in the U.S. by American workers.

This legislation will harm American manufacturing jobs and communities and worsen our country's reliance on foreign supply chains.

Currently, 44 manufacturing facilities in the U.S. are dedicated to making EV charger components, amounting to a combined investment of \$313 million and approximately 6,000 manufacturing jobs. We must let American innovation and technology protect good-paying jobs.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentleman from California (Mr. LAMALFA).

Mr. LAMALFA. Mr. Speaker, I guess the question here is: Yes, is it going to be buy American or not?

Now, these components we are talking about are, indeed, being force-fed upon the public with the whole big push for electrifying vehicles.

As we are seeing, the market has softened dramatically since the additional influx of electric vehicles has been pushed forward.

We are seeing them sitting on dealers' lots, so chargers probably still need to be made to catch up, to a certain point.

We don't need to be in such a giant hurry that we have to instead send all this business to the manufacturing leaders in China. Let's let Americans catch up to this.

Indeed, since we are going to spend the money that is in the trough anyway from the measure I did not vote for—that many of us did not vote for—at least spend it on American jobs and

keep the spirit of producing electric vehicle chargers in the United States.

We can catch up and we will catch up, especially if these artificial mandates to force electric cars are relaxed somewhat.

□ 1515

Now, we see the Biden administration setting the goal of half a million chargers by the year 2030—and they say that their goal has been met so far—but a recent article says that they have only built one charger under this program in the last 2 years. There is a long way to go to get to half a million.

Instead of realizing that the goals are unworkable and let the rules be what they have been on keeping Buy America, Make It In America as the priority, they are force-feeding something in such a hurry that hasn't been thought out for a market that is dramatically softening after the initial wave of electric vehicles.

Instead, let Americans work and not favor the Chinese Communist Party and their workers.

Mr. LARSEN of Washington. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. GARAMENDI).

Mr. GARAMENDI. Mr. Speaker, sometimes it is a mistake to listen to each other, and perhaps that is where we are right now.

I am hearing Mr. LARSEN present the legislation, which actually would repeal the Make It In America provisions into the future. I hear Mr. LARSEN talk about how the President's rule would actually waive the Buy America requirements that we put into the bipartisan infrastructure bill until July 1, 2024—5 months from now. That waiver is for 5 months going forward, at which time the Buy America rules that we put into the law are back in effect.

I hear my colleagues who are proposing this CR say something quite different, that somehow this CR would reestablish the Buy America provisions. Unfortunately, it doesn't. It is just the opposite. It would eliminate going on beyond July 1 the requirement to Buy America.

Maybe I am confused. I think not.

I do know that in our T&I Committee we spent a lot of time on Buy America, but the CR not only eliminates the current Federal regulation that delays until July 1 the implementation of the Buy America requirements; it goes beyond that. It also reinstates another provision, that is a 1983 waiver of the Buy America requirements.

So if indeed we want to help American industry, if we want to help American labor, and if we want to really build out the infrastructure necessary for electric vehicles, then we are going to need to have those charging stations. Those charging stations can be made in America if we stay with the current regulations that the administration has put forward, which only extends the Buy America waiver to July 1, 2024.

If I am wrong, I am wrong; it is not the first time in my life. Read carefully what we are doing here. It is not just taking on the Biden administration, which is great fun for some, it is really about are we going to have Make It In America requirements or not.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentlewoman from Wyoming (Ms. HAGEMAN).

Ms. HAGEMAN. Mr. Speaker, I thank my colleague for yielding me this time. I rise in favor of S.J. Res. 38 to rescind the Biden administration's careless rule, which waives Buy America requirements for federally funded EV charging infrastructure projects.

Instead of abandoning this crackpot environmental project that has wasted billions of taxpayer dollars with no tangible benefit, the Biden administration is now doubling down, waiving the Buy America requirements in a desperate attempt to save the floundering EV industry.

Under this change, hard-earned taxpayer dollars will not only be wasted on useless charging infrastructure; no, now these funds will be squandered on useless charging infrastructure produced from foreign materials. Meanwhile, China continues to maintain an outsized hold on EV manufacturing and the critical materials required to construct them.

In other words, rather than invest in domestic energy resources and infrastructure, the Biden administration will prop up a failed industry whose entire existence is dependent upon government subsidies while increasing our reliance on China and other adversarial nations.

These actions will force millions of more Americans into a state of energy poverty and undermine American sovereignty all to kowtow before the climate gods.

Mr. Speaker, we must resist the Biden administration's forceful attempts to transition us to an electric future, whatever that means, while also advocating for solutions that empower America to restore its energy and manufacturing independence.

It is for these reasons that I sought to defund one of these useless EV programs through an amendment amid our appropriations process.

The fact is that this rule is wrong-headed at the wrong time and should not be implemented. I urge my colleagues to support this resolution.

Mr. LARSEN of Washington. Mr. Speaker, I yield 3 minutes to the gentlewoman from California (Ms. BROWNLEY).

Ms. BROWNLEY. Mr. Speaker, I rise to speak in opposition to this resolution. This resolution is nothing more than a stunt to obstruct the progress and the success of the Bipartisan Infrastructure Law.

Since the passage of this historic, once-in-a-generation investment in our Nation's infrastructure, we have seen strong economic growth and the creation of over 7 million good-paying American jobs.

The investments in this transformative legislation are reaching communities across our country, including communities in my district in Ventura County in California.

This week, the Biden administration announced the award of \$12 million for the construction of countywide electric vehicle charging centers, off-grid EV charging, and solar battery storage, as well as fast-charging ports.

As a member of the House Transportation and Infrastructure Committee, I have seen firsthand the critical need to not only complete long overdue repairs to our Nation's infrastructure, but I have also seen the need to invest in clean energy and alternative fueling infrastructure in our country.

It takes bold action to tackle the climate crisis and reduce our carbon footprint, and the bipartisan infrastructure law does just that. The law is working to help communities plan their growth, connect our cities, and significantly improve safety along our roads, bridges, and rail systems. The law is working to grow our local, regional, and national economy. The law is working to accelerate the Biden administration's efforts to grow our Nation's middle class from the bottom up and the middle out.

Mr. Speaker, the bottom line is that the Bipartisan Infrastructure Law is working for the American people, and this resolution is both bad for innovation, bad for job creation, and bad for America. That is why I urge my colleagues on both sides of the aisle to vote "no."

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentlewoman from Oklahoma (Mrs. BICE).

Mrs. BICE. Mr. Speaker, since President Biden took office, he has not only waged a full-scale assault on American energy production but also on widely used gas-powered automobiles in order to cater to electric vehicles.

Despite EVs accounting for only 14 percent of all vehicles sold in 2022, this administration is proceeding forward with its goal to install 500,000 EV chargers by 2030.

While I oppose the continued push toward electrification, especially when America's baseload power is unable to keep pace with current demands, I was at least pleased that Congress put in place requirements for the IIJA that we "Buy American."

However, even this is now being ignored. The Federal Highway Administration is attempting to issue new waivers to bypass the mandate.

Instead of upholding the safeguards that are critical to protect taxpayer dollars, the administration decided to increase our country's reliance on bad actors like China, who already control the EV sector.

Communities are already struggling with electric transformer shortages. Our grid is in need of major upgrades, and the last thing we should do is empower our adversaries by issuing these waivers to build charging stations for

vehicles whose battery components primarily come from China.

I find it incredible that President Biden, who pushed so hard for this legislation, now wants to completely ignore a key provision that was added to safeguard our Nation from China and protect American jobs.

This is wrong.

I call upon the Federal Highway Administration to rescind this onerous rule, and I urge my colleagues to support the resolution of disapproval.

Mr. LARSEN of Washington. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. DESAULNIER).

Mr. DESAULNIER. Mr. Speaker, this pointless resolution would not only harm the advancement of EVs in the United States, but it would also allow more work to be offshored to other countries. I strongly oppose this resolution, and I urge my colleagues to do the same.

Among its many historic firsts, the Bipartisan Infrastructure Law invested \$7.5 billion in EV charging infrastructure through the National Electric Vehicle Infrastructure Program. I am proud of the work that we did on this landmark funding that stems from a bill that I introduced, the Clean Corridors Act, that was incorporated into the infrastructure bill. It is already helping create a network of EV chargers to help with the implementation of alternative fuels and the dynamic investment in electric vehicles and hydrogen-fueled cars.

On a side note, one of the grants was included in the district I represent between the local library district and the Federal Government to install chargers at public libraries.

Unfortunately, the resolution we are considering today would remove certainty from EV charger construction and put good-paying jobs here in the U.S. at risk in the long-term and in the short-term. The lack of certainty would also further delay construction deployment and hinder consumers' use of EVs.

With the transportation sector making up almost 30 percent of the country's greenhouse gas emissions, we must continue to do everything we can to transition to cleaner fuels and provide certainty for the industry to help combat climate change. We need available, reliable EV chargers to make that a reality considering the global implications.

I strongly oppose this bill and the partisan efforts to thwart EV deployment.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. MILLER).

Mr. MILLER of Ohio. Mr. Speaker, I thank the gentleman for yielding. Mr. Speaker, I rise today in strong support of this resolution.

Congress has the power to invalidate this bureaucratic rule that, simply put, would, once again, sell out the greatest strength of the American economy—our American workers.

The Build America, Buy America Act was bipartisan legislation that was included in the Infrastructure Investment and Jobs Act.

We must ensure that any infrastructure projects across America uses American-made and sourced products when they are available.

When the government spends American taxpayer money on an infrastructure project, it is common sense that the materials used in the project should be made in America.

We have the world's best workers making the best materials we need right here at home. This administration's radical push to end consumer choice and force electric vehicles upon us is completely wrong.

When Chinese- or Russian-made products and materials are used instead of those from America, it steals jobs from U.S. workers. This administration cannot be allowed to enable brutal dictators and thugs on the backs of American workers.

I urge all of my colleagues to support opposition of this radical rule from the Biden administration and support the American worker by voting for this resolution.

□ 1530

Mr. LARSEN of Washington. Mr. Speaker, I yield 1 minute to the gentlewoman from Virginia (Ms. MCCLELLAN).

Ms. MCCLELLAN. Mr. Speaker, I rise today in opposition to S.J. Res. 38, which undermines the Biden-Harris administration's efforts to supercharge our transition to a clean-energy future and deploy more sustainable technologies.

With this resolution, extreme House Republicans are actively trying to hamper the progress made through the Infrastructure Investment and Jobs Act and the Inflation Reduction Act. They are threatening the burgeoning electric vehicle industry and harming our communities, our economy, and our planet.

It is clear we are in an infrastructure decade thanks to these transformative investments, yet House Republicans would rather try to undermine these efforts than acknowledge the clear benefits for communities across the Nation.

In fact, thanks to the IIAJ, Henrico County, in my district, will receive over \$1.4 million to build 38 EV charging ports at 7 publicly accessible facilities throughout the community. Similar awards are going out to localities across the Nation.

House Republicans' solution would impede the growth of our EV industry across the country at a time when we must do more to address the climate crisis and as more Americans are switching to electric vehicles.

Mr. Speaker, I urge a "no" vote.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 1 minute to the gentleman from Georgia (Mr. CARTER).

Mr. CARTER of Georgia. Mr. Speaker, I rise today in support of this im-

portant Congressional Review Act resolution, which prevents the Biden administration from lining the Chinese Communist Party's pockets in an effort to further its rush-to-green agenda.

Last Congress, my colleagues across the aisle and the Biden administration forced through massive spending packages with billions and billions of dollars for their Green New Deal agenda. In fact, the IJA included \$7.5 billion for EV charging grant programs.

One of my colleagues' biggest arguments in support of their massive spending packages was that it was all in the name of bringing businesses and manufacturing back to America. How does waiving the Buy America requirement help American manufacturing? I will tell you that it doesn't. It benefits Chinese producers with lower wage and environmental standards and can undercut American industry.

China may be producing so-called clean energy technologies like EVs and solar panels, but it is being done with an engineering portfolio that increases emissions.

Forcing Americans into EVs as fast as possible is not going to reduce global emissions when the planet's largest emitters are enabled by our demand.

Mr. Speaker, I support this measure.

Mr. LARSEN of Washington. Mr. Speaker, I yield 2 minutes to the gentlewoman from Texas (Ms. JACKSON LEE).

Ms. JACKSON LEE. Mr. Speaker, I thank the gentleman from Washington, the ranking member, for his leadership.

There is more work to be done, and I am glad our previous speaker, my colleague and friend from California, made it clear that this is for 5 months.

This is about getting more jobs and getting them done now. This is to emphasize that this new emphasis on EV infrastructure is going to help each and every one of my colleagues.

I am rising because I am so proud of the State of Texas. It is one of the few States that has announced American-made EV charger investments as of September 2023. We are already out front in the State of Texas, which is not often known for moving fast on these kinds of environmentally focused efforts. I thank Texas.

It is because of the AFL-CIO Transportation Trades Department, United Steelworkers, International Brotherhood of Electrical Workers, United Auto Workers, Siemens, and Alliance for American Manufacturing working together for these EV chargers to make sure that we will have the waiver for only 5 months. Then, all the chargers will be required to contain 55 percent domestic content on the cost of components.

The infrastructure in which EV chargers are housed is predominantly steel and iron, which are excluded from this waiver now.

The explanation is that this is to do better, to help America do better, and to get us ready for July 2024, to help

more States have EV investments that create jobs, move us into a new level of technology, and provide the opportunity for more science-based mobility, transportation that is safe, that is clean, and that is job-creating.

What more can we want?

Mr. Speaker, I rise to oppose this legislation because I want more jobs and a safer environment.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentleman from Nebraska (Mr. FLOOD).

Mr. FLOOD. Mr. Speaker, time and time again, we see President Biden picking winners and losers in the marketplace to force a radical climate agenda on the American people.

In his 2020 campaign, President Biden claimed a Buy America policy. The first year of his Presidency included lots of posturing on the virtues of American-made products, yet when push comes to shove, the President has made it clear that if given a choice between buying American and pushing an activist climate agenda fueled by EV batteries made in China, he sides with the woke environmentalists over American workers.

If the Biden administration is going to distort the energy market with its Green New Deal and all of its subsidies, one would hope that they would at least fund the products made here in the United States.

Mr. Speaker, I urge passage of this resolution to stop the Biden administration from crippling not only our domestic energy production but also our American manufacturing economy.

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

Mr. GRAVES of Missouri. Mr. Speaker, I yield 3 minutes to the gentleman from Minnesota (Mr. STAUBER).

Mr. STAUBER. Mr. Speaker, let's make one thing perfectly clear: The Biden administration is building their so-called green energy on the backs of children, on poor individuals enslaved by Communist China.

I wonder what it must be like for the Biden administration to sit in ivory towers and drive their electric vehicles and pretend to be doing something positive for the environment.

As long as I am here in Congress, I will expose the truth. The Biden administration finds it to be perfectly acceptable to use child slave labor in foreign lands to meet their insincere and deceptive green agenda, forcing children, under horrific conditions, to dig up, often with their bare hands, the minerals that they need in their EV charging stations. It is immoral, it is unethical, and it is wrong.

The rule to waive the Buy America requirement for electric vehicle chargers is just the latest in this administration's efforts to eliminate good-paying union jobs for American workers and instead offshore cheap slave labor in foreign countries with zero environmental standards.

For the Biden administration, when overseas, it is out of sight, out of mind.

The Biden administration continues to have their agenda on mining and energy anywhere but America, any work-er but American.

I ask my colleagues not to turn a blind eye. We need to mine here and buy American. The reason the Biden administration wants to waive the Buy America requirement is because they refuse to allow domestic mining to happen.

Mr. Speaker, I live in a district where the biggest copper-nickel mine in the world is, and this administration pulled the mining leases for purely political reasons. They won't let us mine in Minnesota, North Dakota, South Dakota, Washington, Nevada, Utah, Texas, New Mexico, Pennsylvania, Wisconsin, and so many other States. They are okay with using child slave labor in Congo, where 15 of the 19 mines are owned by the Communist country of China.

The Biden administration continues to assault the American worker. We must not let that happen.

Mr. Speaker, when the infrastructure law passed, we supported Build America, Buy America. This is a slap in the face when Joe Biden wants us now to waive the requirement. It is unacceptable. Buy America, mine here in America, period.

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

Mr. GRAVES of Missouri. Mr. Speaker, I yield 3 minutes to the gentleman from Pennsylvania (Mr. JOYCE).

Mr. JOYCE of Pennsylvania. Mr. Speaker, I thank the gentleman for yielding.

President Biden's attempt to block the sale of gas-powered vehicles and mandate electric vehicles in the next decade would have disastrous consequences for American families, American businesses, and the American economy.

In its quest to implement Green New Deal initiatives, President Biden and his administration are using American taxpayer dollars to buy electric vehicle charging stations from the Chinese Communist Party.

Let me say that again. Biden and his administration are using American taxpayer dollars to buy electric vehicle charging stations from the Chinese Communist Party. They are sending taxpayer dollars to China.

President Biden's attempt to dodge the bipartisan Buy America rule is a realization that his electric vehicle policies are impractical and irresponsible.

Come on. Americans aren't fooled. An electric vehicle with a Chinese battery is a Chinese car.

Last year, this House passed my legislation, the Preserving Choice in Vehicle Purchases Act, with a bipartisan majority. This body has recognized that electric vehicles are unable to sustain our economy and unable to sustain the American Dream.

It is critical that we speak with one voice and pass this legislation to stop

the Biden administration from sending American taxpayer dollars to companies run by the Chinese Communist Party.

Mr. Speaker, I urge all of my colleagues to support this important legislation.

Mr. LARSEN of Washington. Mr. Speaker, may I inquire as to how much time is remaining.

The SPEAKER pro tempore. The gentleman from Washington has 12½ minutes remaining.

Mr. LARSEN of Washington. Mr. Speaker, I want to close by first going back to a point someone made by starting their comment with saying, "since the Biden administration has come in." I want to quickly make some points on that.

Since the Biden administration has come in, unemployment has dropped precipitously. We have seen continued economic growth in the United States. Manufacturing jobs have increased.

We have passed legislation to bring \$35 copays for Medicare enrollees and have seen the private sector now adopt \$35 copays for their enrollees for diabetes medications.

Since the Biden administration has come in, we have passed the PACT Act to support veterans needing healthcare.

Since the Biden administration has come in, although there is still work to do, I recognize inflation has dropped 65 percent.

There are a lot of things that have happened during the Biden administration, including the passage of the bipartisan infrastructure law, which today is putting women and men to work around the country building next-generation infrastructure, next-generation bridges, roads, and highways and next-generation transit systems, spreading broadband around the country and closing the digital divide in so many communities, as well as supporting the adoption of electric vehicle use around the country.

It was noted that 14 percent of vehicles sold last year were electric vehicles. I didn't know it was that high. I thought it was a little lower than that. I am glad it is that high. It shows an increasing adoption of electric vehicles in the United States.

To support that, the administration, through the BIL, is now beginning to implement the distribution and deployment of federally funded electric vehicles to complement what is already being done in many States around the country supporting electric vehicle deployment, including in my district.

□ 1545

Mr. LARSEN of Washington. The city of Mount Vernon has received a grant to put in electric vehicle charging stations at their new Library Commons project, a project I supported and will continue to support, so we need to break the EV bond that the United States has with China and start by rejecting this resolution, because, when

we buy America, we are going to say good-bye to our bond with China.

I would ask my colleagues, all Members, to reject S.J. Res. 38, to support this waiver, to give our private sector the time to develop what it needs to do to support the broader economy in the United States and the broader future of American transportation.

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

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, passing S.J. Res. 38 is important. If the Biden administration continues to push its aggressive agenda on American families and consumers, at a minimum, they should have to comply with the Buy America requirements, at a minimum.

In 2021, despite Congress expanding Buy America requirements in IIJA to ensure our Nation's infrastructure comes from and is built by American companies, the administration is all too willing to issue a waiver of Buy America requirements for EV chargers in pursuit of its EV-for-all pipe dream. A Buy America waiver undermines domestic investments, and it risks empowering foreign adversaries like China.

We should not funnel taxpayer dollars to China in order to achieve this administration's unrealistic EV goals, which families and businesses have signaled that they are not ready for.

Mr. Speaker, I urge support of this joint resolution, and I yield back the balance of my time.

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

Pursuant to the rule, the previous question is ordered on the joint resolution.

The SPEAKER pro tempore. The question is on the third reading of the joint resolution.

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

The SPEAKER pro tempore. The question is on passage of the joint resolution.

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

Mr. GRAVES of Missouri. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

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

#### 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:

The motion to recommit H.R. 788;

Passage of H.R. 788, if ordered;

And passage of S.J. Res. 38.

The first electronic vote will be conducted as a 15-minute vote. Pursuant