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**Union Calendar No. 601**

116th Congress, 2d Session – – – – – – – – – – – – House Report 116–717

# Summary on the Activities of the Committee on Transportation and Infrastructure for the 116th Congress

ONE HUNDRED SIXTEENTH CONGRESS

FIRST SESSION
JANUARY 3, 2019–JANUARY 3, 2020
and
SECOND SESSION
JANUARY 3, 2020–JANUARY 3, 2021

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

U.S. HOUSE OF REPRESENTATIVES



JANUARY 2, 2021.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

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U.S. GOVERNMENT PUBLISHING OFFICE

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---

On January 4, 2019, Mr. Peter A. DeFazio of Oregon was elected as Chair and Mr. Sam Graves of Missouri as Ranking Member pursuant to H. Res. 24 and H. Res. 25, respectively.

On January 17, 2019, the Democratic Members were elected to the Committee pursuant to H. Res. 57. Republican Members were elected to the Committee on January 23, 2019, pursuant to H. Res. 68.

On February 7, 2019, the Subcommittee assignments were agreed to at the Full Committee Organizational Meeting.

On October 17, 2019, Mr. Elijah E. Cummings of Maryland died in office.

On November 19, 2019, Mr. Conor Lamb of Pennsylvania was elected to the Committee pursuant to H. Res. 712.

On March 31, 2020, Mr. Mark Meadows of North Carolina resigned as a Member of the House of Representatives.

On July 1, 2020, Mr. Mike Garcia of California was elected to the Committee pursuant to H. Res. 1037.

On December 15, 2020, Mr. Paul Mitchell of Michigan resigned as a member of the Republican Conference; pursuant to clause 5(b) of Rule X, Mr. Mitchell vacated his position on the Committee.

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## LETTER OF SUBMITTAL

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HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
*Washington, DC, January 2, 2021.*

Hon. NANCY PELOSI,
*Speaker, House of Representatives,*
*Washington, DC.*

DEAR MADAM SPEAKER: Pursuant to Clause 1(d)(1) of Rule XI of the Rules of the House of Representatives, I submit the final report on the activities of the Committee on Transportation and Infrastructure for the 116th Congress.

It has been an honor to serve as the Committee's Chairman in the 116th Congress. Thanks to our dedicated, knowledgeable Committee Members and staff, we established a strong record of achievements for the American people. The enclosed activities report is a testament to the hard work and willingness of our Members to work together.

The purpose of this report is to provide Members of Congress, Congressional staff, and the general public with an overview of the activities of the Committee. This report is intended as a general reference tool and not as a substitute for Committee hearing records, reports, and files.

Sincerely,

PETER A. DEFAZIO,
*Chairman.*

Enclosure.

**Union Calendar No. 601**

116TH CONGRESS *2d Session* | HOUSE OF REPRESENTATIVES | REPORT 116–717

# SUMMARY ON THE ACTIVITIES OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE FOR THE 116TH CONGRESS

JANUARY 2, 2021.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. DEFAZIO, from the Committee on Transportation and Infrastructure, submitted the following

## R E P O R T

## JURISDICTION OF THE COMMITTEE

Rule X, clause 1 of the Rules of the House of Representatives, 116th Congress

(r) **Committee on Transportation and Infrastructure**.

(1) Coast Guard, including lifesaving service, lighthouses, lightships, ocean derelicts, and the Coast Guard Academy.
(2) Federal management of emergencies and natural disasters.
(3) Flood control and improvement of rivers and harbors.
(4) Inland waterways.
(5) Inspection of merchant marine vessels, lights and signals, lifesaving equipment, and fire protection on such vessels.
(6) Navigation and laws relating thereto, including pilotage.
(7) Registering and licensing of vessels and small boats.
(8) Rules and international arrangements to prevent collisions at sea.
(9) The Capitol Building and the Senate and House Office Buildings.
(10) Construction or maintenance of roads and post roads (other than appropriations therefor).
(11) Construction or reconstruction, maintenance, and care of buildings and grounds of the Botanic Garden, the Library of Congress, and the Smithsonian Institution.

(12) Merchant marine (except for national security aspects thereof).
(13) Purchase of sites and construction of post offices, customhouses, Federal courthouses, and Government buildings within the District of Columbia.
(14) Oil and other pollution of navigable waters, including inland, coastal, and ocean waters.
(15) Marine affairs, including coastal zone management, as they relate to oil and other pollution of navigable waters.
(16) Public buildings and occupied or improved grounds of the United States generally.
(17) Public works for the benefit of navigation, including bridges and dams (other than international bridges and dams).
(18) Related transportation regulatory agencies (except the Transportation Security Administration).
(19) Roads and the safety thereof.
(20) Transportation, including civil aviation, railroads, water transportation, transportation safety (except automobile safety and transportation security functions of the Department of Homeland Security), transportation infrastructure, transportation labor, and railroad retirement and unemployment (except revenue measures related thereto).
(21) Water power.

* * * * *

***General oversight responsibilities***

2.(a) The various standing committees shall have general oversight responsibilities as provided in paragraph (b) in order to assist the House in—
(1) its analysis, appraisal, and evaluation of—
(A) the application, administration, execution, and effectiveness of Federal laws; and
(B) conditions and circumstances that may indicate the necessity or desirability of enacting new or additional legislation; and
(2) its formulation, consideration, and enactment of changes in Federal laws, and of such additional legislation as may be necessary or appropriate.
(b)(1) In order to determine whether laws and programs addressing subjects within the jurisdiction of a committee are being implemented and carried out in accordance with the intent of Congress and whether they should be continued, curtailed, or eliminated, each standing committee (other

than the Committee on Appropriations) shall review and study on a continuing basis—

(A) the application, administration, execution, and effectiveness of laws and programs addressing subjects within its jurisdiction;

(B) the organization and operation of Federal agencies and entities having responsibilities for the administration and execution of laws and programs addressing subjects within its jurisdiction;

(C) any conditions or circumstances that may indicate the necessity or desirability of enacting new or additional legislation addressing subjects within its jurisdiction (whether or not a bill or resolution has been introduced with respect thereto); and

(D) future research and forecasting on subjects within its jurisdiction.

(2) Each committee to which subparagraph (1) applies having more than 20 members shall establish an oversight subcommittee, or require its subcommittees to conduct oversight in their respective jurisdictions, to assist in carrying out its responsibilities under this clause. The establishment of an oversight subcommittee does not limit the responsibility of a subcommittee with legislative jurisdiction in carrying out its oversight responsibilities.

(c) Each standing committee shall review and study on a continuing basis the impact or probable impact of tax policies affecting subjects within its jurisdiction as described in clauses 1 and 3.

(d)(1) Not later than March 1 of the first session of a Congress, the chair of each standing committee (other than the Committee on Appropriations, the Committee on Ethics, and the Committee on Rules) shall—

(A) prepare, in consultation with the ranking minority member, an oversight plan for that Congress;

(B) provide a copy of that plan to each member of the committee for at least seven calendar days before its submission; and

(C) submit that plan (including any supplemental, minority, additional, or dissenting views submitted by a member of the committee) simultaneously to the Committee on Oversight and Reform and the Committee on House Administration.

(2) In developing the plan, the chair of each committee shall, to the maximum extent feasible—

(A) consult with other committees that have jurisdiction over the same or related laws, programs, or agencies with the objective of ensuring maximum coordination and cooperation among committees when conducting reviews of such laws, programs, or agencies and include in the plan an explanation of steps that have been or will be taken to ensure such coordination and cooperation;

(B) review specific problems with Federal rules, regulations, statutes, and court decisions that are ambiguous, arbitrary, or nonsensical, or that impose severe financial burdens on individuals;

(C) give priority consideration to including in the plan the review of those laws, programs, or agencies operating under permanent budget authority or permanent statutory authority;

(D) have a view toward ensuring that all significant laws, programs, or agencies within the committee's jurisdiction are subject to review every 10 years; and

(E) have a view toward insuring against duplication of Federal programs.

(3) Not later than April 15 in the first session of a Congress, after consultation with the Speaker, the Majority Leader, and the Minority Leader, the Committee on Oversight and Reform shall report to the House the oversight plans submitted under subparagraph (1) together with any recommendations that it, or the House leadership group described above, may make to ensure the most effective coordination of oversight plans and otherwise to achieve the objectives of this clause.

(e) The Speaker, with the approval of the House, may appoint special ad hoc oversight committees for the purpose of reviewing specific matters within the jurisdiction of two or more standing committees.

# SUMMARY OF MEASURES ACTED UPON

## Bills Enacted Into Law

| Law | Date Enacted | Bill No. | Title |
|---|---|---|---|
| Pub. L. 116–9 ..... | Mar. 12, 2019 ..... | ★S. 47 (H.R. 1184). | *John D. Dingell, Jr. Conservation, Management, and Recreation Act*<br>★Included H.R. 1184, *Every Kid Outdoors Act* |
| Pub. L. 116–30 ..... | Jul. 25, 2019 ..... | H.R. 866 ..... | *Fairness for Breastfeeding Mothers Act of 2019* |
| Pub. L. 116–38 ..... | Aug. 2, 2019 ..... | ★S. 2249 ..... | To allow the Deputy Administrator of the Federal Aviation Administration on the date of enactment of this Act to continue to serve as such Deputy Administrator. |
| Pub. L. 116–41 ..... | Aug. 9, 2019 ..... | H.R. 2695 ..... | To rename the Success Dam in Tulare County, California, as the Richard L. Schafer Dam. |
| Pub. L. 116–48 ..... | Aug. 22, 2019 ..... | H.R. 639 (S. 1521) | To amend section 327 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act to clarify that National Urban Search and Rescue Response System task forces may include Federal employees. |
| Pub. L. 116–56 ..... | Aug. 23, 2019 ..... | H.R. 3245 (S. 1833). | *Restore the Harmony Way Bridge Act* |
| Pub. L. 116–57 ..... | Sep. 22, 2019 ..... | H.R. 831 (S. 349) | *Reviving America's Scenic Byways Act of 2019* |
| Pub. L. 116–63 ..... | Oct. 4, 2019 ..... | ★S. 1689 ..... | To permit States to transfer certain funds from the clean water revolving fund of a State to the drinking water revolving fund of the State in certain circumstances, and for other purposes. |
| Pub. L. 116–69 ..... | Nov. 21, 2019 ..... | H.R. 3055 (H.R. 3612). | *Further Continuing Appropriations Act, 2020, and Further Health Extenders Act of 2019*<br>★H.R. 3612 included in Sec. 1702 |
| Pub. L. 116–92 ..... | Dec. 20, 2019 ..... | S. 1790 ..... | *National Defense Authorization Act for Fiscal Year 2020* |
| Pub. L. 116–94 ..... | Dec. 20, 2019 ..... | H.R. 1685 (H.R. 2197). | *Further Consolidated Appropriations Act, 2020*<br>★H.R. 2197 included in Title VI of Division P. |
| Pub. L. 116–113 .... | Jan. 29, 2020 ..... | H.R. 5430 ..... | *United States-Mexico-Canada Agreement Implementation Act* |
| Pub. L. 116–136 .... | Mar. 27, 2020 ..... | ★H.R. 748 (H.R. 2440). | *Coronavirus Aid, Relief, and Economic Security Act*<br>★H.R. 2440 included in section 14003 of Division B |
| Pub. L. 116–159 .... | Oct. 1, 2020 ..... | H.R. 8337 ..... | *Continuing Appropriations Act, 2021 and Other Extensions Act*<br>Division B authorizes appropriations for surface transportation accounts. |
| Pub. L. 116–190 .... | Oct. 30, 2020 ..... | ★S. 2638 (H.R. 3362). | *Friendly Airports for Mothers Improvement Act* |
| Pub. L. 116–192 .... | Oct. 30, 2020 ..... | ★S. 4075 (H.R. 7388). | *Reinvigorating Lending for the Future Act* |
| Pub. L. 116–193 .... | Oct. 30, 2020 ..... | ★S. 4762 (H.R. 8202). | To designate the airport traffic control tower located at Piedmont Triad International Airport in Greensboro, North Carolina, as the ''Senator Kay Hagan Airport Traffic Control Tower''. |
| Pub. L. 116–224 .... | Dec. 18, 2020 ..... | S. 1982 ..... | *Save Our Seas 2.0 Act* |
| Pub. L. 116–245 .... | Dec. 21, 2020 ..... | S. 4902 ..... | To designate the United States courthouse located at 351 South West Temple in Salt Lake City, Utah, as the ''Orrin G. Hatch United States Courthouse''. |
| Pub. L. 116–____[1] | Dec. 23, 2020 ..... | ★S. 1014 (H.R. 66). | *Route 66 Centennial Commission Act* |
| Pub. L. 116–____[1] | Dec. 27, 2020 ..... | ★H.R. 133 ..... | *Consolidated Appropriations Act, 2021* |
| Pub. L. 116–____[1] | Jan. 1, 2021 ..... | H.R. 6395 ..... | *William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021* |

| Law | Date Enacted | Bill No. | Title |
|---|---|---|---|
| Pub. L. 116–____ [1] | Jan. 1, 2021 | ★S. 3418 | *Safeguarding Tomorrow through Ongoing Risk Mitigation Act* |

★Measure not referred to the Committee.
[1] Public Law number not assigned at time of the filing of this report.

## Passed Both Houses

## (Enrolled Bills or Pending Signature)

| Bill No. | Pass House | Pass Senate | Title |
|---|---|---|---|
| H.R. 2502 | 10/28/2019 | 12/22/2020 | *Transparency in Federal Buildings Act of 2019* |
| H.R. 4031 | 2/5/2020 | 12/20/2020 | *Great Lakes Restoration Initiative Act of 2019.* |
| H.R. 4044 | 2/5/2020 | 12/31/2020 | *Protect and Restore America's Estuaries Act.* |
| S. 979 (H.R. 3500) | 12/18/2020 | 11/7/2019 | *Federal Advance Contracts Enhancement Act* |
| S. 1869 | 11/17/2020 | 3/3/2020 | *Secure Federal Leases from Espionage And Suspicious Entanglements Act* |
| | 12/10/2020 | 12/8/2020 | |
| ★S. 2730 | 12/18/2020 | 12/10/2020 | *Drone Advisory Committee for the 21st Century Act* |

## Resolutions Acted Upon by Both Houses

| Bill No. | Passed House | Passed Senate | Title |
|---|---|---|---|
| H. Con. Res. 16 | 4/8/2019 | 4/10/2019 | Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition. |
| H. Con. Res. 19 | 4/8/2019 | 4/10/2019 | Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby. |

## Measures Vetoed

| Bill No. | Title | Veto Message |
|---|---|---|
| H.J. Res. 46 (S.J. Res. 10) | Relating to a national emergency declared by the President on February 15, 2019. | 3/15/2019<br>3/18/2019 H.Doc. 116–22 |
| S.J. Res. 54 (H.J. Res. 75) | Relating to a national emergency declared by the President on February 15, 2019. | 10/14/2019 |

[1] Pending Senate action at the time of filing of this report.

## BILLS AND RESOLUTIONS PASSED BY THE HOUSE BUT NOT ACTED UPON BY THE SENATE

| Bill No. | Passed House | Title |
|---|---|---|
| H.R. 2 | 7/1/2020 | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or *the INVEST in America Act* |
| H.R. 66 (S. 1014) | 2/6/2019 | *Route 66 Centennial Commission Act* |
| H.R. 535 | 1/10/2020 | *PFAS Action Act of 2019* |
| H.R. 543 | 2/6/2019 | To require the Federal Railroad Administration to provide appropriate congressional notice of comprehensive safety assessments conducted with respect to intercity or commuter rail passenger transportation. |
| H.R. 876 | 2/6/2019 | *Pacific Northwest Earthquake Preparedness Act of 2019* |
| H.R. 1132 | 2/5/2020 | *San Francisco Bay Restoration Act* |
| H.R. 1306 | 10/28/2019 | *Federal Disaster Assistance Coordination Act* |
| H.R. 1307 | 7/24/2019 | *Post-Disaster Assistance Online Accountability Act* |
| H.R. 1331 | 4/8/2019 | *Local Water Protection Act* |
| H.R. 1620 | 2/5/2020 | *Chesapeake Bay Program Reauthorization Act.* |
| H.R. 1775 | 10/28/2019 | *Notice to Airmen Improvement Act of 2019* |
| H.R. 1837 | 7/23/2019 | *United States-Israel Cooperation Enhancement and Regional Security Act* |
| H.R. 1980 | 2/11/2020 | *Smithsonian Women's History Museum Act* |
| H.R. 1984 | 7/24/2019 | *Disclosing Aid Spent to Ensure Relief Act or the DISASTER Act* |
| H.R. 2247 | 2/5/2020 | *Promoting United Government Efforts to Save Our Sound Act* or the *PUGET SOS Act* |

| Bill No. | Passed House | Title |
|---|---|---|
| H.R. 2420 | 7/27/2020 | To establish within the Smithsonian Institution the National Museum of the American Latino. |
| H.R. 2440 | 10/28/2019 | *Full Utilization of the Harbor Maintenance Trust Fund* |
| H.R. 2548 | 12/17/2019 | *Hazard Eligibility and Local Projects Act* |
| H.R. 2726 | 12/17/2019 | *Banning Smoking on Amtrak Act of 2019* |
| H.R. 2914 | 11/17/2020 | *Housing Survivors of Major Disasters Act of 2019, amended* |
| H.R. 3362 | 12/16/2019 | *Small Airport Mothers' Rooms Act of 2019* |
| H.R. 3409 | 7/24/2019 | *Coast Guard Authorization of 2019* |
| H.R. 4275 | 2/5/2020 | To amend the Federal Water Pollution Control Act to reauthorize the Lake Pontchartrain Basin Restoration Program, and for other purposes. |
| H.R. 4358 | 11/17/2020 | *Preliminary Damage Assessment Improvement Act of 2019* |
| H.R. 4470 | 10/1/2020 | To rename the Saint Lawrence Seaway Development Corporation the Great Lakes St. Lawrence Seaway Development Corporation. |
| H.R. 4611 | 11/17/2020 | *Ocean Pollution Reduction Act II* |
| H.R. 4686 | 7/29/2020 | *Sami's Law* |
| H.R. 4719 | 12/17/2019 | *Funding Instruction for Safety, Health, and Security Avoids Fishing Emergencies Act* |
| H.R. 5139 | 10/1/2020 | *Stop Sexual Assault and Harassment in Transportation Act* |
| H.R. 5912 | 10/1/2020 | *Expedited Delivery of Airport Infrastructure Act of 2020* |
| H.R. 5919 | 11/17/2020 | *National Children's Museum Act* |
| H.R. 5953 | 11/17/2020 | *Preventing Disaster Revictimization Act, amended* |
| H.R. 6096 | 11/17/2020 | *Reliable Emergency Alert Distribution Improvement Act of 2020* |
| H.R. 7575 | 7/29/2020 | *Water Resources Development Act of 2020, amended* |
| H.R. 8266 | 11/17/2020 | *FEMA Assistance Relief Act of 2020* |
| H.R. 8326 | 11/17/2020 | *Child Care is Economic Development Act of 2020* |
| H.R. 8408 | 11/17/2020 | *Aircraft Certification Reform and Accountability Act* |

## HOUSE RESOLUTIONS PASSED BY THE HOUSE

| Bill No. | Passed House | Title |
|---|---|---|
| H. Res. 756 | 3/10/2020 | *Moving Our Democracy and Congressional Operations Towards Modernization* |
| H. Res. 1145 | 11/18/2020 | Condemning the poisoning of Russian opposition leader Alexei Navalny and calling for a robust United States and international response |
| H. Res. 1253 | 12/9/2020 | Designating room H 150 of the United States Capitol as ''The Joseph H. Rainey Room'' to honor the historic life, career, and legacy of Representative Joseph Rainey of South Carolina on the 150th Anniversary of his seating as a member of the House of Representatives. |

## MEASURES REPORTED TO THE HOUSE BUT NOT CONSIDERED

| Bill No. | Report | Date Reported | Title |
|---|---|---|---|
| H.R. 367 | H. Rpt. 116–110, Pt. I. | 6/11/2019 | *Pay Our Coast Guard Parity Act of 2019* |
| H.R. 370 | H. Rpt. 116–303, Pt. I (Energy and Commerce). | 11/20/2019 | *Pipeline and LNG Facility Cybersecurity Preparedness Act* |
| H.R. 535 | H. Rpt. 116–364, Pt. I (Energy and Commerce). | 1/2/2020 | *PFAS Action Act of 2019* |
| H.R. 1108 | H. Rpt. 681, Pt. I | 12/21/2020 | *Aviation Funding Stability Act of 2019* |
| H.R. 1311 | H. Rpt. 116–146 .. | 7/11/2019 | To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to ensure that unmet needs after a major disaster are met. |
| H.R. 1318 | H. Rpt. 116–66, Pt. I. | 5/16/2019 | To direct the Librarian of Congress to obtain a stained glass panel depicting the seal of the District of Columbia and install the panel among the stained glass panels depicting the seals of States which overlook the Main Reading Room of the Library of Congress Thomas Jefferson Building. |

| Bill No. | Report | Date Reported | Title |
|---|---|---|---|
| H.R. 1322 | H. Rpt. 116–85 | 5/23/2019 | To require a report on the effects of climate change on the Coast Guard. |
| H.R. 1497 | H. Rpt. 116–484 | 9/4/2020 | *Water Quality Protection and Job Creation Act of 2019* |
| H.R. 2242 | H. Rpt. 116–485 | 9/4/2020 | To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include certain services in the definition of critical services, and for other purposes. |
| H.R. 2932 | H.Rpt. 116–370, Pt. I (Homeland Security). | 1/8/2020 | *Homeland Security for Children Act* |
| H.R. 3167 | H. Rpt. 116–262, Pt. I (Financial Services). | 10/28/2019 | *National Flood Insurance Program Reauthorization Act of 2019* |
| H.R. 3632 | H. Rpt. 116–636 | 12/9/2020 | *Fair and Open Skies Act* |
| H.R. 3779 | H. Rpt. 116–486 | 9/4/2020 | Resilience Revolving Loan Fund Act of 2019 |
| H.R. 4347 | H. Rpt. 116–662, Pt. I. | 12/17/2020 | *Preparedness and Risk Management for Extreme Weather Patterns Assuring Resilience and Effectiveness Act of 2019* |
| H.R. 5047 | H. Rpt. 116–655 | 12/16/2020 | *GSA Lease Transparency Act of 2019* |
| H.R. 5119 | H. Rpt. 116–462 | 7/29/2020 | *Safe Aircraft Maintenance Standards Act* |
| H.R. 5120 | H. Rpt. 116–661, Pt. I. | 12/17/2020 | *SAFER Pipelines Act of 2019, amended* |
| H.R. 5756 | H. Rpt. 116–637 | 12/9/2020 | *Resiliency Enhancement Act of 2020* |
| H. Con. Res. 37 | H. Rpt. 116–488 | 9/4/2020 | Expressing support for designation of October 28 as ''Honoring the Nation's First Responders Day''. |
| H. Con. Res. 90 | H. Rpt. 116–483 | 9/4/2020 | Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition |

## SENATE MEASURES REFERRED TO THE COMMITTEE BUT NOT ACTED UPON

| Bill No. | Passed Senate | Committee Referral | Title |
|---|---|---|---|
| S. 1833 (H.R. 3245) | 7/17/2019 | T&I | *Restore the Harmony Way Bridge Act* |
| S. 3239 (H.R. 5937) | 2/13/2020 | T&I | *William T. Coleman, Jr., Department of Transportation Headquarters Act* |

## MEASURES REFERRED TO THE COMMITTEE AND CONSIDERED AS PART OF OTHER MEASURES

| Bill No. | Title | See also | |
|---|---|---|---|
| | | Bill No. | Title |
| H.R. 169 | *Driver and Officer Safety Education Act* | H.R. 2 | *Investing in a New Vision for the Environment and Surface Transportation in America Act or the INVEST in America Act* |
| H.R. 176 | *Appalachian Regional Commission Relocation Act.* | H.R. 8319 | *Continuing Appropriations Act, 2021 and Other Extensions Act* |
| H.R. 358 | *California New River Restoration Act of 2019.* | H.R. 2 | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 367 | *Pay Our Coast Guard Parity Act of 20192* | H.R. 3409 | *Coast Guard Authorization Act of 2019* (Included during Committee consideration but removed when passed by the House) |

| Bill No. | Title | See also | |
|---|---|---|---|
| | | Bill No. | Title |
| H.R. 535 ..... | To require the Administrator of the Environmental Protection Agency to designate per- and polyfluoroalkyl substances as hazardous substances under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980.. | H.R. 2500 ..... | *National Defense Authorization Act for Fiscal Year 2020* (Included during House consideration but removed during House-Senate Conference) |
| H.R. 543 ..... | To require the Federal Railroad Administration to provide appropriate congressional notice of comprehensive safety assessments conducted with respect to intercity or commuter rail passenger transportation. | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 632 ..... | To direct the Secretary of the department in which the Coast Guard is operating to issue a certificate of documentation with a coastwise endorsement for the vessel Safari Voyager.. | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 633 ..... | To direct the Secretary of the department in which the Coast Guard is operating to issue a certificate of documentation with a coastwise endorsement for the vessel Pacific Provider.. | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 839 ..... | *National Multimodal Freight Network Improvement Act.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 1166 ..... | *Utilizing Significant Emissions with Innovative Technologies Act.* | H.R. 6395 ..... | *National Defense Authorization Act for Fiscal Year 2021* |
| H.R. 1184 ..... | *Every Kid Outdoors Act* ..... | Pub. L. 116–9<br>S. 47 ..... | *John D. Dingell, Jr. Conservation, Management, and Recreation Act* |
| H.R. 1322 ..... | To require a report on the effects of climate change on the Coast Guard, and for other purposes.. | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 1497 ..... | *Water Quality Protection and Job Creation Act of 2019,.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 1764 ..... | To amend the Federal Water Pollution Control Act with respect to permitting terms, and for other purposes.. | H.R. 1497 ..... | *Water Quality Protection and Job Creation Act of 2019* |
| H.R. 1821 ..... | To make technical corrections to provisions of law enacted by the Frank LoBiondo Coast Guard Authorization Act of 2018, and for other purposes.. | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 1837 ..... | *United States-Israel Cooperation Enhancement and Regional Security Act,.* | H.R. 6395 ..... | *National Defense Authorization Act for Fiscal Year 2021* |
| H.R. 1980 ..... | *Smithsonian Women's History Museum Act* | H.R. 133 ..... | *Consolidated Appropriations Act, 2021* |
| H.R. 2122 ..... | To require the Comptroller General of the United States to carry out a study on the contracting practices of the Corps of Engineers, with a specific focus on how the Corps complies with and enforces the requirement to pay prevailing wages on federally financed construction jobs.. | Pub. L. 116–92.<br>S. 1790 .....<br>H.R. 2500 ..... | *National Defense Authorization Act for Fiscal Year 2020* |
| H.R. 2139 ..... | *Leonel Rondon Pipeline Safety Act* ..... | H.R. 133 ..... | *Consolidated Appropriations Act, 2021* |
| H.R. 2197 ..... | *John F. Kennedy Center Reauthorization Act of 2019.* | Pub. L. 116–94.<br>H.R. 1865 ..... | *Further Consolidated Appropriations Act, 2020* |
| H.R. 2206 ..... | *Environmental Infrastructure Assistance Act.* | H.R 7575 ..... | *Water Resources Development Act of 2020* |

| Bill No. | Title | See also | |
|---|---|---|---|
| | | Bill No. | Title |
| H.R. 2218 ..... | *Stop for School Buses Act of 2019* ..... | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 2276 ..... | *Fair and Equal Treatment of Women in the Coast Guard Act.* | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 2440 ..... | *Full Utilization of the Harbor Maintenance Trust Fund Act.* | H.R. 748 ..... | *Coronavirus Aid, Relief, and Economic Security Act*<br>Included in Section 14003 of Division B |
| H.R. 2440 ..... | *Full Utilization of the Harbor Maintenance Trust Fund Act.* | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
| H.R. 2449 ..... | *Railroad Yardmaster Protection Act of 2019.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 2458 ..... | *Water Infrastructure Sustainability and Efficiency Act.* | H.R. 1497 ..... | *Water Quality Protection and Job Creation Act of 2019* |
| H.R. 2470 ..... | *Clean Water Infrastructure Resilience and Sustainability Act.* | H.R. 1497 ..... | *Water Quality Protection and Job Creation Act of 2019* |
| H.R. 2475 ..... | *Revitalizing American Priorities for Infrastructure Development Act.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 2726 ..... | *Banning Smoking on Amtrak Act of 2019* .. | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 2739 ..... | *Transit Infrastructure Vehicle Security Act* | Pub. L. 116–92.<br>S. 1790 ..... | *National Defense Autho777rization Act for Fiscal Year 2020* |
| H.R. 2776 ..... | *Stop Sewage Overflow Act* ..... | H.R. 1497 ..... | *Water Quality Protection and Job Creation Act of 2019* |
| H.R. 2893 ..... | *Boater Protection from Laser Pointers Act* .. | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 2926 ..... | *Navigation Safety Act of 2019* ..... | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 3066 ..... | *Supporting Our Coast Guard Members Act of 2019.* | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 3140 ..... | *Commercial Fishing Industry Vessel Clarification Act.* | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 3193 ..... | *Transportation Emergency Relief Funds Availability Act.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 3205 ..... | *Coast Guard Youth STEM Programs Expansion Act.* | Pub. L. 116–92.<br>S. 1790 .....<br>H.R. 2500 ..... | *National Defense Authorization Act for Fiscal Year 2020* |
| H.R. 3210 ..... | *Coast Guard Shore Infrastructure Improvement Act.* | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 3387 ..... | To create a pilot program for the Junior Reserve Officers' Training Corps program at Lucy Garrett Beckham High School, and for other purposes.. | H.R. 2400 ..... | *National Defense Authorization Act for Fiscal Year 2020* |
| H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* ..... | H.R. 6395 ..... | *William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021* |
| H.R. 3437 ..... | *Saving Transit Art Resources Act* ..... | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 3484 ..... | *DHS Rotational Cybersecurity Program Act of 2019.* | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 3488 ..... | *Coast Guard Academy Improvement Act* ..... | H.R. 6395 ..... | *William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021* |

| Bill No. | Title | See also | |
|---|---|---|---|
| | | Bill No. | Title |
| H.R. 3488 ..... | *Coast Guard Academy Improvement Act* ..... | H.R. 3409 ..... | *Coast Guard Authorization Act of 2019* |
| H.R. 3521 ..... | *Wastewater Infrastructure Workforce Investment Act.* | H.R. 1497 ..... | *Water Quality Protection and Job Creation Act of 2019* |
| H.R. 3612 ..... | To repeal a section of the FAST Act, and for other purposes.. | Pub. L. 116–69.<br>H.R. 3055 ..... | *Further Continuing Appropriations Act, 2020, and Further Health Extenders Act of 2019* |
| H.R. 3616 ..... | To require the Administrator of the Environmental Protection Agency to designate per- and polyfluoroalkyl substances as toxic pollutants under the Federal Water Pollution Control Act, and for other purposes. | Pub. L. 116–92.<br>S. 1790 .....<br>H.R. 2500 ..... | *National Defense Authorization Act for Fiscal Year 2020* |
| H.R. 3648 ..... | *Defense Access Road Enhancement Act* ..... | Pub. L. 116–92.<br>S. 1790 .....<br>H.R. 2500 ..... | *National Defense Authorization Act for Fiscal Year 2020* |
| H.R. 3779 ..... | *Resilience Revolving Loan Fund Act of 2019.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 3863 ..... | To deauthorize the New London Harbor Waterfront Channel. | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
| H.R. 3923 ..... | *Environmental Justice Act of 2019,* ..... | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
| H.R. 4032 ..... | *Great Lakes Coastal Resiliency Act of 2019* | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
| H.R. 4110 ..... | *Helping Communities Invest in Infrastructure Act.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 4306 ..... | *Protecting Communities from Liquefied Natural Gas Trains Act.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 4470 ..... | To rename the Saint Lawrence Seaway Development Corporation the Great Lakes St. Lawrence Seaway Development Corporation. | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
| H.R. 4531 ..... | *State And Federal Electronic Data Records to Improve Vehicle-operator Eligibility Reporting Systems Act of 2019.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 4614 ..... | *AMBER Alert Nationwide Act of 2019* ..... | H.R. 6395 ..... | *William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021* |
| H.R. 4791 ..... | *Neighborhood Noise Barriers Act of 2019* ... | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 4828 ..... | *Sport Fish Restoration and Recreational Boating Safety Act of 2019.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 5118 ..... | *Promoting Service in Transportation Act* .... | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 5120 ..... | *Safe, Accountable, Fair, and Environmentally Responsible Pipelines Act of 2019.* | H.R. 133 ..... | *Consolidated Appropriations Act, 2021* |
| H.R. 5124 ..... | *Southern New England Regional Commission Act.* | H.R. 6395 ..... | *William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021* |

| Bill No. | Title | See also | |
|---|---|---|---|
| | | Bill No. | Title |
| H.R. 5145 ..... | *Promoting Women in Trucking Workforce Act.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 5234 ..... | *Motorcycle Advisory Council Reauthorization Act.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
| H.R. 5288 ..... | *Upper Mississippi River Flood Control Act* .. | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
| H.R. 5476 ..... | *Local Expertise is Vital for Effective Embankments Act.* | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
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| H.R. 5508 ..... | *Transportation Megaprojects Accountability and Oversight Act of 2019.* | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
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| H.R. 5960 ..... | To require the Secretary of the Army to convey certain Federal property in the State of Ohio to the Friends of Barker House. | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
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| H.R. 6730 ..... | To authorize the Secretary of the Army, acting through the Chief of Engineers, to convey certain property to the Massac-Metropolis Port District, and for other purposes. | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
| H.R. 6771 ..... | To require the Secretary of the Army, acting through the Chief of Engineers, to convey certain property to the Tri-County Levee District. | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
| H.R. 6964 ..... | To establish a lower Missouri River flood prevention program, and for other purposes. | H.R. 7575 ..... | *Water Resources Development Act of 2020* |
| H.R. 6985 ..... | *Dam Safety Improvement Act* ..... | H.R. 7575 ..... | *Water Resources Development Act of 2020* |

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|---|---|---|---|
| | | Bill No. | Title |
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| H.R. 7097 ..... | *Stop Swaps, Protect Local Jobs Act* ..... | H.R. 2 ..... | *Investing in a New Vision for the Environment and Surface Transportation in America Act* or the *INVEST in America Act* |
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During the 116th Congress, the Committee was referred 790 measures; considered 50 measures; 70 measures passed the House; and had 18 measures signed into Law.

## PUBLIC LAWS

### John D. Dingell, Jr. Conservation, Management, and Recreation Act

PUBLIC LAW 116–9 S. 47 (H.R. 1184)

To provide for the management of the natural resources of the United States, and for other purposes.

*Summary*

As introduced, section 9001 of S. 47 contains the text of H.R. 1184, the Every Kid Outdoors Act.

Section 9001 of Public Law 116–9, the *Every Kid Outdoors Act* directs seven bureaus in four agencies to jointly establish the *Every Kid Outdoors* program to provide any fourth grader or home-schooled learner 10 years of age residing in the United States and any U.S. territory or possession with free access to publicly accessible federal lands and waters. The bureaus that would establish and administer the program are the National Park Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, the Bureau of Reclamation, the U.S. Forest Service, the National Oceanic and Atmospheric Administration, and the U.S. Army Corps of Engineers.

*Legislative History*

116TH CONGRESS

S. 47

S. 47 was introduced in the Senate on January 8, 2019, by Ms. Murkowski and Ms. Cantwell and placed on the Senate Calendar.

The Senate considered S. 47 on February 11 and 12, 2019; and passed the measure, amended, by a record vote of 92 yeas and 8 nays.

S. 47 was received in the House on February 13, 2019, and held at the Desk.

The House considered S. 47 under Suspension of the Rules on February 26, 2019, and passed the measure by a ⅔ record vote of 363 yeas and 62 nays (Roll No. 95). Following passage, the House agreed to H. Con. Res. 21, making corrections to the enrollment of S. 47. Subsequently, on February 27, 2019, the Senate agreed to H. Con. Res. 21 by unanimous consent, clearing the measure for the President.

S. 47 was presented to the President on March 6, 2019, and signed into law on March 12, 2019, as Public Law 116–9.

H.R. 1184

H.R. 1184, the *Every Kid Outdoors Act*, was introduced in the House on February 13, 2019, by Ms. DeGette and 23 original cosponsors and referred to the Committee on Natural Resources, and in addition to the Committee on Agriculture, and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1184 was referred to the Subcommittee on Water Resources and Environment.

As passed by the House, section 9001 of S. 47 contains H.R. 1184, as introduced.

115TH CONGRESS

H.R. 3186, the *Every Kid Outdoors Act*, was introduced in the House on July 11, 2017, by Ms. Tongas, Mr. Tipton, Ms. DeGette, and Ms. Stefanik, and referred to the Committee on Natural Resources, and in addition to the Committee on Agriculture, and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3186 was referred to the Subcommittee on Water Resources and Environment.

The Committee on Natural Resources considered H.R. 3186 on May 16, 2018, and ordered the measure to be reported to the House, amended, by unanimous consent.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Natural Resources on July 19, 2018, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would waive further consideration of H.R. 3186. The letter further requested support for the appointment of Conferees should a House-Senate Conference be called. On August 1, 2018, the Chair of the Committee on Natural Resources responded acknowledging the jurisdictional interest of the Committee on Transportation and Infrastructure; the agreement to expedite consideration; and agree to support the request for Conferees.

The Committee on Natural Resources reported H.R. 3186 to the House on August 3, 2018, as H. Rpt. 115–880, Part I. Subsequently, the Committee on Agriculture and the Committee on Transportation and Infrastructure were discharged from further consideration of H.R. 3186. H.R. 3186 was placed on the Union Calendar, Calendar No. 678.

The House considered H.R. 3186 under Suspension of the Rules on September 12, 2018, and passed the measure, as amended, by a ⅔ recorded vote of 383 yeas and 2 nays (Roll No. 395).

H.R. 3186 was received in the Senate on September 17, 2018; read twice; and referred to the Senate Committee on Energy and Natural Resources.

The Senate Committee on Energy and Natural Resources considered H.R. 3186 on October 2, 2018, and ordered the measure to be reported to the Senate without amendment, favorably.

The Senate Committee on Energy and Natural Resources reported H.R. 3186 to the Senate on November 28, 2018, as S. Rpt.

115–394. Placed on the Senate Legislative Calendar under General Orders. Calendar No. 680.

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## Fairness for Breastfeeding Mothers Act of 2019

PUBLIC LAW 116–30 H.R. 866 (S. 528)

To provide a lactation room in public buildings.

*Summary*

H.R. 886 requires public buildings, where it is feasible, to provide designated private and hygienic lactation spaces for nursing mothers that are available to the public. This bill would only require nursing spaces if a building is open to the public and if lactation rooms are available for federal employees.

Under current practice, Federal agencies provide a designated, non-bathroom space for returning employees to pump breastmilk for their newborns, ensuring that new mothers are able to continue this practice even after returning to work. This bill extends this requirement to include not just employees, but visitors to Federal facilities.

In Washington, D.C. alone, there are millions of tourists who visit Federal facilities. There are also visitors to federal agencies for meetings and events. Increasingly, families understand the unique benefits of breastfeeding, and visitors to these buildings who have newborns and babies should have a private space to breastfeed or pump. The benefits of breastfeeding are well-documented—breastmilk contains antibodies and hormones that boost babies' immune systems, and studies have shown lower risks of asthma, diabetes, respiratory infections, and other diseases among breastfed babies. Moreover, breastfeeding also has benefits for nursing mothers, who, research has shown, have lower risks of diabetes and certain forms of cancer.

*Legislative History*

H.R. 866

H.R. 866 was introduced in the House by Ms. Norton and referred to the Committee on Transportation and Infrastructure.

The House considered H.R. 866 under Suspension of the Rules on February 6, 2019, and passed the measure by voice vote.

H.R. 866 was received in the Senate on February 7, 2019, read twice, and referred to the Senate Committee on Environment and Public Works.

The Senate discharged the Subcommittee on Environment and Public Works from further consideration of H.R. 866 on June 26, 2019, and passed the measure by voice vote clearing the measure for the President.

H.R. 866 was presented to the President on July 15, 2019. The President signed H.R. 866 into law on July 15, 2019, as Public Law 116–30.

S. 528

S. 528, to amend title 40, United States Code, to provide a lactation room in public buildings, and for other purposes; was introduced in the Senate on February 14, 2019, by Mr. Daines, Mr. Coons, Ms. Duckworth, Mr. Merkley, and Ms. Warren, and referred to the Senate Committee on Environment and Public Works.

The Senate discharged the Subcommittee on Environment and Public Works from further consideration of S. 528 on June 26, 2019, and passed the measure by voice vote.

115TH CONGRESS

In the 115th Congress, H.R. 1174 was introduced in the House on February 16, 2017, by Ms. Norton, Mr. DeFazio, and Mr. Johnson of Georgia, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1174 was referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

The Subcommittee on Economic Development, Public Buildings and Emergency Management was discharged from further consideration of H.R. 1174 on February 28, 2017.

The Committee on Transportation and Infrastructure considered H.R. 1174 on February 28, 2017, and ordered the measure to be reported to the House by voice vote.

The Committee on Transportation and Infrastructure reported H.R. 1174 to the House on March 7, 2017, as H. Rept. 115–24. Placed on the Union Calendar, Calendar No. 10.

The House considered H.R. 1174 under Suspension of the Rules on March 7, 2017, and passed the measure, as amended, by voice vote.

H.R. 1174 was received in the Senate on March 8, 2017, read twice and referred to the Senate Committee on Environment and Public Works.

S. 1497

S. 1497, the Senate companion measure, was introduced in the Senate on June 29, 2017, read twice and referred to the Senate Committee on Environment and Public Works.

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## Deputy Administrator of the Federal Aviation Administration Service

PUBLIC LAW 116–38 S. 2249

A bill to allow the Deputy Administrator of the Federal Aviation Administration on the date of enactment of this Act to continue to serve as such Deputy Administrator.

*Summary*

This measure provides for a waiver to the statute (49 U.S.C. 106), which prohibits two military officers (active or retired from duty) from simultaneously serving as the Administrator and Deputy Administrator of the Federal Aviation Administration. This waiver only applies to Deputy Administrator serving on the date of enactment.

*Legislative History*

S. 2249 was introduced in the Senate on July 24, 2019, by Mr. Wicker, read twice, considered, read the third time, and passed without amendment by Unanimous Consent.

S. 2249 was received in the House on July 24, 2019, and referred to the Committee on Transportation and Infrastructure. Within the Committee, S. 2249 was referred to the Subcommittee on Aviation.

On July 25, 2019, the House, by unanimous consent, agreed to discharge Committee on Transportation and Infrastructure from further consideration of S. 2249 and passed the measure.

S. 2249 was presented to the President on July 30, 2019. The President signed S. 2249 into law on August 2, 2019, as Public Law 116–38.

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## Rename Success Dam as the Richard L. Schafer Dam

PUBLIC LAW 116–41 H.R. 2695

To rename the Success Dam in Tulare County, California, as the Richard L. Schafer Dam.

*Summary*

H.R. 2695 changes the name of the Success Dam, authorized by the *Flood Control Act of 1944*, located in Tulare County, California, as the Richard L. Schafer Dam. Mr. Richard L. Schafer served as the Tule River Water Master from 1963.

*Legislative History*

H.R. 2695 was introduced in the House on May 14, 2019, by Mr. McCarthy and Mr. Nunes and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2695 was referred to the Subcommittee on Water Resources and Environment.

On June 10, 2019, a unanimous consent was made in the House to discharge the Committee on Transportation and Infrastructure and pass H.R. 2695. The House passed H.R. 2695 without objection.

H.R. 2695 was received in the Senate on June 11, 2019, read twice, and referred to the Senate Committee on Environment and Public Works.

The Senate discharged the Senate Committee on Environment and Public Works from further consideration of H.R. 2695 on July 29, 2019 and passed the measure. Clearing the measure for the President.

H.R. 2695 was presented to the President on August 1, 2019. The President signed H.R. 2695 into law on August 9, 2019, as Public Law. 116–41.

## National Urban Search and Rescue Response System task forces may include Federal employees

PUBLIC LAW 116–48 H.R. 639 (S. 1521)

To amend section 327 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act to clarify that National Urban Search and Rescue Response System task forces may include Federal employees.

*Summary*

H.R. 639 is a technical correction which amends section 327 of the *Robert T. Stafford Disaster Relief and Emergency Assistance Act* (Pub. L. 100–707) to explicitly clarify that Federal employees are able to participate in the National Urban Search and Rescue (USAR) Response System task forces coordinated by the Federal Emergency Management Agency (FEMA).

FEMA has developed the National USAR Response System (System) over the last several decades to act as a force multiplier for disaster rescue missions. The System is comprised of 28 task force teams from across the country and comprised of highly skilled volunteers who are constantly training for a variety of hazard scenarios, both man-made and natural, and task force teams have proven their effectiveness time and again.

Following enactment of the *National Urban Search and Rescue Response System Act* (Pub. L. 114–326), certain Federal agencies that employ members of some of these task forces have been misinterpreting language which granted liability protections for non-Federal task force members equal to federal first responders—only when their task force was called into Federal service—resulting in an impediment to those federal employees serving on a task force.

*Legislative History*

H.R. 639 was introduced in the House on January 17, 2019, by Mrs. Hartzler and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 639 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 639 on February 27, 2019.

The Full Committee considered H.R. 639 on February 27, 2019, and ordered the measure to be reported to the House, without amendment, favorably by voice vote.

The Committee reported H.R. 639 to the House on April 2, 2019, as H. Rpt. 116–29.

The House considered H.R. 639 under Suspension of the Rules on April 8, 2019, and passed the measure by voice vote.

H.R. 639 was received in the Senate on April 9, 2019, read twice, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

On July 31, 2019, the Senate discharged the Senate Committee on Homeland Security and Governmental Affairs from further consideration of H.R. 639, and passed the measure, without amendment. Clearing the measure for the President.

H.R. 639 was presented to the President on August 13, 2019. The President signed H.R. 639 into law on August 22, 2019, as Public Law. 116–48.

S. 1521

S. 1521 was introduced in the Senate on May 16, 2019 by Mr. Hawley, Mr. Blunt, Mr. Scott of Florida, and Ms. Hassan and referred to the Senate Committee on Homeland Security and Governmental Affairs.

The Senate Committee on Homeland Security and Governmental Affairs considered S. 1521 on June 19, 2019, and ordered the measure to be reported to the Senate without amendment favorably.

The Senate Committee on Homeland Security and Governmental Affairs reported S. 1521 to the Senate on July 22, 2019, as S. Rpt. 116–60.

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## Restore the Harmony Way Bridge Act

PUBLIC LAW 116–56 H.R. 3245 (S. 1833)

To transfer a bridge over the Wabash River to the New Harmony River Bridge Authority and the New Harmony and Wabash River Bridge Authority, and for other purposes.

*Summary*

This measure conveys the bridge—located near New Harmony, Indiana and currently operated by the White County Bridge Commission—to the New Harmony River Bridge Authority (Illinois Bridge Authority) and the New Harmony and Wabash River Bridge Authority (Indiana Bridge Authority); and repeals the 1941 Federal statute (the Act of April 12, 1941; 55 Stat. 140, Chapter 70) relating to the bridge and adjacent lands.

*Legislative History*

H.R. 3245

H.R. 3245 was introduced in the House on June 13, 2019, by Mr. Bucshon and 26 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3245 was referred to the Subcommittee on Highways and Transit; and the Subcommittee on Water Resources and Environment.

The House considered H.R. 3245 under Suspension of the Rules on July 24, 2019, and passed the measure by voice vote.

H.R. 3245 was received in the Senate on July 25, 2019.

The Senate passed H.R. 3245 on July 31, 2019, without amendment by unanimous consent. Clearing the measure for the President.

H.R. 3245 was presented to the President on August 13, 2019. The President signed H.R. 3245 into law on August 23, 2019, as Public Law 116–56.

S. 1833

S. 1833 was introduced in the Senate on June 13, 2019, by Mr. Braun, Mr. Young, Ms. Duckworth, and Mr. Durbin and referred to the Senate Committee on Environment and Public Works.

The Senate Committee on Environment and Public Works considered S. 1833 on June 19, 2019, and ordered the measure to be reported to the Senate without amendment, favorably, with no written report.

The Senate passed S. 1833 without amendment by unanimous consent on July 17, 2019.

S. 1833 was referred to the Committee on Transportation and Infrastructure on July 22, 2019. Within the Committee, S. 1833 was referred to the Subcommittee on Highways and Transit; and the Subcommittee on Water Resources and Environment.

The Senate Committee on Environment and Public Works report filed on July 23, 2019, as S. Rpt. 116–61.

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## Reviving America's Scenic Byways Act of 2019

PUBLIC LAW 116–57 H.R. 831 (S. 349)

To direct the Secretary of Transportation to request nominations for and make determinations regarding roads to be designated under the national scenic byways program, and for other purposes.

*Summary*

H.R. 831 requires the Secretary of Transportation to request nominations for roads to be designated under the national scenic byways program and make that list publicly available.

*Legislative History*

H.R. 831 was introduced in the House on January 29, 2019, by Mr. Cicilline, and Mr. Graves of Louisiana, and referred to the Committee on Transportation and Infrastructure.

The House considered H.R. 831 under Suspension of the Rules on February 6, 2019, and passed the measure by a ⅔ record vote of 404 yeas and 19 nays (Roll No. 66).

H.R. 831 was received in the Senate on February 7, 2018, read twice, and referred to the Senate Committee on Environment and Public Works.

The Senate discharged the Committee on Environment and Public works from further consideration of H.R. 831 on September 9, 2019, and passed the measure by unanimous consent.

H.R. 831 was presented to the President on September 11, 2019.

The President signed H.R. 831 into law on September 22, 2019, as Public Law. 116–57.

S. 349

S. 349, the Senate companion measure was introduced in the Senate on February 6, 2019, by Ms. Collins and Mr. Cardin and referred to the Senate Committee on Environment and Public Works.

The Senate Committee on Environment and Public Works considered S. 349 on June 19, 2019, and ordered the measure to be reported to the Senate with an amendment.

The Senate Committee on Environment and Public Works reported S. 349 to the Senate on June 19, 2019 with no written report. The Senate Committee on Environment and Public Works report filed on July 23, 2019, as S. Rpt. 116–61.

The Senate considered S. 349 on September 9, 2019, and passed the measure, amended, by unanimous consent.

S. 349 was received in the House on September 10, 2019, and held at the Desk.

115TH CONGRESS

In the 115th Congress, H.R. 5158 was introduced in the House on March 5, 2018, by Mr. Cicilline and Mr. Poe of Texas and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5158 was referred to the Subcommittee on Highways and Transit.

The Subcommittee on Highways and Transit was discharged from further consideration of H.R. 5158 on September 27, 2018.

The Committee on Transportation and Infrastructure considered H.R. 5158 on September 27, 2018 and ordered the measure to be reported to the House, amended, by voice vote.

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## Clean Water Revolving Fund Transfer

PUBLIC LAW 116–63 (S. 1689)

To permit States to transfer certain funds from the clean water revolving fund of a State to the drinking water revolving fund of the State in certain circumstances, and for other purposes.

*Summary*

Lead is a toxic chemical that causes serious health problems. Excessive and harmful levels of lead have been found in water systems across all fifty states. Those water systems serve drinking water to millions of people in the United States. States have access to both clean water state revolving funds (CWSRF) and drinking water state revolving funds (DWSRF). Not all states have sufficient funds in their DWSRF to address the threat to public health from heightened exposure to lead in drinking water. However, some states have available funds in their CWSRF that could be used to provide additional resources to help address lead in drinking water.

Currently states have the ability to transfer up to 33 percent of the annual capitalization grants they are awarded from one state revolving fund to the other, if the state decides to do so, in consultation with the Administrator of the Environmental Protection Agency (EPA). However, some states have already transferred the maximum allowable amount from their annual CWSRF grants to the DWSRF, but have additional available funds in their CWSRF that could be used immediately to address a threat to public health from lead in drinking water. This bill allows a state to transfer an additional 5 percent of its CWSRF's total cumulative dollars to its DWSRF in order to address a threat to public health caused by elevated exposure to lead in drinking water. This decision is up to the states' discretion; it is not mandatory. This authority expires one year after enactment.

*Legislative History*

S. 1689 was introduced in the Senate on May 23, legislative day of May 22, 2019, by Mr. Booker and referred to the Senate Committee on Environment and Public Works.

The Senate Committee on Environment and Public works considered S. 1689 on June 19, 2019, and ordered the measure to be reported to the Senate, without amendment, favorably.

The Senate Committee on Environment and Public Works reported S. 1689 on June 19, 2019, with no written report, placed on the Senate Calendar. The Senate Committee on Environment and Public Works report filed on July 23, 2019, as S. Rpt. 116–63. Subsequently, on that same date, a start print was ordered on the report.

The Senate considered S. 1689 on September 9, 2019, and passed the measure, without amendment, by voice vote.

S. 1689 was received in the House on September 10, 2019, and held at the Desk.

The House considered S. 1689 on September 17, 2019, by unanimous consent and passed the measure without amendment without objection.

S. 1689 was presented to the President on September 23, 2019. The President signed S. 1689 into law on October 4, 2019 as Public Law 116–63.

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## Further Continuing Appropriations Act, 2020, and Further Health Extenders Act of 2019

PUBLIC LAW 116–69 H.R. 3055 (H.R. 3612, S. 1992)

Making further continuing appropriations for fiscal year 2020, and for other purposes.

*Summary*

As passed by the House on November 19, 2019, in Sec. 1702 of the House amendment to the Senate amendment, which included the *Further Consolidated Appropriations Act, 2020*, and *Further Health Extenders Act of 2019*, the text of H.R. 3612 was included.

H.R. 3612, to repeal a section of the *FAST Act*, and for other purposes; was introduced in the House on July 2, 2019, by Mr. Allred and referred to the Committee on Transportation and Infrastructure. Within the Committee H.R. 3612 was referred to the Subcommittee on Highways and Transit.

*Legislative History*

The House Committee on Appropriations reported an original measure to the House on June 6, 2019, as H. Rept. 116–101. Placed on the Union Calendar, Calendar No. 76.

The Committee on Rules met on June 19, 2019, and granted a Rule providing for the consideration of H.R. 3055. Rule filed in the House as H. Res. 445 (H. Rpt. 116–119).

The House considered H.R. 3055 under the provisions of H. Res. 445 on June 19, 20, 21, 24, and 25, 2019. The House passed H.R. 3055 on June 25, 2019, by a recorded vote of 227 yeas and 194 nays (Roll no. 408).

H.R. 3055 was received in the Senate on July 8, 2019. The Senate considered H.R. 3055 on October 23, 28, 29, 30, and 31, 2019. The Senate passed H.R. 3055 with an amendment on October 31, 2019, by a record vote of 84 yeas and 9 nays. (Record Vote Number: 341.)

The Committee on Rules met on November 18, 2019, and granted a Rule providing for the consideration of H.R. 3055. Rule filed in the House as H. Res. 708 (H. Rept. 116–297). The Rule makes in order a motion that the House concur in the Senate amendment with an amendment inserting the text of Rules Committee Print 116–38, in lieu of the matter proposed to be inserted by the Senate.

The House proceeded to the consideration of concurring to the Senate amendment with an amendment on November 19, 2019. House agreed with an amendment to the Senate amendment by a record vote of 231 yeas and 192 nays (Roll No. 631).

The Senate considered the House amendment to the Senate amendment to H.R. 3055 on November 21, 2019, and agreed by a record vote of 74 yeas and 20 nays (Record Vote Number: 365.)

H.R. 3055 was presented to the President on November 21, 2019. The President signed H.R. 3055 into law on November 21, 2019, as Public Law 116–69.

S. 1992

S. 1992, the Senate companion measure to H.R. 3612 was introduced in the Senate on June 26, 2019, by Mr. Barrasso, Mr. Carper, Mrs. Capito, and Mr. Cardin) and referred to the Senate Committee on Environment and Public Works.

The Senate Committee on Environment and Public Works considered S. 1992 on July 30, 2019, and ordered the measure to be reported to the Senate, without amendment.

The Senate Committee on Environment and Public Works reported S. 1992 to the Senate on July 31, 2019, with no written report.

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## National Defense Authorization Act for Fiscal Year 2020

PUBLIC LAW 116–92 S. 1790 (H.R. 2500 / H.R. 535, H.R. 1567, H.R. 3205, H.R. 3387, H.R. 3648; H.R. 2739, H.R. 4179 H.R. 3616; S. 1148, S. 1438)

To authorize appropriations for fiscal year 2020 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for such fiscal year, and for other purposes.

*Summary*

This bill authorizes FY2020 appropriations and sets forth policies for Department of Defense (DOD) programs and activities, including military personnel strengths. It does not provide budget authority, which is provided in subsequent appropriations legislation.

The bill authorizes the FY2020 personnel strength for active duty and reserve forces and sets forth policies regarding military personnel, acquisition policy and management, international programs, and National Guard and Reserve Forces facilities.

As passed by the House, H.R. 2500 contains provisions related to legislation referred to the Committee including: H.R. 535, H.R. 3387, and H.R. 3616.

*Legislative History*

S. 1790

The Senate Committee on Armed Services considered an original measure and ordered it to be reported to the Senate on June 11, 2019. Measure reported to the Senate as S. 1790, S. Rpt. 116–48.

A cloture motion on the motion to proceed to consideration of S. 1790 was presented in the Senate on June 13, 2019. Cloture on the motion to proceed was invoked by the Senate on June 19, 2019 by a recorded vote of 89 yeas and 10 nays (Record Vote Number 176). A motion to proceed to the consideration of S. 1790 was made in the Senate on June 19, 20, and 24; and on June 24, 2019, the Senate agreed to proceed to the consideration of S. 1790 by a recorded vote of 86 yeas and 6 nays (Record Vote Number 181).

A motion to recommit S. 1790 to the Senate Committee on Armed Services with instructions to report back forthwith with an amendment (SA 865) was made on June 2, 2019.

The Senate considered S. 1790 on June 25, 26, and 27, 2019. On June 27, 2019, the motion to recommit with instruction fell when cloture was invoked on SA 764, as modified, in Senate. The Senate passed S. 1790 by a recorded vote of 86 yeas and 8 nays (Record Vote Number 188).

S. 1790 was received in the House on July 2, 2019, and held at the Desk.

The Papers were returned to the Senate on September 12, 2019, upon a request of the Senate for the return thereof.

The Senate then amended S. 1790, on September 12, 2019, after passage, by unanimous consent.

S. 1790 was received in the House on September 16, 2019, and held at the Desk.

On September 17, 2019, a unanimous consent request was made to take from the Speaker's table, S. 1790, and ask for its immediate consideration in the House; to strike out all after the enacting clause of such bill and insert in lieu thereof the provisions of H.R. 2500 as passed by the House; to pass the Senate bill, as amended; and to insist on the House amendment thereto and request a conference with the Senate thereon. Agreed to without objection. S. 1790 was subsequently amended with the text of H.R. 2500, and passed without objection.

The House insisted upon its amendment on September 17, 2019, and requested a Conference with the Senate thereon. A motion to instruct Conferees was made in the House and failed by a recorded vote of 198 yeas and 219 nays (Roll no. 531).

The Speaker appointed Conferees on the part of the House on September 17, 2019: from the Committee on Armed Services for consideration of the Senate bill and the House amendment, and modifications committed to conference: Smith of Washington, Davis of California, Langevin, Larsen of Washington, Cooper, Courtney, Garamendi, Speier, Norcross, Gallego, Moulton, Carbajal, Brown of Maryland, Khanna, Keating, Vela, Kim, Kendra S. Horn of Okla-

homa, Cisneros, Thornberry, Wilson of South Carolina, Turner, Rogers of Alabama, Conaway, Lamborn, Wittman, Hartzler, Stefanik, Kelly of Mississippi, Bacon, Banks, and Cheney. The Speaker then appointed additional Conferees: from the Permanent Select Committee on Intelligence; the Committee on the Budget; the Committee on Education and Labor; the Committee on Energy and Commerce; the Committee on Financial Services; the Committee on Foreign Affairs; the Committee on Homeland Security; the Committee on the Judiciary; the Committee on Natural Resources; the Committee on Oversight and Reform; the Committee on Science, Space, and Technology; the Committee on Small Business; the Committee on Transportation and Infrastructure; and the Committee on Veterans' Affairs.

Conferees—from the Committee on Transportation and Infrastructure were appointed for consideration of secs. 353, 1612, 1682, 2805, title XXXV, secs. 6001, 6006, 6012, 6015, 6019, 6021, 6754, 8500, 8511, 8517, 8519, 8520, 8522, 8523, 8525, 8532, 8543, 8545, 8546, and 8571 of the Senate bill, and secs. 311, 313, 330A, 330O, 351, 354, 555, 569, 580C, 606, 896, 2808, 3501, and 3504 of the House amendment, and modifications committed to conference: Mr. Delgado, Mr. Pappas, and Mr. Katko.

The Senate disagreed to the House amendment to S. 1790. and agreed to a Conference with the House thereon. The Senate appointed Conferees on the part of the Senate, Senators: Inhofe; Wicker; Fischer; Cotton; Rounds; Ernst; Tillis; Sullivan; Perdue; Cramer; McSally; Scott FL; Blackburn; Hawley; Reed; Shaheen; Gillibrand; Blumenthal; Hirono; Kaine; King; Heinrich; Warren; Peters; Manchin; Duckworth; Jones.

The Committee of Conference met on September 19, 2019; the House chaired.

The Committee of Conference filed the Conference Report to accompany S. 1790 in the House on December 9, 2019, as H. Rpt. 116–333.

The Committee on Rules met on December 10, 2019, and granted a Rule providing for the consideration of the Conference Report to accompany S. 1790. Rule filed in the House as H. Res. 758.

The House considered the Conference Report to accompany S. 1790 under the provisions of H. Res. 758 on December 11, 2019, and agreed to the Conference Report by a record vote of 377 yeas and 48 nays (Roll No. 670).

The Senate agreed to the Conference Report to accompany S. 1790 on December 17, 2019, by a record vote of 86 yeas and 8 nays (Vote No. 400).

S. 1790 was presented to the President on December 20, 2019, and signed into law on that same date as Public Law 116–92.

### H.R. 2500

H.R. 2500, the House companion measure, was introduced in the House on May 2, 2019, by Mr. Smith of Washington and Mr. Thornberry and referred to the Committee on Armed Services.

The Committee on Armed Services considered H.R. 2500 on June 12 and 13, 2019, and ordered the measure to be reported to the House, amended, by a record vote of 33 yea and 24 nays on June 13, 2019.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Armed Services on June 14, 2019, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would not seek a sequential referral of H.R. 2500. On that same date, the Chair of the Committee on Armed Services responded acknowledging the agreement to not seek a sequential referral of H.R. 2500.

The Committee on Armed Services filed a report on June 19, 2019, as H. Rpt. 116–120. The Committee filed a supplemental report on June 27, 2019, as H. Rpt. 116–120, Part II.

The Committee on Rules met on July 9, 2019, and granted a Rule providing for the consideration of H.R. 2500. Rule was filed in the House as H. Res. 476 (H. Rpt. 116–143). The Rule provides for 1 hour of general debate; a motion to recommit with or without instructions is allowed; and for motions to suspend the rules relating to H.R. 1327 on the legislative day of July 11, 2019, or July 12, 2019.

The House considered H. Res. 476 on July 10, 2019, and agreed to the Rule by a record vote of 23 yeas and 197 nays (Roll no. 436).

The House considered H.R. 2500 under the provisions of H. Res. 476 on July 10, 11, and 12, 2019. The House passed H.R. 2500 on July 12, 2019, by a recorded vote of 220 yeas and 197 nays (Roll No. 473).

During consideration, H.R. 3387 was included in en bloc amendment No 1, and agreed to on July 10, 2019.

H.R. 535

H.R. 535, the *PFAS Action Act of 2019*, was introduced in the House by Mrs. Dingell, Mr. Upton, and Mr. Kildee on January 14, 2019, and referred to the Committee on Energy and Commerce, and in addition to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 535 was referred to the Subcommittee on Water Resources and Environment.

During consideration of H.R. 2500 in the House, the text of H.R. 535 offered as an amendment and adopted by voice vote on July 11, 2019.

See also discussion of H.R. 535 below.

H.R. 3205

H.R. 3205, the *Coast Guard Youth STEM Programs Expansion Act*, was introduced in the House on June 11, 2019, by Ms. Kaptur and eight original cosponsors and referred to the Committee on Transportation and Infrastructure, and the Committee on Education and Labor. Within the Committee, H.R. 3205 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

During consideration of H.R. 2500 in the House, the text of H.R. 3205 was included in en bloc amendment No 8, and agreed to on July 11, 2019.

H.R. 3387

H.R. 3387, to create a pilot program for the Junior Reserve Officers' Training Corps program at Lucy Garrett Beckham High

School, and for other purposes; was introduced in the House on June 20, 2019, by Mr. Cunningham and Mr. Clyburn and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3387 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

During consideration of H.R. 2500 in the House, the text of H.R. 3387 was included in en bloc amendment No 1, and agreed to on July 10, 2019.

H.R. 3648

H.R. 3648, the *Defense Access Road Enhancement Act*, was introduced in the House on July 9, 2019, by Mr. Cunningham and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3648 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 3648 were included in section 2808 of H.R. 2500 as passed by the House.

H.R. 2739

H.R. 2739, the *Transit Infrastructure Vehicle Security Act*, was introduced in the House on May 15, 2019, by Mr. Rouda and seven original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2739 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 2739 were included in section 7613 of H.R. 2500, as introduced.

H.R. 4179

H.R. 4179, the *No Federal Funding for Confederate Symbols Act*, was introduced in the House on August 9, 2019, by Mr. Espaillat and nine original cosponsors and referred to the Committee on Armed Services, and in addition to the Committee on Transportation and Infrastructure; and the Committee on Natural Resources. Within the Committee, H.R. 4179 was referred to the Subcommittee on Subcommittee on Aviation; the Subcommittee on Coast Guard and Maritime Transportation; the Subcommittee on Economic Development, Public Buildings, and Emergency Management; the Subcommittee on Highways and Transit; the Subcommittee on Railroads, Pipelines, and Hazardous Materials; and the Subcommittee on Water Resources and Environment.

During the House-Senate Conference on S. 1790, provisions relating to H.R. 4179 were included in Section 1749 of the Conference Report to accompany S. 1790.

H.R. 1567

H.R. 1567, the *Prompt and Fast Action to Stop Damages Act of 2019*, was introduced in the House on March 6, 2019, by Mr. Luján, Ms. Haaland, and Ms. Torres Small of New Mexico and referred to the Committee on Armed Services, and in addition to the Committee on Energy and Commerce and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1567 was referred to the Subcommittee on Water Resources and Environment.

During the House-Senate Conference on S. 1790, the text of H.R. 1567 was included in Section 341 of Subtitle C of Title II of the Conference Report to accompany S. 1790.

S. 1148

S. 1148, the *ATC Hiring Reform Act of 2019*, was introduced in the Senate on April 11, 2019, by Mr. Hoeven and Mrs. Shaheen and referred to the Senate Committee on Commerce, Science, and Transportation.

The Senate Committee on Commerce, Science, and Transportation considered S. 1148 on July 24, 2019, and ordered the measure to be reported to the Senate, amended, favorably.

The Senate Committee on Commerce, Science, and Transportation reported S. 1148 on December 5, 2019, as S. Rpt. 116–169.

S. 1148 was included in Subtitle C of Title XI of the Conference Report to accompany S. 1790.

S. 1439

S. 1439, the *Maritime Administration Authorization and Enhancement Act of 2019*, was introduced in the Senate on May 14, 2019, by Mr. Wicker and Ms. Cantwell and referred to the Senate Committee on Commerce, Science, and Transportation.

The Senate Committee on Commerce, Science, and Transportation considered S. 1439 on May 15, 2019, and ordered the measure to be reported to the Senate, amended, favorably.

S. 1439 was included in Title XXXV of the Conference Report to accompany S. 1790.

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## Further Consolidated Appropriations Act, 2020

## (National Law Enforcement Museum Commemorative Coin Act)

PUBLIC LAW 116–94 H.R. 1865 (H.R. 2197)

An Act to require the Secretary of the Treasury to mint a coin in commemoration of the opening of the National Law Enforcement Museum in the District of Columbia, and for other purposes.

*Summary*

As passed by the House on December 17, 2019, in Title VI of Division P of the House amendment to the Senate amendment, which included the Further Consolidated Appropriations Act, 2020, the text of H.R. 2197 was included.

H.R. 2197, the John F. Kennedy Center Reauthorization Act of 2019, authorizes appropriations for maintenance, repair, security, and capital projects at the Kennedy Center for each of fiscal years 2020 through 2024. This includes inflationary increases for maintenance, repair, and security necessary to maintain the new expansion project, which was solely funded with private dollars and authorized by Congress in 2012.

*Legislative History*

H.R. 1865 was introduced in the House on March 25, 2019, by Mr. Pascrell and 114 original cosponsors and referred to the Committee on Financial Services.

The House agreed on October 28, 2019, to Suspend the Rules and pass H.R. 1865, amended, by voice vote. (text: CR H8505)

H.R. 1865 was received in the Senate and read twice on October 29, 2019.

The Senate considered H.R. 1865 on November 12, 2019, and passed the measure, amended, by unanimous consent.

A motion was made in the House on November 19, 2019, that it be in order at any time to take from the Speaker's table the bill H.R. 1865, with the Senate amendment thereto, and to consider in the House, without intervention of any point of order, a motion offered by the chair of the Committee on Appropriations or her designee that the House concur in the Senate amendment submitted for printing by Representative Lowey of New York in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII; that the Senate amendment and the motion be considered as read; that the motion be debatable for one hour equally divided and controlled by the chair and ranking minority member of the Committee on Appropriations; that the previous question be considered as ordered on the motion to adoption without intervening motion or demand for division of the question; and that House Resolution 708 be laid on the table. Objection was heard.

The Committee on Rules met on December 16, 2019, and on December 17, 2019, (Legislative Day of December 16, 2019) reported a Rule providing for the consideration of H.R. 1158, and H.R. 1865. Rule filed in the House as H. Res. 765, (H. Rept. 116–353).

The House concurred in the Senate amendment to H.R. 1865 with an amendment by a record vote of 297 yeas and 120 nays (Roll No. 689).

H.R. 1865 was received in the Senate on December 17, 2019; and the Senate proceeded to the consideration of the House amendment to the Senate amendment to H.R. 1865. On December 18, 2019, a unanimous-consent agreement was reached providing that on December 19, 2019, the Senate would resume consideration; and that notwithstanding the provisions of Rules XXII, the motions to invoke cloture filed on December 17, 2019, would ripen on December 19, 2019. The Senate passed H.R. 1865 on December 19, 2019 by a record vote of 71 yeas and 23 nays (RVN 415).

H.R. 1865 was presented to the President on December 20, 2019 and signed into law on that same date at Public Law 116–94.

H.R. 2197

H.R. 2197, the *John F. Kennedy Center Reauthorization Act of 2019,* was introduced in the House on April 10, 2019, by Mr. DeFazio, Ms. Titus, Mr. Graves of Missouri, and Mr. Meadows and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2197 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

During consideration of the Senate amendment to H.R. 1865, the Committee on Rules inserted the Further Consolidated Appropriations Act, 2020 into H.R. 1865. Included in that measure was the text of H.R. 2197 in Title VI of Division P.

The House concurred in the Senate amendment with a House amendment on December 17, 2019, by a record vote of 297 yeas and 120 nays (Roll Call Vote No. 689).

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## United States-Mexico-Canada Agreement Implementation Act

PUBLIC LAW 116–113 H.R. 5430 (S. 3052)

To implement the Agreement between the United States of America, the United Mexican States, and Canada attached as an Annex to the Protocol Replacing the North American Free Trade Agreement.

*Summary*

As introduced, H.R. 5430 included provisions relating to Long-haul Trucking Services (Subtitle C of Title III); Border water infrastructure improvement authority (Title VIII, Subtitle B, Sec. 821).

*Legislative History*

H.R. 5430 was introduced in the House on December 13, 2019, by Mr. Hoyer and Mr. McCarthy (both by request), and referred to the Committee on Ways and Means, and in addition to the Committee on Education and Labor; the Committee on Natural Resources; the Committee on Foreign Affairs; the Committee on the Judiciary; the Committee on the Budget; the Committee on Transportation and Infrastructure; the Committee on Financial Services; the Committee on Agriculture; the Committee on Energy and Commerce; and the Committee on Oversight and Reform. Within the Committee, H.R. 5430 was referred to the Subcommittee on Aviation; the Subcommittee on Coast Guard and Maritime Transportation; the Subcommittee on Economic Development, Public Buildings, and Emergency Management; the Subcommittee on Highways and Transit; the Subcommittee on Railroads, Pipelines, and Hazardous Materials; and the Subcommittee on Water Resources and Environment.

A unanimous consent request was made in the House on December 16, 2019, that it be in order at any time without intervention of any point of order to consider in the House, the bill, H.R. 5430, that the bill be considered as read, that the bill be debatable for two hours equally divided and controlled by the Majority Leader and the Minority Leader or their respective designees, and that, pursuant to section 151 of the *Trade Act of 1974*, the previous question be considered as ordered on the bill to final passage without intervening motion.

The Committee on Ways and Means considered H.R. 5430 on December 17, 2019, and ordered the measure to be reported to the House favorably, without amendment.

The Committee on Ways and Means report filed on December 19, 2019, as H. Rpt. 116–358, Pt. I. Subsequently, the Committee on Education and Labor; the Committee on Natural Resources; the

Committee on Foreign Affairs; the Committee on the Judiciary; the Committee on the Budget; the Committee on Transportation and Infrastructure; the Committee on Financial Services; the Committee on Agriculture; the Committee on Energy and Commerce; and the Committee on Oversight and Reform were discharged from further consideration of H.R. 5430.

The House considered H.R. 5430 on December 19, 2019, pursuant to the unanimous consent request of December 16, 2019, and passed the measure by a record vote of 385 yeas and 41 nays (Roll Call Vote No. 701).

H.R. 5430 was received in the Senate on December 18, 2019, read twice, and referred jointly to the Senate Committee on Finance; the Senate Committee on Health, Education, Labor, and Pensions; the Senate Committee on Environment and Public Works; the Senate Committee on Appropriations; the Senate Committee on Foreign Relations; the Senate Committee on Commerce, Science, and Transportation; and the Senate Committee on the Budget pursuant to section 151(e)(2) of the *Trade Act of 1974*.

The Senate Committee on Finance considered H.R. 5430 on January 7, 2020, and ordered the measure to be reported to the Senate with a favorable recommendation.

The Senate Committee on the Budget considered H.R. 5430 on January 14, 2020, and ordered the measure to be reported to the Senate with a favorable recommendation.

The Senate Committee on Environment and Public Works considered H.R. 5430 on January 14, 2020, and ordered the measure to be reported to the Senate with a favorable recommendation.

The Senate Committee on Appropriations considered H.R. 5430 on January 15, 2020, and ordered the measure to be reported to the Senate with a favorable recommendation.

The Senate Committee on Commerce, Science, and Transportation considered H.R. 5430 on January 15, 2020, and ordered the measure to be reported to the Senate with a favorable recommendation.

The Senate Committee on Foreign Relations considered H.R. 5430 on January 15, 2020, and ordered the measure to be reported to the Senate with a favorable recommendation.

The Senate Committee on Health, Education, and Labor considered H.R. 5430 on January 15, 2020, and ordered the measure to be reported to the Senate with a favorable recommendation.

The Senate Committee on Finance; the Senate Committee on Health, Education, Labor, and Pensions; the Senate Committee on Environment and Public Works; the Senate Committee on Appropriations; the Senate Committee on Foreign Relations; the Senate Committee on Commerce, Science, and Transportation; and the Senate Committee on the Budget jointly reported H.R. 5430 to the Senate on January 15, 2020, with no amendment, with no written report.

The Senate considered H.R. 5430 on January 15 and 16, 2020. The Senate passed H.R. 5430, without amendment on January 16, 2020 by a record vote of 89 yeas and 10 nays (Record Vote No. 14). Clearing the measure for the President.

H.R. 5430 was presented to the President on January 22, 2020.

The President signed H.R. 5430 into law on January 29, 2020, as Public Law 116–113.

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## Coronavirus Aid, Relief, and Economic Security Act

PUBLIC LAW 116–136 H.R. 748 (H.R. 2440)

To amend the Internal Revenue Code of 1986 to repeal the excise tax on high cost employer-sponsored health coverage.

*Summary*

The *Coronavirus Aid, Relief, and Economic Security Act* provides economic relief to individuals, small businesses, local governments, and airline works, among others, as a result of the COVID–19 pandemic. As passed by the Senate, Section 14003 of Division B of H.R. 748 included provisions relating to H.R. 2440, the *Full Utilization of the Harbor Maintenance Trust Fund Act*.

*Legislative History*

H.R. 748 was introduced in the House on January 24, 2019, by Mr. Courtney and seven original cosponsors and referred to the Committee on Ways and Means.

A motion was made in the House on May 21, 2019, to place H.R. 748 on the Consensus Calendar. H.R. 748 was placed on the Consensus Calendar on July 17, 2019, Calendar No. 2.

The House considered the Consensus Calendar under Suspension of the Rules on July 17, 2019, and passed the measure, as amended, by a ⅔ record vote of 419 yeas and 6 nays (Roll no. 493).

H.R. 748 was Received in the Senate on July 18, 2019; read twice; and placed on the Senate Legislative Calendar.

A motion was made in the Senate on March 20, 2020, to proceed to the Consideration of H.R. 748. Cloture on the motion to proceed was presented on that same date. Motions to proceed to the consideration were made in the Senate on March 21 and 22, 2020. On March 22, 2020, cloture on the motion to proceed was not invoked in the Senate by a record vote of 47 yeas and 47 nays (RVN 77). A motion to reconsider the vote was entered in the Senate. On March 23, 2020, a motion to proceed to consideration of the motion to reconsider the vote by which cloture on the motion to proceed to the measure was not invoked (Record Vote No. 77) was agreed to in the Senate by voice vote. Upon reconsideration, cloture on the motion to proceed to the measure not invoked in Senate by a record vote of 49 yeas and 46 nays (RVN 78).

A motion to proceed to the consideration of H.R. 748 was made in the Senate on March 23, 2020. On that same date a section cloture motion on the motion to proceed to the measure was presented in the Senate. Motions to proceed to the consideration were made in the Senate on March 24 and 25, 2020. On March 25, 2020, the second cloture motion on the motion to proceed to the consideration of H.R. 748 was withdrawn by unanimous consent.

The Senate proceeded to the consideration of H.R. 748 on March 25, 2020 and passed the measure, as amended by a record vote of 96 yeas and 0 nays (RVN 80).

H.R. 748 was received in the House on March 27, 2020; pursuant to the provisions of H. Res. 911, the House agreed to concur in the Senate amendment to H.R. 748 by voice vote.

At the conclusion of debate on the motion to concur in the Senate amendment to H.R. 748, the Chair put the question on the motion and by voice vote, announced that the ayes had prevailed. Mr. Massie demanded a recorded vote, and the Chair determined that an insufficient number of Members having arisen, the demand for a recorded vote was refused. Mr. Massie made a point of order that a quorum was not present and the Chair counted for a quorum. Subsequently, the Chair announced that a quorum was present.

H.R. 748 was presented to the President on March 27, 2020. The President signed H.R. 748 into law on March 27, 2020 as Public Law 116–136.

H.R. 2440

During consideration of H.R. 748 in the Senate, provisions relating to H.R. 2440 were included in Section 14003 of Division B of H.R. 748.

For full history see discussion listed below.

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## Continuing Appropriations Act, 2021 and Other Extensions Act

PUBLIC LAW 116–159 H.R. 8337

Making continuing appropriations for fiscal year 2021, and for other purposes.

*Summary*

Division B of H.R. 8337 authorizes appropriations for surface transportation accounts (Highway Trust Fund and the Mass Transit Account) through September 30, 2021.

*Legislative History*

H.R. 8337 was introduced in the House on September 22, 2020, by Mrs. Lowey and referred to the Committee on Appropriations, and the Committee on the Budget.

The House considered H.R. 8337 under Suspension of the Rules on September 22, 2020, and passed the measure by a record vote of 359 yeas and 57 nay with 1 voting "present" (Roll No. 198).

H.R. 8337 was received in the Senate on September 22, 2020, read the first time, and placed on Senate Legislative Calendar under Read the First Time. H.R. 8337 was read a second time on September 23, 2020, and placed on the Senate Legislative Calendar under General Orders. Calendar No. 552.

The Senate began consideration of H.R. 8337 on September 24, 2020, and proceeded to by a record vote of 93 yeas and 2 nays (Record Vote Number: 195.) On September 29, 2020, cloture on the measure was invoked in the Senate by a record vote of 82 yeas and 6 nays (Record Vote Number: 196).

The Senate considered H.R. 8337 on September 30, 2020, and passed the measure, without amendment, by a record vote of 84 yeas and 10 nays (Record Vote Number: 197).

H.R. 8337 was presented to the President on September 30, 2020. The President signed H.R. 8337 into law on October 1, 2020 as Public Law 116–159.

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## Friendly Airports for Mothers Improvement Act

## (Small Airport Mothers' Rooms Act of 2019)

PUBLIC LAW 116–190 S. 2638 (H.R. 3362)

To amend title 49, United States Code, to require small hub airports to construct areas for nursing mothers, and for other purposes.

*Summary*

S. 2638 requires small hub airports to maintain a lactation area for nursing mothers and a baby changing table in at least one men's and one women's restroom in each passenger terminal building of the airport. Small hub airports must comply with this requirement by fiscal year 2023 in order to receive grant funding under the Federal Aviation Administration's (FAA) Airport Improvement Program. The *FAA Reauthorization Act of 2018* (Pub. L. 115–254) requires medium and large hub airports to meet these requirements by fiscal year 2021.

The bill further clarifies that only the requirement for an airport to maintain a lactation area may be waived if the Secretary of Transportation determines that construction or maintenance activities would make it impracticable or unsafe for a lactation area to be located in the sterile area of a passenger terminal building; all airports will be required to maintain baby changing tables.

*Legislative History*

S. 2638

S. 2638, the *Friendly Airports for Mothers Improvement Act*, was introduced in the Senate on October 17, 2019, by Ms. Duckworth and Mrs. Fisher and referred to the Senate Committee on Commerce, Science, and Transportation.

The Senate Committee on Commerce, Science, and Transportation considered S. 2638 on December 11, 2019, and ordered the measure to be reported to the Senate, without amendment, favorably.

The Senate Committee on Commerce, Science, and Transportation reported S. 2638 to the Senate on June 10, 2020, as S. Rpt. 116–232.

The Senate considered S. 2638 on July 29, 2020, and passed the measure by unanimous consent.

S. 2638 was received in the House on July 30, 2020, and held at the Desk.

The House considered S. 2638 under Suspension of the Rules on October 1, 2020, and passed the measure by voice vote. Clearing the measure for the President.

S. 2638 was presented to the President on October 20, 2020. The President signed S. 2638 into law on October 30, 2020, as Public Law 116–190.

H.R. 3362

H.R. 3362, the *Small Airport Mothers' Rooms Act of 2019*, was introduced in the House on June 19, 2019, by Mrs. Miller, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3362 was referred to the Subcommittee on Aviation.

The Subcommittee on Aviation was discharged from further consideration of H.R. 3362 on June 26, 2019.

The Committee considered H.R. 3362 on June 26, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 3362 to the House on October 4, 2019 as H. Rpt. 116–221.

The House considered H.R. 3362 under Suspension of the Rules on December 16, 2019, and passed the measure, as amended, by voice vote.

H.R. 3362 was received in the Senate on December 17, 2019, and held at the Desk.

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## Reinvigorating Lending for the Future Act

PUBLIC LAW 116–192 S. 4075 (H.R. 7388)

To amend the Public Works and Economic Development Act of 1965 to provide for the release of certain Federal interests in connection with certain grants under that Act, and for other purposes.

*Summary*

Under its Economic Adjustment Assistance Programs, the Economic Development Administration (EDA) provides seed capital to revolving loan funds that support business growth and development. As currently written, Federal law requires grantees who receive those funds to permanently report on the funds and the use thereof well after the loans have been made and paid back, often several times over. S. 4075 seeks to resolve this issue by allowing EDA to waive, with conditions, Federal interest in revolving loan funds and relieve the grantee of permanent reporting requirements.

*Legislative History*

S. 4075 was introduced in the Senate on June 25, 2020, by Mrs. Capito and Mr. Cardin and referred to the Senate Committee on Environment and Public Works.

The Senate Committee on Environment and Public Works was discharged from further consideration of S. 4075 on August 6, 2020, and the measure was subsequently passed by unanimous consent.

S. 4075 was received in the House on August 14, 2020, and held at the Desk.

The House considered S. 4075 under Suspension of the Rules on October 1, 2020, and passed the measure by voice vote. Clearing the measure for the President.

S. 4075 was presented to the President on October 20, 2020. The President signed S. 4075 into law on October 30, 2020, as Public Law 116–192.

H.R. 7388

H.R. 7388, the House companion measure, was introduced in the House on June 26, 2020, by Mr. Peterson and Mr. Katko and referred to the Committee on Transportation and Infrastructure, and the Committee on Financial Services. Within the Committee, H.R. 7388 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

## Senator Kay Hagan Airport Traffic Control Tower

PUBLIC LAW 116–193 S. 4762 (H.R. 8202)

To designate the airport traffic control tower located at Piedmont Triad International Airport in Greensboro, North Carolina, as the "Senator Kay Hagan Airport Traffic Control Tower".

*Summary*

S. 4762 designates the Piedmont Triad International Airport air traffic control tower as the "Senator Kay Hagan Airport Traffic Control Tower." Senator Kay Hagan represented North Carolina in the United States Senate from 2009–2015, and passed away in October 2019.

*Legislative History*

S. 4762

S. 4762 was introduced in the Senate on September 29, 2020, by Mr. Burr, Mr. Tillis, Ms. Klobuchar, and Mr. Warner. S. 4762 was read twice, considered, read the third time, and passed without amendment by unanimous consent.

S. 4762 was received in the House on September 30, 2020, and held at the Desk.

The House considered S. 4762 by unanimous consent, and passed the measure without objection. Clearing the measure for the President.

S. 4762 was presented to the President on October 20, 2020. The President signed S. 4762 into law on October 30, 2020, as Public Law 116–193.

H.R. 8202

H.R. 8202 was introduced in the House on September 11, 2020, by Mr. Budd and seven original cosponsors; and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 8202 was referred to the Subcommittee on Aviation.

## Save Our Seas 2.0 Act

PUBLIC LAW 116–224 S. 1982 (H.R. 3969)

To improve efforts to combat marine debris, and for other purposes.

*Summary*

S. 1982 amends and broadens the *Marine Debris Act* (Pub. L. 109–449), as amended, by increasing Federal spending from $10

million to $15 million, allowing up to 7 percent each fiscal year for administrative costs, and prioritizing efforts to combat marine debris through innovation and entrepreneurship programs. In addition, it establishes the Marine Debris Foundation, a charitable, nonprofit organization, to accept and administer gifts of private property, and to administer the newly-created Genius Prize for Save Our Seas Innovations. Finally, S. 1982 invests in improved domestic water and waste infrastructure by authorizing new project grants and a state revolving loan program.

*Legislative History*

S. 1982 was introduced in the Senate on June 26, 2019, by Mr. Sullivan and eight original cosponsors and referred to the Senate Committee on Commerce, Science, and Transportation.

The Senate Committee on Commerce, Science, and Transportation considered S. 1982 on November 13, 2019, and ordered the measure to be reported with an amendment in the nature of a substitute, favorably.

The Senate Committee on Commerce, Science, and Transportation was discharged from further consideration of S. 1982 on January 9, 2020.

The Senate considered S, 1982 by unanimous consent on January 9, 2020, and passed the measure with an amendment, by voice vote.

S. 1982 was received in the House on January 13, 2020, and referred to the Committee on Transportation and Infrastructure; the Committee on Natural Resources; the Committee on Foreign Affairs; the Committee on Energy and Commerce; the Committee on Science, Space, and Technology; and the Committee on Agriculture. Within the Committee, S. 1982 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The Chair of the Committee on Natural Resources sent a letter on September 28, 2020, to the Chair of the Committee on Transportation and Infrastructure, agreeing that, in order to expedite consideration on the House Floor, the Committee on Natural Resources would waive further consideration of S. 1982. The Chair of the Committee on Transportation and Infrastructure responded on September 29, 2020, acknowledging the jurisdictional interests of the Committee on Natural Resources and the agreement to waive further consideration.

The Chair of the Committee on Foreign Affairs sent a letter on September 29, 2020, to the Chair of the Committee on Transportation and Infrastructure, agreeing that, in order to expedite consideration on the House Floor, the Committee on Foreign Affairs would waive further consideration of S. 1982. On that same date, the Chair of the Committee on Transportation and Infrastructure responded acknowledging the jurisdictional interests of the Foreign Affairs and the agreement to waive further consideration.

The Chair of the Committee on Energy and Commerce sent a letter on September 29, 2020, to the Chair of the Committee on Transportation and Infrastructure, agreeing that, in order to expedite consideration on the House Floor, the Committee on Energy and Commerce would waive further consideration of S. 1982. On that same date, the Chair of the Committee on Transportation and

Infrastructure responded acknowledging the jurisdictional interests of the Committee on Energy and Commerce and the agreement to waive further consideration.

The Chair of the Committee on Science, Space, and Technology sent a letter on September 28, 2020, to the Chair of the Committee on Transportation and Infrastructure, agreeing that, in order to expedite consideration on the House Floor, the Committee on Science, Space, and Technology would waive further consideration of S. 1982. The Chair of the Committee on Transportation and Infrastructure respond on September 29, 2020, acknowledging the jurisdictional interests of the Committee on Science, Space, and Technology and the agreement to waive further consideration.

The Chair of the Committee on Agriculture sent a letter on September 28, 2020, to the Chair of the Committee on Transportation and Infrastructure, agreeing that, in order to expedite consideration on the House Floor, the Committee on Agriculture would waive further consideration of S. 1982. The Chair of the Committee on Transportation and Infrastructure responded on September 29, 2020, acknowledging the jurisdictional interests of the Committee on Agriculture and the agreement to waive further consideration.

The House considered S. 1982 under Suspension of the Rules on October 1, 2020, and passed the measure, as amended, by voice vote.

The message on House action was received in the Senate on October 19, 2020, and held at the Desk.

The Senate concurred in the House amendment to S. 1982 on December 1, 2020, by unanimous consent. Clearing the measure for the President.

S. 1982 was presented to the President on December 8, 2020.

The President signed S. 1982 into law on December 18, 2020, as Public Law 116–224.

H.R. 3969

H.R. 3969 introduced in the House on July 25, 2019 by Ms. Bonamici and 10 original cosponsors and referred to the Committee on Transportation and Infrastructure; the Committee on Natural Resources; the Committee on Foreign Affairs; the Committee on Energy and Commerce; the Committee on Science, Space, and Technology; and the Committee on Agriculture. Within the Committee, H.R. 3969 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

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## Orrin G. Hatch United States Courthouse

PUBLIC LAW 116–245 S. 4902

To designate the United States courthouse located at 351 South West Temple in Salt Lake City, Utah, as the "Orrin G. Hatch United States Courthouse".

*Summary*

Orrin G. Hatch served as a Senator from the State of Utah from 1977 until 2019. S. 4902 names the U.S. District Courthouse located at 351 South West Temple in Salt Lake City, Utah, the "Orrin G. Hatch United States Courthouse" in his honor.

*Legislative History*

S. 4902 was introduced in the Senate on November 17, 2020, by Mr. Lee, Mr. Romney, and Mr. McConnell; read twice, considered, read the third time, and passed by unanimous consent.

S. 4902 was received in the House on November 18, 2020 and held at the Desk.

The House considered S. 4902 under Suspension of the Rules on December 8, 2020, and passed the measure by voice vote. Clearing the measure for the President.

S. 4902 was presented to the President on December 11, 2020.

The President signed S. 4902 into law on December 21, 2020, as Public Law 116–245.

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## Route 66 Centennial Commission Act

PUBLIC LAW 116–____ S. 1014 (H.R. 66)

To establish the Route 66 Centennial Commission, to direct the Secretary of Transportation to prepare a plan on the preservation needs of Route 66, and for other purposes.

*Summary*

*This measure* establishes the framework to determine how best to commemorate and preserve Route 66.

U.S. Highway 66, better known as Route 66 or the Mother Road, provided an important link between the Midwest and Southern California. Route 66 initially spanned 2,448 miles. It was designated, along with the other original U.S. highways, by the American Association of State Highway Officials and the Bureau of Public Roads in 1926. Route 66 will celebrate its centennial anniversary in 2026.

The Act establishes the Route 66 Centennial Commission (Commission) to study and make recommendations to Congress on how to best commemorate Route 66 on its 100-year anniversary. The bill also directs the Commission to host a conference with certain partners on the U.S. Numbered Highway System. Finally, the measure requires the Secretary of Transportation, in consultation with certain Governors, to prepare a plan on the preservation needs of Route 66. The Secretary must then submit a report on the plan to Congress.

*Legislative History*

S. 1014, the Senate companion measure was introduced in the Senate on April 3, 2019, by Ms. Duckworth and Mr. Inhofe and referred to the Senate Committee on Environment and Public works.

The Senate Committee on Environment and Public Works considered S. 1014 on June 19, 2019, and ordered the measure to be reported to the Senate without amendment.

The Senate Committee on Environment and Public Works reported S. 1014 to the Senate on June 19, 2019 with no written report. The Senate Committee on Environment and Public Works report filed on July 23, 2019 as S. Rpt. 116–61.

The Senate passed S. 1014 on August 10, 2020, amended, by unanimous consent.

S. 1014 was received in the House on August 14, 2020 and held at the Desk.

The House considered S. 1014, under the Suspension of the Rules on December 8, 2020, and passed the measure by voice vote. Clearing the measure for the President.

S. 1014 was presented to the President on December 11, 2020.

The President signed S. 1014 into law on December 23, 2020, the Public Law number has not been assigned at time of filing of this report.

H.R. 66

H.R. 66 was introduced in the House on January 3, 2019, by Mr. Davis of Illinois, and 10 original cosponsors and referred to the Committee on Transportation and Infrastructure.

The House considered H.R. 66 under Suspension of the Rules on February 6, 2019 and passed the measure by a ⅔ record vote of 399 yeas and 22 nays (Roll No. 67).

H.R. 66 was received in the Senate on February 7, 2019, read twice, and referred to the Senate Committee on Environment and Public Works.

115TH CONGRESS

In the 115th Congress, H.R. 66, was introduced in the House on January 3, 2017, by Mr. Davis of Illinois and 11 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 66 was referred to the Subcommittee on Highways and Transit.

The Subcommittee on Highways and Transit was discharged from consideration of H.R. 66 on June 27, 2018. The Committee on Transportation considered H.R. 66 on June 27, 2018, and ordered the measure to be reported to the House, amended, by voice vote.

The Committee reported H.R. 66 to the House on July 17, 2018, as H. Rpt. 115–821. Placed on the Union Calendar, Calendar No. 635.

The House considered H.R. 66 on July 16, 2018, under Suspension of the Rules and passed the measure, as amended, by voice vote.

H.R. 66 was received in the Senate on July 17, 2018, read twice and referred to the Senate Committee on Environment and Public Works.

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## Consolidated Appropriations Act, 2021

PUBLIC LAW 116–___ H.R. 133 (H.R. 1980, H.R. 2139, H.R. 2420, H.R. 5120, H.R. 7575, H.R. 8408, H.R. 8504, S. 3729)

To promote economic partnership and cooperation between the United States and Mexico.

*Summary*

H.R. 133 provides for the funding for the 12 appropriations bills for fiscal year 2021. Additionally, the measure includes the following divisions within the purview of the Committee: Division R, Protecting Our Infrastructure of Pipelines and Enhancing Safety

Act of 2020; Division T–Smithsonian American Women's History Museum Act and National Museum of the American Latino; Division V–Aircraft Certification, Safety, and Accountability; and Division AA–Water Resources Development Act of 2020.

*Legislative History*

H.R. 133 was introduced in the House on January 3, 1029 by Mr. Cuellar, Mr. McCaul, and Mr. Gonzalez of Texas and referred to the Committee on Foreign Affairs.

The House agreed to Suspend the Rules and pass H.R. 133 on January 10, 2019, by voice vote.

H.R. 133 was received in the Senate on January 11, 2019, and referred to the Senate Committee on Foreign Relations.

The Senate Committee on Foreign Relations considered H.R. 133 on December 11, 2019, and ordered the measure reported with an Amendment in the Nature of a Substitute, favorably.

The Senate Committee on Foreign Relations reported H.R. 133 to the Senate on December 17, 2019, with no written report.

The Senate considered H.R. 133 on January 15, 2020, and passed the measure, amended, by unanimous consent.

The Committee on Rules met on December 21, 2020, to consider a Rule providing for the consideration of H.R. 133. Rule filed in the House as H. Res. 1271. The Rule provides for the consideration of the Senate amendment to H.R. 133 with an amendment. H. Res. 1271 was agreed to by a record vote of 227 yeas and 180 nays (Roll No. 249).

The House considered H.R. 133 under the provisions of H. Res. 1271 on December 21, 2020. The House concurred in the Senate amendment with an amendment, consisting of the text of Rules Committee Print 116–68, with the first portion of the question comprising Divisions B, C, E, and F, was agreed to by 327 yeas and 85 nays (Roll No. 250). The House concurred in the Senate amendment with an amendment, consisting of the text of Rules Committee Print 116–68, with the second portion of the question except Divisions B, C, E, and F, by a record vote of 359 yeas and 53 nays (Roll No. 251). The House agreed to an amendment to the Senate amendment, without objection.

H.R. 133 was received in the Senate on December 21, 2020.

The Senate considered H.R. 133 on December 21, 2020 and passed the measure by a record vote of 92 yeas and 6 nays (Record Vote No. 289). Clearing the measure for the President.

H.R. 133 was presented to the President on December 24, 2020.

The President signed H.R. 133 into law on December 27, 2020, the Public Law number has not been assigned at time of filing of this report.

H.R. 1980

H.R. 1980, the *Smithsonian Women's History Museum Act*, was included in Division T of the House amendment to the Senate amendment to H.R. 133. See action on H.R. 1980 listed below.

H.R. 2139

H.R. 2139, the *Leonel Rondon Pipeline Safety Act*, was introduced in the House on April 8, 2019, by Mrs. Trahan, Mr. Moulton, and

Mr. Kennedy and referred the Committee on Transportation and Infrastructure and the Committee on Energy and Commerce. Within the Committee, H.R. 2139 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Provisions of H.R. 2139 were included in Title II of Division R of the House amendment to the Senate amendment to H.R. 133. See action on H.R. 2139 listed below.

H.R. 2420

H.R. 2420, the *National Museum of the American Latino Act*, was included in Division T of the House amendment to the Senate amendment to H.R. 133. See action on H.R. 2420 listed below.

H.R. 5120

Provisions related to H.R. 5120, the *Safe, Accountable, Fair, and Environmentally Responsible Pipelines Act of 2019*, were included in Division R of the House amendment to the Senate amendment to H.R. 133. See also action taken on H.R. 5120 listed below.

H.R. 7575

H.R. 7575, the *Water Resources Development Act of 2020*, was included in Division AA of the House amendment to the Senate amendment to H.R. 133. See action on H.R. 7575 listed below.

H.R. 8408

Provisions related to H.R. 8408, the *Aircraft Certification Reform and Accountability Act*, was included in Division V of the House amendment to the Senate amendment to H.R. 133. See action on H.R. 8408 listed below.

H.R. 8504

H.R. 8504, the *Payroll Support Program Extension Act*, was introduced in the House on October 2, 2020, by Mr. DeFazio and Mr. Larsen of Washington and referred to the Committee on Financial Services; the Committee on Transportation and Infrastructure; and the Committee on the Budget. Within the Committee, H.R. 8504 as referred to the Subcommittee on Aviation.

Provisions of H.R. 8504 were included in Subtitle A of Title IV of the House amendment to the Senate amendment to H.R. 133. See action on H.R. 8504 listed below.

S. 2299

S. 2299, the *Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2020* or *PIPES Act of 2019*, was introduced in the Senate on July 25, 2019, by Mrs. Fisher and Ms. Duckworth and referred to the Senate Committee on Commerce, Science, and Transportation.

The Senate Committee on Commerce, Science, and Transportation considered S. 2299 on July 31, 2019 and ordered the measure to be reported to the Senate with an Amendment in the Nature of a Substitute, favorably.

The Senate Committee on Commerce, Science, and Transportation reported S. 2299 to the Senate on February 13, 2020 as S. Rpt. 116–217.

The Senate passed S. 2299 on August 6, 2020, amended.

Provisions of S. 2299 were included in Division R of the House amendment to the Senate amendment to H.R. 133. See action on S. 2299 listed below.

S. 3729

S. 3729, the *Motor Carrier Safety Grant Relief Act of 2020*, was introduced in the Senate on May 13, 2020, by Mr. Wicker, Ms. Cantwell, Mr. Thune, Mrs. Fischer, and Ms. Duckworth and referred to the Senate Committee on Commerce, Science, and Transportation.

05/20/2020 The Senate Committee on Commerce, Science, and Transportation considered S. 3729 on May 20, 2020, and ordered the measure to be reported without amendment, favorably.

The Senate Committee on Commerce, Science, and Transportation report filed on November 16, 2020, as S. Rpt. 116–294.

The Senate considered S. 3729 on December 8, 2020, and passed the measure by unanimous consent.

S. 3729 was received in the House on December 9, 2020, and held at the Desk.

Provisions of S. 3729 were included in Division M of the House amendment to the Senate amendment to H.R. 133. See action on S. 3729 below.

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## William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021

## (National Defense Authorization Act for Fiscal Year 2021)

PUBLIC LAW 116–____ H.R. 6395 (H.R. 1166, H.R. 1837, H.R. 3409, H.R. 3488, H.R. 4614, H.R. 5124, H.R. 6096, H.R. 7416, H.R. 7515, H.R. 7588, H.R. 8099, AND H.R. 8309)

To authorize appropriations for fiscal year 2021 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for such fiscal year, and for other purposes.

*Summary*

H.R. 6395 authorizes fiscal year 2021 appropriations and sets forth policies for Department of Defense (DOD) programs and activities. This bill also reauthorizes the U.S. Coast Guard and the Federal Maritime Commission for fiscal year 2020 fiscal year 2021, and authorizes a specified level of end-of-year strength for active duty personnel and military training student loads to the Coast Guard for such fiscal years.

As passed by the House, H.R. 6395 contains provisions related to legislation referred to the Committee including: H.R. 3409, H.R. 7515, H.R. 4614, H.R. 5124, H.R. 8099, H.R. 5993, H.R. 6146, H.R. 7416, H.R. 8231.

*Legislative History*

H.R. 6395 was introduced in the House on March 26, 2020, by Mr. Smith of Washington and Mr. Thornberry and referred to the Committee on Armed Services.

The Committee on Armed Services considered H.R. 6395 on July 1, 2020, and ordered the measure to be reported to the House, amended, by a record vote of 56 yeas and 0 nays.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Armed Services on July 7, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would not seek a sequential referral of H.R. 6395. The letter further requested support for the appointment of Conferees should a House-Senate Conference be called. The Chair of the Committee on Armed Services responded on July 8, 2020, acknowledging the jurisdictional interests of the Committee on Transportation and Infrastructure and the agreement to not seek a sequential referral.

The Committee on Armed Services reported H.R. 6395 to the House on July 9, 2020, as H. Rpt. 116–442. The Committee on Armed Services filed a supplemental report on July 16, 2020 as H. Rpt. 116–442, Pt. II.

The Committee on Rules met on July 20, 2020, and granted a Rule providing for the consideration of H.R. 6395. Rule filed in the House as H. Res. 1053. (H. Rpt. 116–457). The Rule Provides for the consideration of H.R. 6395, H.R. 7027, H.R. 7327, and the Senate Amendments to H.R. 1957. Rule also provides that H. Res. 967, as amended by H. Res. 1017, is further amended by inserting a new date.

The House considered H.R. 6395 under the provisions of H. Res. 1053 on July 20 and 21, 2020, and passed the measure on July 21, 2020, by a recorded vote of 295 yeas and 125 nays (Roll no. 152).

The title of the measure was amended so as to read: A bill to authorize appropriations for fiscal year 2021 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

H.R. 6395 was received in the Senate on August 4, 2020.

The Senate passed H.R. 6395, amended, by voice vote on November 16, 2020.

The House disagreed to the Senate amendments to H.R. 6395 on November 18, 2020, by unanimous consent and requested a Conference with the Senate thereon.

The Speaker appointed Conferees on the part of the House: from the Committee on Armed Services; the Permanent Select Committee on Intelligence; the Committee on Agriculture; the Committee on the Budget; the Committee on Education and Labor; the Committee on Energy and Commerce; the Committee on Financial Services; the Committee on Foreign Affairs; the Committee on Homeland Security; the Committee on House Administration; the Committee on the Judiciary; the Committee on Natural Resources; the Committee on Oversight and Reform; the Committee on Science, Space, and Technology; the Committee on Small Business; the Committee on Transportation and Infrastructure; the Com-

mittee on Veterans' Affairs; and the Committee on Ways and Means.

Representatives from the Committee on Transportation and Infrastructure were appointed for consideration of secs. 311, 312, 332, 560G, 601, 829, 830B, 912, 1101, 1732, 1750, 1760, 1768, 1809, 3501, 3504, 3505, 3507–09, 3510C, 3510D, 5103, and division H of the House bill, and secs. 178, 1087, 1635, 3501, 5237, 5246, 6089, and subtitle I of title LX of division E of the Senate amendment, and modifications committed to conference: Mr. Huffman, Mr. Rouda, and Mr. Gibbs.

The Senate began consideration of the House message to accompany H.R. 6395 on December 3, 2020. The Senate insisted upon its amendment; agreed to a Conference with the House thereon; and appointed Conferees on the part of the Senate.

Conferees agreed on December 3, 2020, to file a Conference Report on the differences between the Senate and House passed versions of H.R. 6395.

Committee of Conference report filed on December 3, 2020, as H. Rpt. 116–617.

The House considered the Conference Report to accompany H.R. 6395 on December 8, 2020, and agreed to the Conference Report by a record vote of 335 yeas, 78 nays, and 1 voting present (Roll Call Vote No. 238).

The Senate considered the Conference Report to accompany H.R. 6395 on December 9, 10, and 11, 2020. The Senate agreed to the Conference Report by a record vote of 84 yeas and 13 nays. Clearing the measure for the President.

H.R. 6395 was presented to the President on December 11, 2020.

The President vetoed H.R. 6395 on December 23, 2020.

The Presidential Memorandum of Disapproval to H.R. 6395 was received in the House on December 24, 2020 (H. Doc. 116–174). The House postponed further consideration of the veto message and the joint resolution until December 28, 2020.

The House considered H.R. 6395 on December 28, 2020, the objections to the President to the contrary notwithstanding, and passed the measure, by a ⅔ recorded vote of 322 yeas and 87 nays (Roll No. 253).

The veto message from the President was received in the Senate on December 29, 2020, and held at the Desk. A motion to proceed to the consideration of the veto message on H.R. 6395 was agreed to in Senate by a record vote of 80 yeas and 12 nays (Record Vote Number: 290).

The Senate considered H.R. 6395 on January 1, 2021, the objections to the President to the contrary notwithstanding, and passed the measure, by a ⅔ recorded vote of 81 yeas and 13 nays. The Public Law number has not been assigned at time of filing of this report.

### H.R. 1166/S. 383

H.R. 1166, the *Utilizing Significant Emissions with Innovative Technologies Act*, was introduced in the House on February 13, 2019, by Mr. Peters, Mr. McKinley, Mr. Veasey, Mr. Schweikert, and Mrs. Bustos and referred to the Committee on Energy and Commerce, the Committee on Science, Space and Technology, the

Committee on Natural Resources, and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1166 was referred to the Subcommittee on Highways and Transit.

S. 383, the Senate companion measure was introduced in the Senate on February 7, 2019, by Mr. Barrasso and eight original cosponsors and referred to the Senate Committee on Environment and Public Works.

The Senate Committee on Environment and Public Works considered S. 383 on April 10, 2019, and ordered the measure to be reported to the Senate without amendment favorably. On that same date, the Senate Committee on Environment and Public Works reported S. 383 to the Senate with no written report.

The Senate Committee on Environment and Public Works filed a report on May 31, 2019 as S. Rpt. 116–38.

Provisions of H.R. 1166 and S. 383 were included in section 6084 of H.R. 6395 as passed by the Senate.

H.R. 1837

H.R. 1837, the *United States-Israel Cooperation Enhancement and Regional Security Act*, was included in Subtitle H of Title XII of the Conference Report to accompany H.R. 6395. For prior action, see discussion listed below.

H.R. 3409

H.R. 3409, the *Coast Guard Authorization of 2019*, was included in Division D of H.R. 6395 as passed by the House. For prior action, see legislative history below.

H.R. 3488

H.R. 3488, the *Coast Guard Authorization of 2019*, was included in Subtitle E of Title LVXXXII of the Conference Report to accompany H.R. 6395. For prior action, see discussion listed below.

H.R. 4614

H.R. 4614, the *AMBER Alert Nationwide Act of 2019*, was introduced in the House on October 4, 2019, by Mr. Sablan and Mrs. Radewagen and referred to the Committee on the Judiciary; and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4614 was referred to the Subcommittee on Aviation; the Subcommittee on Highways and Transit; and the Subcommittee on Coast Guard and Maritime Transportation.

Provisions of H.R. 4614 were included in section 1623 of H.R. 2 during House consideration. H.R. 4614 was also included in H.R. 6395.

H.R. 5124

H.R. 5124, the *Southern New England Regional Commission Act*, was introduced in the House on November 15, 2019, by Mr. Cicilline, Mr. Kennedy, Ms. DeLauro, Mr. Lynch, and Mr. Courtney and referred to the Committee on Transportation and Infrastructure, and the Committee on Financial Services. Within the Committee, H.R. 5124 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

H.R. 5124 was included in section 1768 of H.R. 6395 as passed by the House.

H.R. 6096

H.R. 6096, the *Reliable Emergency Alert Distribution Improvement Act of 2020*, was included in subtitle I of Title LX of Division E of H.R. 6395 as passed by the Senate. See further discussion of H.R. 6096 below.

H.R. 7416

H.R. 7416, the *Coastal and Inland Ports and Terminals Commerce Improvement Act*, was introduced in the House on June 30, 2020, by Mr. Bost, Mr. Lamb, Mr. Gibbs, Mr. Reschenthaler, Mrs. Hartzler, Mr. Loebsack, and Mrs. Miller and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 7416 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

H.R. 7416 was included in section 3509 of H.R. 6395 as passed by the House.

H.R. 7515

H.R. 7515, the *Maritime Transportation System Emergency Relief Act of 2020*, was introduced in the House on July 9, 2020, by Mr. DeFazio and Mr. Sean Patrick Maloney of New York and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 7515 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

H.R. 7515 was included in section 3505 of H.R. 6395 as passed by the House.

H.R. 7588

H.R. 7588, the *Strengthening the Cybersecurity and Infrastructure Security Agency Act of 2020*, was introduced in the House on July 13, 2020, by Mr. Katko, Mr. Ruppersberger, and Mr. Gallagher and referred to the Committee on Homeland Security, and Committee on Oversight and Reform, the Committee on Energy and Commerce, and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5246 was referred to the Subcommittee on Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

H.R. 7588 was included in section 5246 of H.R. 6395 as passed by the Senate. See also H.R. 7588 under Legislation Referred.)

H.R. 8099

H.R. 8099, the *Diversity in Defense Act of 2020*, was introduced in the House on August 25, 2020, by Mr. Brown of Maryland and eight original cosponsors and referred to the Committee on Armed Services; the Committee on Transportation and Infrastructure; and the Committee on Oversight and Reform. Within the Committee, H.R. 8099 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

H.R. 8099 was included in section 912 of H.R. 6395 as passed by the House.

H.R. 8309

H.R. 8309, the *Keep America Secure Act*, was introduced in the House on September 17, 2020, by Mr. Rogers of Alabama and 14 original cosponsors and referred to the Committee on Homeland Security; the Committee on the Judiciary; the Committee on Ways and Means; the Committee on Transportation and Infrastructure; the Committee on Oversight and Reform; the Committee on Energy and Commerce; the Committee on Foreign Affairs; and the Committee on House Administration. Within the Committee, H.R. 8309 was referred to the Subcommittee on Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Provisions of H.R. 8309 were included in section 5246 of H.R. 6395 as passed by the Senate.

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## Safeguarding Tomorrow through Ongoing Risk Mitigation Act of 2020

## STORM Act of 2020

## (Resilience Revolving Loan Fund Act of 2019)

S. 3418 (H.R. 3779)

To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to allow the Administrator of the Federal Emergency Management Agency to provide capitalization grants to eligible entities to establish revolving funds to provide assistance to reduce disaster risks, and for other purposes.

*Summary*

H.R. 3779 establishes a state revolving loan fund program to facilitate funding of mitigation projects that reduce the risks and costs of natural disasters. Sources of Federal funding for proactive, predisaster mitigation are highly competitive and limited due to the significant volume of identified and necessary hazard mitigation projects across the Nation.

Under the *Robert T. Stafford Disaster Relief and Emergency Assistance Act* (*Stafford Act*, Pub. L. 93–288, as amended), options for mitigation assistance include the Pre-Disaster Mitigation (PDM) program (*Stafford Act*, Sec. 203) and the Hazard Mitigation Grant Program (HMGP) (*Stafford* Act, Sec. 404). With the *Sandy Recovery Improvement Act* (Division B of Pub. L. 113–2), the Committee provided flexibility in using Federal Emergency Management Agency's (FEMA) Public Assistance program (*Stafford Act*, Sec. 428) to rebuild following a disaster, there is only a single FEMA pre-disaster mitigation program providing communities with resources to fund projects before disaster strikes in order to prevent or lessen damage from a future hazard event.

While the *Disaster Recovery Reform Act of 2018* (Division D of Pub. L. 115–254) provides a more consistent source of funds for FEMA's PDM program and allows for additional projects to receive Federal assistance, the outstanding need for pre-disaster mitigation projects still surpasses projected funding. Strengthening mitigation practices is critical to reducing the future costs of disasters for the taxpayer; studies have shown for every $1 spent in mitigation, between $4 and $8 is saved in avoided disaster recovery costs. Pro-

viding additional solutions for communities to mitigate against disasters will reduce costs and save lives.

Examining the use and application of revolving loan funds suggests such funds may provide communities with additional flexibility to fund mitigation projects while replenishing the initial funding through repayments. For example, Congress has authorized and appropriated dollars for similar state revolving funds for projects that have resulted in a significant increase in the capacity and capabilities of water infrastructure in communities across the Nation.

Investment in mitigation projects and activities has a significant and measurable return on investment in reducing recovery costs following hazard events. To reduce the rising costs associated with disaster response and recovery, additional Federal funding streams dedicated to pre-disaster mitigation are necessary.

H.R. 3779 amends the *Stafford Act* by authorizing capitalization grants and establishing a state-managed revolving loan fund program to allow states to offer low-interest loans to eligible local entities for mitigation projects, with the repayment of the loans providing capital for subsequent projects. Participating entities would be provided additional flexibilities in the nature and types of eligible projects to further mitigate the impacts of natural disasters such as earthquakes, flooding, and wildfires, as well as non-natural events like chemical spills. For example, existing FEMA hazard mitigation programs restrict Public Assistance mitigation funds if projects may accrue to the benefit of homeowners and businesses. This can create challenges, particularly in rural areas with lower populations and large amounts of farmland. The revolving loan fund is specifically intended to reduce risks for homeowners, businesses, nonprofit organizations, and communities. H.R. 3779, as amended, also explicitly ensures eligibility for non-Federal levees and other flood control measures.

*Legislative History*

S. 3418

S. 3418, the *Safeguarding Tomorrow through Ongoing Risk Mitigation Act of 2020*, was introduced in the Senate on March 9, 2020, by Mr. Peters and Mr. Johnson and referred to the Senate Committee on Homeland Security and Governmental Affairs.

The Senate Committee on Homeland Security and Governmental Affairs considered H.R. 3418 on March 11, 2020, and ordered the measure to be reported to the Senate without amendment.

The Senate Committee on Homeland Security and Governmental Affairs report filed on August 10, 2020, as S. Rpt. 116–249.

The Senate considered S. 3418 on December 9, 2020, and passed the measure, amended, by unanimous consent.

S. 3418 was received in the House on December 14, 2020, and held at the Desk The House considered S. 3418 under Suspension of the Rules on December 18, 2020, and passed the measure by voice vote.

S. 3418 was presented to the President on December 21, 2020.

The President signed S. 3418 into law on January 1, 2021, the Public Law number has not been assigned at time of filing of this report.

H.R. 3779

H.R. 3779 was introduced in the House on July 16, 2019, by Ms. Craig, Mr. Crawford, Mr. Kind, Ms. McCollum, Mr. Rodney Davis of Illinois, and Mr. Smith of Missouri and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3779 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Chair discharged the Subcommittee on Economic Development, Public Buildings, and Emergency Management from further consideration of H.R. 3779 on September 19, 2019.

The Committee considered H.R. 3779 on September 19, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Committee reported H.R. 3779 to the House on September 4, 2020, as H. Rpt. 116–486.

Provisions of H.R. 3779 were included in Sec. 23001 of H.R. 2 during House consideration. See also discussion of H.R. 2 listed above.

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## RESOLUTIONS PASSED BOTH HOUSES

### Use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition

H. CON. RES. 16

Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition.

*Summary*

In 1962, President John F. Kennedy signed a proclamation which designated May 15th as Peace Officers' Memorial Day and the week in which that date falls as "Police Week." Today, tens of thousands of law enforcement officers from around the world come to Washington, D.C. to participate in events during that week to honor the men and woman of law enforcement who have made the ultimate sacrifice.

Among the events during Police Week are the National Peace Officers' Memorial Service and the National Honor Guard and Pipe Band Exhibition.

The Grand Lodge of the Fraternal Order of Police will sponsor a public event on May 15, 2019, the 38th Annual National Peace Officers' Memorial Service on the Capitol Grounds, in order to honor the law enforcement officers who died in the line of duty.

*Legislative History*

H. Con. Res. 16 was introduced in the House on February 8, 2019, by Ms. Titus and Mr. Meadows and referred to the Committee on Transportation and Infrastructure. Within the Com-

mittee, H. Con. Res. 16 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H. Con. Res. 16 on February 27, 2019.

The Full Committee considered H. Con. Res. 16 on February 27, 2019 and ordered the measure to be reported to the House, without amendment, favorably by voice vote.

The Committee reported H. Con. Res. 16 to the House on April 2, 2019 as H. Rpt. 116–30.

The House considered H. Con. Res. 16 under Suspension of the Rules on April 8, 2019 and passed the measure by voice vote.

H. Con. Res. 16 was received in the Senate on April 9, 2019.

The Senate agreed to H. Con. Res. 16 by unanimous consent on April 10, 2019.

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## Use of the Capitol Grounds for the Greater Washington Soap Box Derby

H. CON. RES. 19

Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.

*Summary*

The Greater Washington Soap Box Derby occurs annually on the Capitol Grounds. The Soap Box Derby allows children to demonstrate their dedication, work, and creativity as they compete for trophies.

The first official All-American Soap Box Derby was held in Dayton, Ohio in 1934 and moved to Akron, Ohio the following year. The Soap Box Derby continued until the beginning of World War II, and after a break resumed in 1946. While initially the Soap Box Derby was only open to boys, in 1971 girls also began racing.

The Greater Washington Soap Box Derby is one of many local races that will qualify winning competitors to participate in the National Soap Box Derby in Ohio.

*Legislative History*

H. Con. Res. 19 was introduced in the House on February 14, 2019, by Mr. Hoyer and eight original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H. Con. Res. 19 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H. Con. Res. 19 on February 27, 2019.

The Full Committee considered H. Con. Res. 19 on February 27, 2019 and ordered the measure to be reported to the House, without amendment, favorably by voice vote.

The Committee reported H. Con. Res. 19 to the House on April 2, 2019, as H. Rpt. 116–31.

The House considered H. Con. Res. 19 under Suspension of the Rules on April 8, 2019, and passed the measure by a ⅔ record vote of 386 yeas and 0 voting "nay" (Roll No. 157).

H. Con. Res. 19 was received in the Senate on April 9, 2019.

The Senate agreed to H. Con. Res. 19 by unanimous consent on April 10, 2019.

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## MEASURES VETOED

### Relating to a national emergency declared by the President on February 15, 2019

H.J. RES. 46 (S.J. RES. 10)

Relating to a national emergency declared by the President on February 15, 2019

*Summary*

H.J. Res. 46 terminates Presidential Proclamation 9844 the national emergency related to the U.S.-Mexico border, declared by the President on February 15, 2019.

*Legislative History*

H.J. RES. 46

H.J. Res. 46 was introduced in the House on February 22, 2019, by Mr. Castro of Texas and 225 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.J. Res. 46 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Committee on Rules met on February 25, 2019, and reported a Rule providing for the consideration of H.J. Res. 46. Rule filed in the House as H. Res. 144 (H. Rpt. 116–13).

The House considered H. Res. 144 as a privileged matter on February 26, 2019, and adopted the Rule by a record vote of 229 yeas and 193 nays (Roll No. 93).

The House considered H.J. Res. 26 under the provisions of H. Res. 144 and passed the resolution by a record vote of 228 yeas and 193 nays (Roll No. 93).

H.J. Res. 46 was received in the Senate on February 27, 2019; read twice; and referred to the Senate Committee on Armed Services. The Senate Committee on Armed Services was discharged from further consideration of H.J. Res. 46 on March 14, 2019.

The Senate considered H.J. Res. 46 on March 14, 2019, and passed the measure by a record vote of 59 yeas and 41 nays (Vote No. 49.)

H.J. Res. 46 was presented to the President on March 15, 2019, and vetoed that same date.

The Presidential Memorandum of Disapproval to H.J. Res. 46 was received in the House on March 18, 2019, (H. Doc. 116–22). The House postponed further consideration of the veto message and the joint resolution until March 26, 2019.

On March 26, 2019, the House considered H.J. Res. 46, the objections of the President notwithstanding, and failed to pass the measure by a record vote of 248 yeas and 181 nays (Roll No. 127).

The bill and accompanying veto message were referred to the Committee on Transportation and Infrastructure.

S.J. RES. 10

S.J. Res. 10, the Senate companion measure, was introduced in the Senate by Mr. Udall, Ms. Collins, Mrs. Shaheen, and Ms. Murkowski on February 28, 2019 and referred to the Committee on Armed Services.

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## Relating to a national emergency declared by the President on February 15, 2019

S.J. RES. 54 (H.J. RES. 75)

Relating to a national emergency declared by the President on February 15, 2019

*Summary*

S.J. Res. 54 terminates Presidential Proclamation 9844 the national emergency related to the U.S.-Mexico border, declared by the President on February 15, 2019.

*Legislative History*

S.J. RES. 54

S.J. Res. 54 was introduced in the Senate by Mr. Udall, Ms. Collins, and Mrs. Shaheen on September 10, 2019, and referred to the Committee on Armed Services.

The Senate discharged the Committee on Armed Serviced from further consideration of S.J. Res. 54 on September 25, 2019, by unanimous consent and passed the measure by a recorded vote of 54 yeas and 41 nays (Record Vote No. 302.)

S.J. Res. 54 was received in the House on September 25, 2019, and held at the Desk.

The Committee on Rules met on September 25, 2019, and reported a Rule to the House as H. Res. 591 (H. Rpt. 116–218). The Rule provides for consideration of S.J. Res. 54.

The House considered H. Res. 591 on September 26, 2019, and adopted the Rule by a recorded vote of 229 yeas and 186 nays (Roll No. 550).

The House considered S.J. Res. 54 on September 26, 2019, and passed the measure by a recorded vote of 236 yeas and 174 nays (Roll No. 553).

S.J. Res. 54 was presented to the President on October 4, 2019. The President vetoed S.J. Res. 54 on October 14, 2019.

Presidential Message received in the Senate on October 16, 2019, and printed as Presidential Message 32. The Senate failed to override the President's veto on October 17, 2019, by a record vote of 53 yeas and 36 nays (Vote No. 325).

H.J. RES. 75

H.J. Res. 75 was introduced in the House on September 19, 2019, by Mr. Castro of Texas and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.J. Res. 75 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

## MEASURES ENROLLED / PRESENTED TO THE PRESIDENT / OR PASSED BY BOTH HOUSES

### Transparency in Federal Buildings Projects Act of 2019

H.R. 2502

To amend title 40, United States Code, to require certain prospectuses for public buildings to be made publicly available, and for other purposes.

*Summary*

H.R. 2502 requires the General Services Administration (GSA) to publish on its website all prospectuses for leasing, design or construction activities which the GSA—pursuant to Chapter 33 of Title 40, United States Code sections 3307 and 3316—has submitted to the House Committee on Transportation and Infrastructure and the Senate Committee on Environment and Public Works.

The legislation requires the Administrator of General Services to maintain the information for no less than ten years in a readable, accessible, and searchable format. The information must also be updated quarterly.

*Legislative History*

H.R. 2502 was introduced in the House on May 2, 2019, by Mr. Palmer, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2502 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On May 8, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 2502.

The Full Committee considered H.R. 2502 on May 8, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 2502 to the House on July 11, 2019, as H. Rpt. 116–147.

The House considered H.R. 2502 under Suspension of the Rules on October 28, 2019, and passed the measure by voice vote.

H.R. 2502 was received in the Senate on October 29, 2019, and referred to the Senate Committee on Environment and Public Works.

The Senate Committee on Environment and Public Works was discharged from further consideration of H.R. 2502 on December 22, 2020, and the measure was passed by unanimous consent. Clearing the measure for the President.

The President is expected to sign H.R. 2502 into law. However, no official action occurred prior to filing of this report.

## Great Lakes Restoration Initiative Act of 2019

H.R. 4031 (S. 2295)

To amend the Federal Water Pollution Control Act to reauthorize the Great Lakes Restoration Initiative, and for other purposes.

*Summary*

The Great Lakes Basin is home to more than 30 million people in the United States and Canada. The Basin reaches seven states, plus the entirety of Michigan and a portion of Ontario, Canada. The Great Lakes are the largest freshwater system in the world, holding about 21 percent of the world's fresh water supply to provide drinking water as well as recreation and economic opportunity.

Agriculture, industrialization, and development have all impacted the Great Lakes ecosystem. The Great Lakes are particularly vulnerable to contamination because outflow rates from most of the Lakes are very slow, retaining the same water for years, sometimes decades, and in the case of Lake Superior, a century. As a result, some pollutants that reach the Basin settle into the sediments at the bottom of the Lakes.

Human activities have also significantly impacted the ecosystem by way of non-indigenous species and excessive nutrients. These threaten massive ecological and economic damage. One such event of excessive nutrient runoff caused a harmful algal bloom in 2014, which required the City of Toledo, Ohio, to implement a drinking water ban that affected 500,000 people. While efforts have been made to address these problems, there remain serious concerns in numerous areas.

In response to the exacerbation of issues in the Basin, in 2010, Congress amended existing authorities under section 118 of the Clean Water Act to establish a coordinated Federal effort—the Great Lakes Restoration Initiative (GLRI)—to provide resources toward meeting the long-term goals for the Great Lakes ecosystem. The GLRI is overseen by the Great Lakes Interagency Task Force—established by Executive Order 13340 (69 Fed. Reg. 29043) and chaired by the Administrator of EPA. Agencies involved in the Task Force use agency funds or EPA funds to carry out projects or otherwise award grants or contracts to state, local, or tribal government entities, nongovernmental organizations, academic institutions, or other entities.

The GLRI Action Plan for the past five years has been focused on making improvements in: toxic substances; invasive species, nearshore health and nonpoint source pollution; habitat and wildlife protection and restoration; and accountability, monitoring, evaluation, public involvement, and partnerships. Each focus area has specific objectives, commitments, and measures of progress. These include long-term strategies for restoration and future prevention, but environmental and public health issues continue to persist in the Great Lakes Basin today.

In 2016, Congress reauthorized section 118 of the Clean Water Act through fiscal year 2021 (Pub. L. 114–322). Section 118 was most recently authorized at $300 million per year. Federally au-

thorized funding for this program expires at the end of fiscal year 2021.

*Legislative History*

H.R. 4031

H.R. 4031 was introduced in the House on July 25, 2019, by Mr. Joyce of Ohio and 39 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4031 was referred to the Subcommittee on Water Resources and Environment.

The Chair discharged the Subcommittee on Water Resources and Environment from further consideration of H.R. 4031 on September 19, 2019.

The Committee considered H.R. 4031 on September 19, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 4031 to the House on November 13, 2019 as H. Rpt. 116–287

The House considered H.R. 4031 under Suspension of the Rules on February 5, 2020, and passed the measure, as amended, by a ⅔ record vote of 373 yeas and 45 nays (Roll No. 36).

H.R. 4031 was received in the Senate; read twice; and referred to the Senate Committee on Environment and Public Works.

The Senate Committee on Environment and Public Works was discharged from further consideration of H.R. 4031 on December 20, 2020; the measure was passed by unanimous consent. Clearing the measure for the President.

H.R. 4031 was presented to the President on December 24, 2020.

The President is expected to sign H.R. 4031 into law. However, no official action occurred prior to filing of this report.

S. 2295

S. 2295, the Senate companion measure, was introduced in the Senate on July 25, 2019, by Ms. Stabenow and 12 original cosponsors; read twice; and referred to the Senate Committee on Environment and Public Works.

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## Protect and Restore America's Estuaries Act

H.R. 4044 (S. 3171)

To amend the Federal Water Pollution Control Act to reauthorize the National Estuary Program, and for other purposes.

*Summary*

The Clean Water Act defines an estuary (and estuarine zones) as all or part of the mouth of a river or stream or other body of water having an unimpaired natural connection with open sea where freshwater from rivers or streams mixes with salt water from the ocean. [See Section 104(n)(1) of the *Federal Water Pollution Control Act* (33 U.S.C. 1251(n)(4)).] Estuarine environments are unique and highly productive ecosystems critical to the ecological and economic well-being of the Nation's coastal areas.

A healthy estuarine system has a lot relying on it. This includes industries that represent the economic centers for jobs and commerce in coastal states, such as fishing, recreation, and tourism. They also provide natural areas for ports and harbors to support these industries as well as general shipping and transportation.

A diverse range of flora, fauna, birds, fish and other wildlife also depend on estuaries. These areas provide habitat, spawning and nesting grounds, and nutrients for the ecosystem. Humans rely on estuaries for all these functions as well as for natural water filtration and flood prevention and resiliency benefits.

Despite these inherent values, EPA recognizes that estuaries in the United States are under severe stress. The impacts of human development and increased pollution cascade throughout the ecosystem and watershed—from erosion and water quality hazards to declines in species' populations. Ongoing threats to estuaries include shoreline erosion and damage to infrastructure, excessive nutrient contamination which may result in outbreaks of harmful algal blooms, and accelerated land loss.

Recognizing the importance of estuaries and all their myriad functions, Congress created the National Estuary Program (NEP) in 1987 under section 320 of the *Clean Water Act*. The NEP authorizes States to nominate, and EPA to identify, estuaries across the country that may require comprehensive restoration planning and long-term protection strategies.

The NEP aims to address water quality problems in, and promote the ecological integrity of, estuaries. This is achieved through the convening of a management conference compromised of Federal, state, and local government officials, as well as local citizens, businessowners, educators, researchers, and other interested stakeholders. The management conference is responsible for the development and implementation of locally-developed estuary management plans, called Comprehensive Conservation and Management Plans (CCMPs). The CCMP recommends targeted actions specific to the estuary's watershed, with a science-driven and consensus-based approach. This collaborative process has been successful nationwide and has led to the restoration or protection of more than two million acres since 2000.

The United States has about 130 estuaries; however only 28 estuaries are currently approved to receive Federal assistance under the NEP. Appropriated funds are split evenly across all 28 programs, with a portion also going to a separate grant program. The program was created in a 2016 reauthorization, offering competitive grant awards for recipients working to address issues threatening estuaries and their surrounding coastal areas.

In 2016, Congress reauthorized section 320 of the *Clean Water Act* through fiscal year 2021 (Pub. L. 114–162). Section 320 of the *Clean Water Act* most recently authorized the NEP at $26.5 million per year. Federally authorized levels have been as high as $35 million per year in past authorizations, and current appropriated levels have consistently exceeded the 2016 authorized level. The authorization of these funds will expire in fiscal year 2021.

The President is expected to sign H.R. 4044 into law. However, no official action occurred prior to filing of this report.

*Legislative History*

H.R. 4044 was introduced on July 25, 2019, by Mr. Malinowski, Mrs. Fletcher, and Mr. Graves of Louisiana and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4044 was referred to the Subcommittee on Water Resources and Environment.

The Chair discharged the Subcommittee on Water Resources and Environment from further consideration of H.R. 4044 on September 19, 2019.

The Committee considered H.R. 4044 on September 19, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 4044 to the House on November 13, 2019 as H. Rpt. 116–288.

The House considered H.R. 4044 under Suspension of the Rules on February 5, 2020, and passed the measure, as amended, by a ⅔ record vote of 355 yeas and 62 nays (Roll No. 35).

H.R. 4044 was received in the Senate; read twice; and referred to the Senate Committee on Environment and Public Works.

The Senate considered H.R. 4044 on December 31, 2020, and passed the measure by voice vote.

S. 3171

S. 3171 was introduced in the Senate on January 9, 2020, by Mr. Whitehouse, Mr. Cassidy, and Mr. Carper and referred to the Senate Committee on Environment and Public Works.

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## Federal Advance Contracts Enhancement Act

S. 979 (H.R. 3500)

To amend the Post-Katrina Emergency Management Reform Act of 2006 to incorporate the recommendations made by the Government Accountability Office relating to advance contracts, and for other purposes.

*Summary*

S. 979, the *Federal Advance Contracts Enhancement Act of 2019*, codifies nine recommendations made by the Government Accountability Office (GAO) related to the Federal Emergency Management Agency's use of advance contracting to carry out its responsibilities. Specifically, in the report, "2017 Disaster Contracting: Action Needed to Better Ensure More Effective Use and Management of Advance Contracts"' (GAO–19–93), GAO recommended that FEMA: update its strategy and guidance to clarify the use of advance contracts, improve the timelines of its acquisition planning activities, revise its methodology for reporting disaster contracting actions to congressional committees, and provide more consistent guidance and information to contracting officers to coordinate with and encourage states and localities to establish advance contracts.

*Legislative History*

S. 979

S. 979 was introduced in the Senate by Mr. Rubio, Mr. Johnson, Mr. Peters, and Mr. Tillis on April 2, 2019, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

The Senate Committee on Homeland Security and Governmental Affairs considered S. 979 on June 19, 2019, and ordered the measure to be reported to the Senate with an amendment favorably.

The Senate Committee on Homeland Security and Governmental Affairs reported S. 979 to the Senate on September 10, 2019, as S. Rpt. 116–84.

The Senate considered S. 979 on November 7, 2019, and passed the measure, amended, by unanimous consent.

S. 979 was received in the House on November 8, 2019, and referred to the Committee on Transportation and Infrastructure. Within the Committee, S. 979 was referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

The House considered S. 979 under Suspension of the Rules on December 18, 2020, and passed the measure by a ⅔ record vote of 386 yeas and 1 nay (Roll Call Vote No. 246). Clearing the measure for the President.

S. 979 was presented to the President on December 21, 2020.

The President is expected to sign S. 979 into law. However, no official action occurred prior to filing of this report.

H.R. 3500

H.R. 3500 was introduced in the House on June 27, 2019, by Mr. Thompson of Mississippi and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3500 was referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

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## Secure Federal LEASEs Act Secure Federal Leases from Espionage And Suspicious Entanglements Act

S. 1869

To require the disclosure of ownership of high-security space leased to accommodate a Federal agency, and for other purposes.

*Summary*

S. 1869, the *Secure Federal Leases from Espionage And Suspicious Entanglements Act*, requires entities entering into lease agreements with the Federal Government for high-security space to identify ownership information of the property. It also requires Federal lessees to include provisions in high-security leases limiting access to property owners except when allowed by Federal tenants.

*Legislative History*

S. 1869 was introduced in the Senate on June 13, 2019, by Mr. Peters and Mr. Portman and referred to the Senate Committee on Homeland Security and Governmental Affairs.

The Senate Committee on Homeland Security and Governmental Affairs considered S. 1869 on June 19, 2019, and ordered the measure to be reported to the Senate with an Amendment in the Nature of a Substitute, favorably.

The Senate Committee on Homeland Security and Governmental Affairs report filed on September 10, 2019 as S. Rpt. 116–92.

The Senate considered S. 1869 on March 3, 2020, and passed the measure by unanimous consent, amended.

S. 1869 was received in the House on March 4, 2020, and referred to the Committee on Transportation and Infrastructure. Within the Committee, S. 1869 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The House considered S. 1869 under Suspension of the Rules on November 17, 2020, and passed the measure, amended, by voice vote.

S. 1869 was received in the Senate on November 18, 2020, and held at the Desk.

The Senate agreed to S. Con. Res. 51 correcting the enrollment of S. 1869 on December 8, 2020, by unanimous consent. The Senate concurred in the House amendment to S. 1869 on December 8, 2020, by unanimous consent.

S. Con. Res. 51 was received in the House and held at the Desk. The House agreed to S. Con. Res. 51 correcting the enrollment of S. 1869 on December 10, 2020, was agreed to by unanimous consent. Clearing the measure for the President.

S. 1869 was presented to the President on December 21, 2020.

The President is expected to sign S. 1869 into law. However, no official action occurred prior to filing of this report.

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**Drone Advisory Committee for the 21st Century Act**

S. 2730

To establish and ensure an inclusive and transparent Drone Advisory Committee.

*Summary*

The Drone Advisory Committee (DAC) is a Federal Advisory Committee within the Federal Aviation Administration to advise on issues relating to unmanned aircraft systems within the national airspace. S. 2730 established a sense of Congress that the DAC encourage openness in regard to its meetings and additional sectors to be represented within the committee, including county and tribal governments as well agricultural and rural interests.

*Legislative History*

S. 2730 was introduced in the Senate on October 29, 2019, by Mr. Peters, Mr. Thune, and Mr. Roberts and referred to the Senate Committee on Commerce, Science, and Transportation.

The Senate Committee on Commerce, Science, and Transportation considered S. 2730 on December 11, 2019, and ordered the measure to be reported, amended, favorably.

The Senate Committee on Commerce, Science, and Transportation report filed on September 30, 2020, as S. Rpt. 116–272.

The Senate considered S. 2730 on December 10, 2020, and passed the measure, amended, by unanimous consent.

S. 2730 was received in the House on December 14, 2020, and held at the Desk.

The House considered S. 2730 under Suspension of the Rules on December 18, 2020, and passed the measure by voice vote. Clearing the measure for the President.

S. 2730 was presented to the President on December 21, 2020

The President is expected to sign S. 2730 into law. However, no official action occurred prior to filing of this report.

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## MEASURES BETWEEN HOUSES

### Water Resources Development Act of 2020

S. 1811 (H.R. 7575)

A bill to provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes.

*Summary*

As introduced, S. 1811 provides technical corrections to the *America's Water Infrastructure Act of 2018* (AWIA). Among other things, AWIA authorized Federal funding for water infrastructure projects, assisted local communities in complying with the *Clean Water Act*, and reduced flooding risks for communities.

As passed by the House, S. 1811, includes H.R. 7575, the *Water Resources Development Act of 2020*. The measure authorizes the United States Army Corps of Engineers (Corps) to carry out water resources development activities for the Nation, usually through cost-shared partnerships with non-Federal sponsors. Activities include projects or studies to address river and coastal navigation, the reduction of flood and hurricane storm damage risks, shoreline protection, water supply and conservation, the restoration and protection of ecosystems and the environment, and disaster response and recovery.

*Legislative History*

S. 1811, A bill to make technical corrections to the America's Water Infrastructure Act of 2018, and for other purposes, was introduced in the Senate on June 12, 2019, by Mr. Barrasso, and Mr. Carper and referred to the Senate Committee on Environment and Public Works.

On July 10, 2019, the Senate discharged the Subcommittee on Environment and Public Works and passed S. 1811 without amendment, by voice vote.

S. 1811 was received in the House on July 11, 2019, and referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Natural Resources, for a period to be

subsequently determined by the Speaker. Within the Committee, S. 1811 was referred to the Subcommittee on Water Resources and Environment.

The Chair of the Committee on Natural Resources sent a letter to the Chair of the Committee on Transportation and Infrastructure on December 4, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Natural Resources would wave further consideration of S. 1811. On that same date, the Chair of the Committee on Transportation and Infrastructure responded, acknowledging the jurisdictional interests of the Committee on Natural Resources and the agreement to waive further consideration.

The House considered S. 1811 under Suspension of the Rules on December 8, 2020, and passed the measure, amended, by voice vote. The title was amended so as to read: "A bill to provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes."

S. 1811 was received in the Senate on December 9, 2020, and held at the Desk.

S. 1811 (H.R. 7575) was included in Division AA of H.R. 133. See action on H.R. 133 listed above.

H.R. 7575

H.R. 7575, the *Water Resources Development Act of 2020*, was adopted as an Amendment in the Nature of a Substitute to S. 1811 as passed the House. For prior action on H.R. 7575 see discussion listed below.

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## MEASURES PASSED THE HOUSE

### Moving Forward Act (INVEST in America Act)

H.R. 2 (H.R. 7095 / H.R. 169, H.R. 358, H.R. 543, H.R. 709, H.R. 839, H.R. 879, H.R. 1139, H.R. 1159, H.R. 1400, H.R. 1497, H.R. 1511, H.R. 1667, H.R. 1748, H.R. 1849, H.R. 2055, H.R. 2218, H.R. 2416, H.R. 2449, H.R. 2475, H.R. 2520, H.R. 2542, H.R. 2616, H.R. 2692, H.R. 2723, H.R. 2726, H.R. 2838, H.R. 3040, H.R. 3193, H.R. 3383, H.R. 3437, H.R. 3593, H.R. 3663, H.R. 3773, H.R. 3779, H.R. 3781, H.R. 3822, H.R. 3896, H.R. 3959, H.R. 4110, H.R. 4306, H.R. 4307, H.R. 4309, H.R. 4531, H.R. 4614, H.R. 4687, H.R. 4697, H.R. 4791, H.R. 4819, H.R. 4828, H.R. 4871, H.R. 4896, H.R. 5117, H.R. 5118, H.R. 5145, H.R. 5231, H.R. 5234, H.R. 5255, H.R. 5334, H.R. 5354, H.R. 5503, H.R. 5508, H.R. 5641, H.R. 5676, H.R. 5696, H.R. 5731, H.R. 5770, H.R. 5871, H.R. 5891, H.R. 5903, H.R. 5947, H.R. 6032, H.R. 6101, H.R. 6104, H.R. 6156, H.R. 6184, H.R. 6223, H.R. 6224, H.R. 6225, H.R. 6248, H.R. 6452, H.R. 6463, H.R. 6464, H.R. 6478, H.R. 6575, H.R. 6606, H.R. 6747, H.R. 6770, H.R. 6780, H.R. 6898, H.R. 7038, H.R. 7050, H.R. 7097, H.R. 7151 , H.R. 7205, H.R. 7214, H.R. 7223, H.R. 7250)

To authorize funds for Federal-aid highways, highway safety programs, and transit programs.

*Summary*

The *Moving Forward Act* authorizes $60 billion for passenger rail programs and $347 million for hazardous materials programs for Fiscal Years 2021 through 2025.

Division C of the bill repeals the current prohibition on the Federal Aviation Administration from establishing lithium battery safety standards for aircraft; and requires the Department of Transportation to conduct extensive safety evaluations before allowing railroads to transport liquefied natural gas by rail tank car.

Division D of the bill increases rail investment by more than five times that of the *Fixing America's Surface Transportation Act (FAST Act)* (Pub. L. 114–94) levels, authorizing funds to address the state of good repair backlog in rail infrastructure, establish new intercity passenger rail routes, continue Amtrak's passenger rail service, and expand commuter rail. The bill also improves railroad safety, studies the impacts of current industry practices, and sets higher safety standards across the railroad industry.

H.R. 2 establishes or reauthorizes grant programs to fund rail infrastructure throughout the country. The bill establishes a new Passenger Rail Improvement, Modernization, and Expansion (PRIME) grant program devoted to passenger rail projects that improve the state of good repair, optimize performance, and expand intercity rail passenger transportation. The legislation reauthorizes the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program and expands CRISI to new project eligibilities and applicants. Finally, the bill authorizes $150 million over five years to help pay credit risk premiums for certain borrowers under the Railroad Rehabilitation and Improvement Financing (RRIF) program and $70 million to refund the credit risk premiums of certain past loans.

This measure authorizes $29.3 billion over five years for Amtrak ($13.1 billion for the NEC and $16.2 billion for the National Network) to address the state of good repair backlog and facilitate the development of new state-supported routes. The bill authorizes higher funding levels for Amtrak and its State partners in fiscal years 2021 and 2022 to offset decreased ridership and revenue costs caused by the COVID–19 health crisis.

Finally, H.R. 2 establishes a new grade separation grant program at $2.5 billion over five years. It also implements National Transportation Safety Board recommendations issued in response to the December 2017 Amtrak derailment near DuPont, Washington, addresses blocked crossings, and revises the Federal Railroad Administration waiver and accident investigation process. It further requires that freight trains, with limited exceptions, must have a certified engineer and conductor, and sets standards for railroad workers performing train or dispatching service in the United States.

*Legislative History*

H.R. 2, was introduced in the House on June 11, 2020, by Mr. DeFazio, Ms. Norton, and Mr. Lipinski and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2 was referred to the Subcommittee on Highways and

Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

The Chair discharged the Subcommittee the Subcommittee on Highways and Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials from further consideration of H.R. 2 on June 17, 2020.

On June 17 and 18, 2020, the Committee on Transportation and Infrastructure met in open session, to consider H.R. 2. The Committee ordered the bill, as amended, to be reported to the House with a favorable recommendation, by voice vote.

The Committee reported H.R. 2 to the House on June 26, 2020, as H. Rpt. 116–437.

The Committee on Rules met on June 29, 2020, and granted a structured Rule providing for the consideration of H.R. 2. Rule filed in the House as H. Res. 1028, H. Rpt. 116–438. The Rule provided for the consideration of H.R. 2 with 2 hours of general debate; the previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions; the measure will be considered as read; and specified amendments are made in order.

The House considered H. Res. 1028 as a privileged matter on June 30, 2020, and adopted the Rule by a record vote of 222 yeas and 183 nays (Roll no. 131).

The House considered H.R. 2 under the provisions of H. Res. 1028 on June 30 and July 1, 2020. During Floor consideration, the House considered the following en bloc amendments as provided by the Rule: en bloc amendment 1 offered by Mr. DeFazio, adopted by a record vote of 229 yeas and 189 nays (Roll No. 132); en bloc amendment 2 offered by Mr. Lipinksi, adopted by voice vote; en bloc amendment 3 offered by Mr. Pallone, adopted by a record vote of 234 yeas and 178 nays (Roll No. 133); en bloc amendment 4 offered by Mr. DeFazio, adopted by voice vote; en bloc amendment 4 offered by Ms. Waters, adopted by voice vote; en bloc amendment 5 offered by Mr. Graves of Missouri, not adopted by a record vote of 179 yeas and 241 nays (Roll No. 134).

A motion to recommit with instructions to the Committee on Transportation and Infrastructure was agreed to by a record vote of 224 yeas and 193 nays (Roll No. 137). The House passed H.R. 2, as amended by a record vote of 233 yeas and 188 nays (Roll No. 138).

### H.R. 7095

H.R. 7095, the *Investing in a New Vision for the Environment and Surface Transportation in America Act*, was introduced in the House on June 4, 2020, by Mr. DeFazio, Ms. Norton, and Mr. Lipinski and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 7095 was referred to the Subcommittee on Highways and Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

H.R. 7095 was re-introduced on June 11, 2020, as H.R. 2.

### H.R. 169

H.R. 169, the *Driver and Officer Safety Education Act*, was introduced in the House on January 3, 2019, by Mr. Green of Texas, Mr.

Hastings, Ms. Clarke of New York, Ms. Moore, and Mr. Johnson of Georgia and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 169 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 169 was included in section 3007 of H.R. 2 as introduced.

H.R. 358

H.R. 358, the *California New River Restoration Act of 2019*, was introduced in the House on January 9, 2019, by Mr. Vargas and referred to the Committee on Natural Resources, and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 358 was referred to the Subcommittee on Water Resources and Environment.

H.R. 358 was included in Division F of Title VII of H.R. 2 as passed by the House.

H.R. 543

The text of H.R. 543, a bill to require the Federal Railroad Administration to provide appropriate congressional notice of comprehensive safety assessments conducted with respect to intercity or commuter rail passenger transportation, was included in section 9505 of H.R. 2 during House consideration. For prior action, see legislative history below.

H.R. 839

H.R. 839, the *National Multimodal Freight Network Improvement Act*, was introduced in the House on January 29, 2019, by Ms. Brownley of California, and Mr. Cuellar and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 839 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 839 was included in section 6003 of H.R. 2 as introduced.

H.R. 1400

H.R. 1400, the *Horse Transportation Safety Act of 2019*, was introduced in the House on February 27, 2019, by Mr. Cohen, and 42 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1400 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 1400 were included in section 4406 of H.R. 2 as introduced.

H.R. 1497

H.R. 1497, the *Water Quality Protection and Job Creation Act of 2019*, was included in section 22101 of H.R. 2 during House consideration. For prior action, see legislative history below.

H.R. 1511

H.R. 1511, the *Stop Underrides Act*, was introduced in the House on March 5, 2019, by Mr. Cohen and Mr. DeSaulnier and referred to the Committee on Transportation and Infrastructure. Within the

Committee, H.R. 1511 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 1511 were included in section 4405 of H.R. 2 as introduced.

H.R. 1667

H.R. 1667, the *Preventing Doomsday Act*, was introduced in the House on March 11, 2019, by Mr. Gottheimer and Mr. King of New York and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1667 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Provisions of H.R. 1667 were included in section 9107 of H.R. 2 during House consideration.

H.R. 1849

H.R. 1849, the *Transportation Funding Fairness Act*, was introduced in the House on March 21, 2019, by Mr. Malinowski and 11 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1849 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Provisions of H.R. 1849 were included in section 7001 of H.R. 2 as introduced.

H.R. 2218

H.R. 2218, the *Stop for School Buses Act of 2019*, was introduced in the House on April 10, 2019, by Mrs. Walorski and Ms. Brownley of California and referred to the Committee on Transportation and Infrastructure; and the Committee on Education and Labor. Within the Committee, H.R. 2218 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 2218 was included in section 4402 of H.R. 2 as introduced.

H.R. 2220

H.R. 2220, the *I–14 Expansion and Improvement Act of 2019*, was introduced in the House on April 10, 2019, by Mr. Babin and 10 cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2220 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 2220 was included in section 106 of H.R. 2 during House consideration.

H.R. 2449

H.R. 2449, the *Railroad Yardmaster Protection Act of 2019*, was introduced in the House on May 1, 2019, by Mr. Carbajal and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2449 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

The text of H.R. 2449 was included in section 9511 of H.R. 2 during House consideration.

H.R. 2475

H.R. 2475, the *Revitalizing American Priorities for Infrastructure Development Act*, was introduced in the House on May 2, 2019, by Mr. Allred and Mr. Gallagher and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2475 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 2475 was included in section 7001 of H.R. 2 as introduced.

H.R. 2616

H.R. 2616, the *Clean Corridors Act of 2019*, was introduced in the House on May 9, 2019, by Mr. DeSaulnier, Ms. Porter, and Mr. Rouda and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2616 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 2616 were included in section 1303 of H.R. 2 as introduced.

H.R. 2726

H.R. 2726, the *Banning Smoking on Amtrak Act of 2019*, was included in section 9208 of H.R. 2 during House consideration. For prior action, see legislative history below.

H.R. 3193

H.R. 3193, the *Transportation Emergency Relief Funds Availability Act*, was introduced in the House on June 11, 2019, by Mr. Garamendi and 24 original cosponsors was referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3193 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 3193 was included in section 1203 and 2110 of H.R. 2 during House consideration.

H.R. 3437

H.R. 3437, the *Saving Transit Art Resources Act*, was introduced in the House on June 24, 2019, by Ms. Adams, Ms. Pingree, Mr. Kilmer, Mr. Blumenauer, Ms. Titus, and Mr. Grijalva, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3437 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 3437 was included in section 2103 of H.R. 2 as introduced.

H.R. 3773

H.R. 3773, the *Safe Roads Act of 2019*, was introduced in the House on July 16, 2019, by Mr. Johnson of Georgia, Mr. García of Illinois, and Mrs. Watson Coleman and referred to the Committee on Transportation and Infrastructure; and the Committee on Energy and Commerce. Within the Committee, H.R. 3773 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 3773 were included in section 4404 of H.R. 2 as introduced.

H.R. 3779

The text of H.R. 3779, the *Resilience Revolving Loan Fund Act of 2019*, was included in Division F, of Title III, Secs. 23001 of H.R. 2 as considered by the House. For prior action, see legislative history below.

H.R. 3959

H.R. 3959, the *School Bus Safety Act of 2019*, was introduced in the House on July 25, 2019, by Mr. Cohen and referred to the Committee on Transportation and Infrastructure; and the Committee on Education and Labor. Within the Committee, H.R. 3959 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 3959 were included in section 4401 of H.R. 2 as introduced.

H.R. 4110

H.R. 4110, the *Helping Communities Invest in Infrastructure Act*, was introduced in the House on July 30, 2019, by Ms. Finkenauer and Mr. Stauber and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4110 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 4110 was included in section 6007 and 7001 of H.R. 2 as introduced.

H.R. 4306

H.R. 4306, the *Protecting Communities from Liquefied Natural Gas Trains Act*, was introduced in the House on September 12, 2019, by Mr. DeFazio and Mr. Malinowski and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4306 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

H.R. 4306 was included in section 8202 of H.R. 2 during House consideration.

H.R. 4309

H.R. 4309, the *Barriers to Suicide Act of 2019*, was introduced in the House on September 12, 2019, by Mr. Beyer, Mr. Katko, and Mrs. Napolitano and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4309 was referred to the Subcommittee on Highways and Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Provisions of H.R. 4309 were included in section 1201 and 1205 of H.R. 2 as introduced.

H.R. 4531

H.R. 4531, the *State And Federal Electronic Data Records to Improve Vehicle-operator Eligibility Reporting Systems Act of 2019*, was introduced in the House on September 26, 2019, by Mr. Moulton and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4531 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 4531 was included in section 3007 of H.R. 2 as introduced.

H.R. 4614

H.R. 4614, the *AMBER Alert Nationwide Act of 2019*, was introduced in the House on October 4, 2019, by Mr. Sablan and Mrs. Radewagen and referred to the Committee on the Judiciary; and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4614 was referred to the Subcommittee on Aviation; the Subcommittee on Highways and Transit; and the Subcommittee on Coast Guard and Maritime Transportation.

Provisions of H.R. 4614 were included in section 1623 of H.R. 2 during House consideration. H.R. 4614 was also included in H.R. 6395.

H.R. 4697

H.R. 4697, the *End the Limo Loophole Act*, was introduced in the House on October 16, 2019, by Mr. Delgado, Mr. Tonko, and Ms. Stefanik and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4697 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 4697 were included in sections 4301 and 4403 of H.R. 2 as introduced.

H.R. 4791

H.R. 4791, the *Neighborhood Noise Barriers Act of 2019*, was introduced in the House on October 22, 2019, by Mr. Lewis and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4791 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 4791 was included in section 1217 during House consideration.

H.R. 4828

Provisions of H.R. 4828, the *Sport Fish Restoration and Recreational Boating Safety Act of 2019*, were included in section 24001 of H.R. 2 during House consideration. For prior action, see legislative history below.

H.R. 4896

H.R. 4896, the *Advancing Infrastructure Development in Appalachia Act*, was introduced in the House on October 29, 2019, by Mr. Mooney of West Virginia, Mr. Trone, Mrs. Miller, and Mr. McKinley and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4896 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Provisions of H.R. 4896 were adopted during Committee consideration of H.R. 2, but were removed during House consideration.

H.R. 5117

H.R. 5117, the *Rebuilding Our Communities by Keeping aggregates Sustainable Act*, was introduced in the House on November

15, 2019, by Mr. Stanton and Mr. Balderson, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5117 was referred to the Subcommittee on Water Resources and Environment.

Provisions of H.R. 5117 were included in section 1615 of H.R. 2 as introduced.

H.R. 5118

H.R. 5118, the *Promoting Service in Transportation Act*, was introduced in the House on November 15, 2019, by Mr. Larsen of Washington, Mr. Young, and Ms. Craig and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5118 was referred to the Subcommittee on Aviation; the Subcommittee on Highways and Transit; and the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

The text of H.R. 5118 was included in section 5503 of H.R. 2 during House consideration.

H.R. 5145

H.R. 5145, the *Promoting Women in Trucking Workforce Act*, was introduced in the House on November 18, 2019, by Mr. Gallagher and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5145 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 5145 was included in section 4309 of H.R. 2 during House consideration.

H.R. 5231

H.R. 5231, the *Transportation Alternatives Enhancements Act*, was introduced in the House on November 21, 2019, by Mr. Espaillat and Mr. Larsen of Washington and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5231 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 5231 were included in section 1206 of H.R. 2 as introduced.

H.R. 5234

H.R. 5234, the *Motorcycle Advisory Council Reauthorization Act*, as introduced in the House on November 21, 2019, by Mr. Gallagher, Mr. Pappas, Mr. Rouda, and Mr. Balderson; and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5234 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 5234 was included in section 3013 of H.R. 2 during House consideration.

H.R. 5503

H.R. 5503, the The *Commuter Parkway Safety and Reliability Act*, was introduced in the House on December 19, 2019, by Mr. Brown of Maryland, Ms. Norton, Mr. Ruppersberger, Mr. Beyer, and Mr. Raskin and referred to the Committee on Transportation

and Infrastructure. Within the Committee, H.R. 5503 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 5503 were included in section 1504 of H.R. 2 as introduced.

H.R. 5508

H.R. 5508, the *Transportation Megaprojects Accountability and Oversight Act of 2019*, was introduced in the House on December 19, 2019, by Mr. DeSaulnier and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5508 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 5508 was included in section 1106 of H.R. 2 as introduced.

H.R. 5641

H.R. 5641, the *Incentivizing Value Capture for Greener Transportation Act*, was introduced in the House on January 16, 2020, by Mr. DeSaulnier and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5641 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 5641 included in section 2701 of H.R. 2 during House consideration.

H.R. 5731

H.R. 5731, the *Transportation Funding Accountability and Transparency Act*, was introduced in the House on January 30, 2020, by Mr. Malinowski, Mr. Sires, and Mr. Payne, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5731 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 5731 was included in section 2911 of H.R. 2 as introduced.

H.R. 5871

H.R. 5871, the *Natural Infrastructure and Resilience Act*, was introduced in the House on February 12, 2020, by Mr. Malinowski, Mr. Gaetz, Mr. Rooney of Florida, and Mr. Sires and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5871 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 5871 were included in sections 1103, 1201, 1202, and 1205 of H.R. 2 as introduced.

H.R. 5891

H.R. 5891, the *Safe Routes to School Expansion Act*, was introduced in the House on February 13, 2020, by Mr. Brown of Maryland and seven original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5891 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 5891 were included in section 1215 of H.R. 2 as introduced.

H.R. 5903

H.R. 5903, the *Transit Revitalization And Infrastructure Needs Act*, as introduced in the House on February 13, 2020, by Mr. McAdams and Mr. Curtis; and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5903 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 5903 were included in section 2911 of H.R. 2 as introduced.

H.R. 5947

H.R. 5947, the *Invest in American Railroads Act*, was introduced in the House on February 21, 2020, by Ms. Kuster of New Hampshire, Mr. Smucker, and Mr. Pappas and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5947 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Provisions of H.R. 5947 were included in section 9104 of H.R. 2 during House consideration.

H.R. 6104

H.R. 6104, the *Truck Parking Safety Improvement Act*, was introduced in the House on March 5, 2020, by Mr. Bost and Ms. Craig and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 6104 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 6104 were included in section 1308 of H.R. 2 as introduced.

H.R. 6248

H.R. 6248, the *Disability Access to Transportation Act*, was introduced in the House on March 12, 2020, by Mr. Langevin, Ms. Titus, and Mr. Katko and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 6248 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 6248 were included in sections 1606 and 2205 of H.R. 2 as introduced.

H.R. 6452

H.R. 6452, the *Railroad Rehabilitation and Improvement Financing Equity Act*, was introduced in the House on April 3, 2020, by Mr. Perlmutter, Mr. Buck, Mr. Crow, Ms. DeGette, and Mr. Neguse and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 6452 was referred to the Subcommittee on Railroads, pipelines, and Hazardous Materials.

Provisions of H.R. 6452 were included in section 9104 of H.R. 2 during House consideration.

H.R. 6478

H.R. 6478, the *Public Transit Safety Program Improvement Act*, was introduced in the House on April 10, 2020, by Mr. Brown of Maryland, Mr. Malinowski, and Mr. Lynch and referred to the Committee on Transportation and Infrastructure. Within the Com-

mittee, H.R. 6478 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 6478 was included in section 2602 of H.R. 2 as introduced.

H.R. 6575

H.R. 6575, the *National Transit Workforce Training Act of 2020*, was introduced in the House on April 21, 2020, by Mr. Brown of Maryland and nine cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 6575 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 6575 was included in section 2601 of H.R. 2 as introduced.

H.R. 6747

H.R. 6747, the *Rural Transportation Improvement Act*, was introduced in the House on May 8, 2020, by Mr. Delgado and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 6747 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 6747 were included in section 2101 of H.R. 2 as introduced.

H.R. 6898

H.R. 6898, the *Innovative Materials for America's Growth and Infrastructure Newly Expanded Act of 2020*, was introduced in the House on May 15, 2020, by Mr. Cicilline, Mr. Rodney Davis of Illinois, Mr. Larsen of Washington, Mr. Young, and Mr. Posey, and referred to the Committee on Transportation and Infrastructure; the Committee on Science, Space, and Technology; and the Committee on Energy and Commerce. Within the Committee, H.R. 6898 was referred to the Subcommittee on Highways and transit; the Subcommittee on Water Resources and Environment; and the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Provisions of H.R. 6898 were included in sections 5112 and 5109 of H.R. 2 during House consideration.

H.R. 7038

H.R. 7038, the *Captive Commuter Toll Relief Act*, was introduced in the House on May 27, 2020, by Mr. Rose of New York and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 7038 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 7038 was included in section 1110 of H.R. 2 as introduced.

H.R. 7095

H.R. 7095, the *Investing in a New Vision for the Environment and Surface Transportation in America Act* was introduced in the House on June 4, 2020, by Mr. DeFazio, Ms. Norton, and Mr. Lipinski and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 7095 was referred to the

Subcommittee on Highways and Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

H.R. 7095 was re-introduced on June 11, 2020, as H.R. 2.

H.R. 7097

H.R. 7097, the *Stop Swaps, Protect Local Jobs Act*, was introduced in the House on June 4, 2020, by Ms. Finkenauer and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 7097 was referred to the Subcommittee on Highways and Transit.

The text of H.R. 7097 was included in section 1106 of H.R. 2 as introduced.

H.R. 7151

H.R. 7151, the *Ports-to-Plains Highway Act of 2020*, was introduced in the House on June 11, 2020, by Mr. Arrington, Mr. Cuellar, Ms. Granger, Mr. Thornberry, and Mr. Luján and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5151 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 7151 were included in section 1642 during House consideration.

H.R. 7214

H.R. 7214, the *Surface Transportation Research and Development Act of 2020*, as introduced in the House on June 15, 2020, by Ms. Johnson of Texas, Mr. Lucas, Mr. Lipinski, Mr. Weber of Texas, and Ms. Stevens and referred to the Committee on Science, Space, and Technology; and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 7214 was referred to the Subcommittee on Highways and Transit.

Provisions H.R. 7214 were included in sections 5110, 5111, 5309, and 5504 during House consideration.

H.R. 7250

H.R. 7250, the *Farm-to-Market Road Repair Act of 2020*, was introduced in the House on June 18, 2020, by Mr. Hastings and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 7250 was referred to the Subcommittee on Highways and Transit.

Provisions of H.R. 7250 were included in section 1205 during House consideration.

H.R. 7426

H.R. 7426, the *Ohio River Basin Preparedness Act*, was introduced in the House on June 30, 2020, by Mr. Lamb, Mr. Michael F. Doyle of Pennsylvania, and Mr. Ryan and referred to the Committee on Transportation and Infrastructure; the Committee on Energy and Commerce; the Committee on Financial Services; the Committee on Agriculture; and the Committee on Natural Resources. Within the Committee, H.R. 7426 was referred to the Subcommittee on Water Resources and Environment.

H.R. 7426 was included in Division G, Title III, Subtitle E of H.R. 2 as passed by the House.

Provisions relating to the following measures were included within H.R. 2 as follows:

H.R. 879, the *Support Local Transportation Act*, were included in section 1205 of H.R. 2 during House consideration.

H.R. 1139, the *Transit Worker and Pedestrian Protection Act*, were included in sections 2104 and 2602 of H.R. 2 as introduced.

H.R. 1159, the Innovative Materials for America's Growth and Infrastructure Newly Expanded Act of 2019, were included in section 5109 of H.R. 2 during House consideration.

H.R. 1748, the *Safe Freight Act of 2019*, were included in section 9509 of H.R. 2 during House consideration.

H.R. 2055, the *An Act Targeting Resources to Communities in Need*, were included in section 2502 of H.R. 2 as introduced.

H.R. 2416, the States Afforded Funding Extensions To Oppose Driving Recklessly In Vehicular Engagements Act, were included in section 3006 of H.R. 2 as introduced.

H.R. 2520, the *Metro Accountability and Investment Act*, were included in section 2901 of H.R. 2 as introduced.

H.R. 2542, the *Preparing Localities for an Autonomous and Connected Environment Act*, were included in section 5303 of H.R. 2 as introduced.

H.R. 2692, the *Broadband Conduit Deployment Act of 2019*, were included in section 1603 of H.R. 2 as introduced.

H.R. 2723, the *National Multimodal and Sustainable Freight Infrastructure Act*, were included in sections 6002, 6004, 6005, and 6006 of H.R. 2 as introduced.

H.R. 2838, the Enhancing the Strength and Capacity of America's Primary Evacuation routes Act, were included in section 1202 of H.R. 2 as introduced.

H.R. 3040, the *Safe And Friendly for the Environment Streets Act*, were included in section 1209 of H.R. 2 as introduced.

H.R. 3383, the *Safe And Fair Environment on Highways Achieved through Underwriting Levels Act*, were included in section 4408 of H.R. 2 during House consideration.

H.R. 3593, the *Helping Overcome Trauma for Children Alone in Rear Seats Act of 2019*, were included in section 3002 of H.R. 2 as introduced.

H.R. 3663, the *Complete Streets Act of 2019*, were included in section 1107 of H.R. 2 as introduced.

H.R. 3781, the Improving National Safety by Updating the Required Amount of Insurance Needed by Commercial Motor Vehicles per Event (INSURANCE) Act of 2019, were included in section 4408 of H.R. 2 during House consideration.

H.R. 3822, the *Green Transportation Act*, were included in sections 1401, 1402, 1403, 2107, and 2108 of H.R. 2 as introduced.

H.R. 4307, the *Build More Housing Near Transit Act*, were included in section 2703 of H.R. 2 as introduced.

H.R. 4687, the *Sustainable Municipal Access to Resilient Technology in Infrastructure Act*, were included in section 1617 of H.R. 2 during House consideration.

H.R. 4819, the *Vision Zero Act of 2019*, were included in sections 1601, 1209, and 1107 of H.R. 2 as introduced.

H.R. 4871, the *Protecting Roadside First Responders Act*, were included in section 3002 of H.R. 2 as introduced.

H.R. 5255, the Maximizing Our Redevelopment and Efficiency for Transit Oriented Development Act, were included in section 2701 of H.R. 2 as introduced.

H.R. 5334, the *Funding Our Roads and Ecosystems Sustainably Together Act*, were included in section 1101 of H.R. 2 as introduced.

H.R. 5354, the *Generating Resilient, Environmentally Exceptional National Streets Act*, were included in sections 2106, 2108 of H.R. 2 as introduced.

H.R. 5696, the *Connecting America's Active Transportation System Act*, were included in section 1309 of H.R. 2 as introduced.

H.R. 5770, the *Electric Vehicle Freedom Act*, were included in section 1303 of H.R. 2 as introduced.

H.R. 6032, the *Transportation Workforce Centers of Excellence Act*, were included in section 5104 of H.R. 2 as introduced.

H.R. 6156, the *Transportation Workforce Investment Act of 2020*, were included in sections 5103 and 5104 of H.R. 2 as introduced.

H.R. 6184, the INFRA *Transparency Act*, were included in section 1106 of H.R. 2 as introduced.

H.R. 6463, the *Improving Access to Services Act*, were included in section 1403 of H.R. 2 as introduced.

H.R. 6464, the *Improving Access to Jobs Act*, were included in section 1403 of H.R. 2 as introduced.

H.R. 6770, the *Mobility Options, Resiliency, and Efficiency (MORE) through TDM Act*, were included in section 1103 of H.R. 2 during House consideration.

H.R. 6780, the *Toll Credit Marketplace Act of 2020*, were included in section 1616 of H.R. 2 as introduced.

H.R. 7050, the *Transportation Workforce Modernization Act*, were included in section 5307 of H.R. 2 during House consideration.

H.R. 7205, the *Nationwide Dig Once Act of 2020*, were included in section 1603 of H.R. 2 during House consideration.

H.R. 7223, the *Railway Upgrades for Rural American Lines Act*, were included in section 1204 during House consideration.

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## PFAS Action Act of 2019

H.R. 535 (H.R. 5539, H.R. 5540)

To require the Administrator of the Environmental Protection Agency to designate per- and polyfluoroalkyl substances as hazardous substances under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980.

*Summary*

H.R. 535 brings together legislative efforts to address the threat of per- and polyfluoroalkyl substances (PFAS) under a range of environmental laws. The bill requires listing of all PFAS chemicals, as a class, under the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA), or Superfund; establishes a health-protective drinking water standard; requires comprehensive testing of PFAS chemicals; limits the introduction of new PFAS chemicals; requires reporting of PFAS releases to the Toxics Release Inventory (TRI); requires guidance for safe disposal

of PFAS; provides assistance to drinking water utilities treating PFAS contamination; limits air pollution of PFAS from manufacturing and incineration; establishes a voluntary label for PFAS-free products; and provides guidance to first responders to minimize their risk from PFAS chemicals.

*Legislative History*

H.R. 535 was introduced in the House on January 14, 2019, by Mrs. Dingell, Mr. Upton, and Mr. Kildee and referred to the Committee on Energy and Commerce, and in addition to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 535 was referred to the Subcommittee on Water Resources and Environment.

The Committee on Energy and Commerce considered H.R. 535 on November 20, 2019, and ordered the measure to be reported to the House, amended, by a record vote of 31 yeas and 19 nays.

The Committee on Energy and Commerce reported H.R. 535 to the House on January 2, 2020 as H. Rpt. 116–364, Pt. I. The Committee on Transportation and Infrastructure was discharged from further consideration of H.R. 535.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Energy and Commerce on January 6, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would agree to waive further consideration of H.R. 535.

The Committee on Rules met on January 7, 2020 and granted a Rule providing for the consideration of H.R. 535. The Rule was filed in the House as H. Res. 779, H. Rpt. 116–366.

The House adopted the Rule providing for the consideration of H.R. 5353 on January 8, 2019, by a record vote of 217 yeas and 199 nays (Roll No. 3). The House considered H.R. 535 on January 8, 9, and 10, 2020, pursuant to the provisions of H. Res. 779 and passed the measure on January 10, 2020, by a record vote of 247 yeas and 159 nays (Roll No. 13).

H.R. 535 was received in the Senate on January 13, 2020, read twice, and referred to the Senate Committee on Environment and Public Works.

H.R. 5539

H.R. 5539, the *Clean Water Standards for PFAS Act of 2020*, was introduced in the House on January 3, 2020, by Mr. Pappas and 13 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5539 was referred to the Subcommittee on Water Resources and Environment.

The text of H.R. 5539 was offered as an amendment (#13 in the Rule) to H.R. 535 during Floor consideration and was adopted by a record vote of 242 yeas and 168 nays (Roll No. 11).

H.R. 5540

H.R. 5540, the *PFAS Transparency Act*, was introduced in the House on January 3, 2020, by Mr. Deglado and eight original cosponsors and referred to the Committee on Transportation and In-

frastructure. Within the Committee, H.R. 5540 was referred to the Subcommittee on Water Resources and Environment.

The text of H.R. 5540 was offered as an amendment (#7 in the Rule) to H.R. 535 Floor consideration and was adopted by voice vote.

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## Requiring Federal Railroad Administration to Provide Congressional Notice of Comprehensive Safety Assessments

H.R. 543

To require the Federal Railroad Administration to provide appropriate congressional notice of comprehensive safety assessments conducted with respect to intercity or commuter rail passenger transportation.

*Summary*

H.R. 543 requires the Federal Railroad Administration (FRA) to provide appropriate Congressional notification of the initiation and results of comprehensive safety assessments of an entity providing intercity or commuter rail passenger transportation.

The *Rail Safety Improvement Act of 2008* (Pub. L. 110–432) directed the Secretary of Transportation to issue a regulation requiring certain railroads to develop, submit for review and approval, and implement a railroad safety risk reduction program within four years of the date of enactment. The FRA has not issued the final rule. Additionally, the findings of the FRA audit of the New Jersey Transit (NJT) were never provided to Congress. H.R. 543 ensures that FRA informs the House and Senate Committees of jurisdiction, as well as affected Members of Congress, of both the initiation of comprehensive safety assessments and their results. According to FRA, these in-depth safety reviews are undertaken after FRA has identified serious safety lapses, including incidents of non-compliance with federal safety regulations. This legislation will make FRA's process more transparent, help the House Transportation and Infrastructure Committee and the Senate Commerce, Science, and Transportation Committee fulfill their responsibility for overseeing rail safety, and allow affected Members of Congress and their constituents to be informed about the state of rail safety in their communities. The notice requirements will also let Congress know that systemic safety problems are being addressed by FRA, and inform Congress of FRA's findings and recommendations.

*Legislative History*

H.R. 543 was introduced in the House on January 14, 2019, by Mr. Sires, and Mr. Payne, and referred to the Committee on Transportation and Infrastructure.

The House considered H.R. 543 under Suspension of the Rules on February 6, 2019, and passed the measure by voice vote.

H.R. 543 was received in the Senate on February 7, 2019, read twice, and referred to the Senate Committee on Commerce, Science, and Transportation.

115TH CONGRESS

In the 115th Congress, H.R. 1093 was introduced in the House on February 15, 2017, by Mr. Sires, and Mr. Payne, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1093 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials; and the Subcommittee on Highways and Transit.

On March 29, 2017, the Subcommittee on Railroads, Pipelines, and Hazardous Materials; and the Subcommittee on Highways and Transit were discharged from further consideration of H.R. 1093.

The Committee on Transportation and Infrastructure considered H.R. 1093 on March 29, 2017, and ordered the measure to be reported to the House, amended, by voice vote.

The Committee on Transportation and Infrastructure reported H.R. 1093 to the House on March 13, 2018, as H. Rpt. 115–594. Placed on the Union Calendar, Calendar No. 452.

The House considered H.R. 1093 by unanimous consent on September 27, 2018, and passed the measure without objection. The House agreed to amend the title of the measure.

H.R. 1093 was received in the Senate on September 28, 2018, read twice and referred to the Senate Committee on Commerce, Science, and Transportation.

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## Pacific Northwest Earthquake Preparedness Act of 2019

H.R. 876

To direct the Administrator of the Federal Emergency Management Agency to carry out a plan for the purchase and installation of an earthquake early warning system for the Cascadia Subduction Zone, and for other purposes.

*Summary*

H.R. 876 directs the Administrator of the Federal Emergency Management Agency (FEMA) to carry out a plan for the purchase and installation of an earthquake early warning system for the Cascadia Subduction Zone (CSZ).

*Legislative History*

H.R. 876 was introduced in the House on January 30, 2019, by Mr. DeFazio and referred to the Committee on Transportation and Infrastructure.

The House considered H.R. 876 under Suspension of the Rules on February 6, 2019, and passed the measure, as amended, by voice vote.

H.R. 876 was received in the Senate on February 7, 2019, read twice, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

115TH CONGRESS

In the 115th Congress, H.R. 654 introduced in the House on January 24, 2017, by Mr. DeFazio and referred to the House Committee on Transportation and Infrastructure. Within the Committee, H.R. 654 was referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

The Subcommittee on Economic Development, Public Buildings and Emergency Management was discharged from further consideration of H.R. 654 on February 28, 2017.

The Committee on Transportation and Infrastructure considered H.R. 654 on February 28, 2017, and ordered the measure to be reported to the House, amended, by voice vote.

The Committee on Transportation and Infrastructure reported H.R. 654 to the House on March 9, 2017, as H. Rpt. 115–30. Placed on the Union Calendar, Calendar No. 12.

The House considered H.R. 654 under Suspension of the Rules on March 37, 2017, and passed the measure by a ⅔ recorded vote of 395 yeas and 11 nays (Roll No. 196).

H.R. 654 was received in the Senate on March 28, 2017, read twice, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

114TH CONGRESS

In the 114th Congress, H.R. 3240 was introduced in the House on July 28, 2015, by Mr. DeFazio and referred to the House Committee on Transportation and Infrastructure. Within the Committee, H.R. 3240 was referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

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## San Francisco Bay Restoration Act

H.R. 1132

To amend the Federal Water Pollution Control Act to establish a grant program to support the restoration of San Francisco Bay.

*Summary*

The San Francisco Bay Estuary spans roughly 1,600 square miles and drains more than 40 percent of the State's waters. The watershed is critical economically, providing drinking water for millions of Californians, irrigation for farmland, and supporting millions of jobs and the production of $370 billion in goods and services. The area also serves as vital ecosystem for bird migration and salmon stocks, as well as a wide range of flora and fauna.

The San Francisco Estuary has been a member of the EPA's National Estuary Program (NEP) since 1993 to address water quality challenges. The Estuary experiences exceedances in California state water quality standards for pesticides, invasive species, mercury, and other metals and toxic substances. Surrounding beaches have elevated levels of bacteria due to sewage spills and crumbling sewage infrastructure. According to the EPA, the Bay has lost more than 90 percent of shoreline wetlands and 40 percent of the total San Francisco Bay aquatic ecosystem in the past 150 years due to habitat destruction.

In August 2018, the Government Accountability Office (GAO) published a report on the coordination of watershed restoration efforts between Federal and nonfederal entities in the San Francisco Bay Delta Watershed. They found that restoration efforts were stratified in such a way as to hinder long-term progress. A centralized program providing improved coordination and communication

across efforts, along with dedicated Federal funding, will be the best chance for long-term restoration and protection of this major geographic area on the west coast.

*Legislative History*

H.R. 1132 was introduced in the House on February 8, 2019, by Ms. Speier and 11 original cosponsors and referred to the Committee on Transportation and Infrastructure, in addition to the Committee on the Budget. Within the Committee, H.R. 1132 was referred to the Subcommittee on Water Resources and Environment.

The Chair discharged the Subcommittee on Water Resources and Environment from further consideration of H.R. 1132 on September 19, 2019.

The Committee considered H.R. 1132 on September 19, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Committee reported H.R. 1132 to the House on November 20, 2019, as H. Rpt. 116–304, Pt. I.

The Committee on the Budget was discharged from further consideration of H.R. 1132.

The House considered H.R. 1132 under Suspension of the Rules on February 5, 2020, and passed the measure, as amended, by voice vote.

H.R. 1132 was received in the Senate on February 10, 2020.

*Prior Congresses*

H.R. 1132 was introduced, but not considered in the prior four Congresses as follows: H.R. 6752, 115th Cong.; H.R. 1140 and S. 596, 114th Cong.; H.R. 843 and S. 224, 113th Cong.; and S. 97, 112th Cong.

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## Federal Disaster Assistance Coordination Act

H.R. 1306

A bill to amend the Disaster Recovery Reform Act of 2018 to develop a study regarding streamlining and consolidating information collection and preliminary damage assessments, and for other purposes.

*Summary*

H.R. 1306 amends the *Disaster Recovery Reform Act of 2018* (Pub. L. 115–254) to help Federal agencies streamline and consolidate information collection and Preliminary Damage Assessments following disasters.

H.R. 1306 establishes a Federal working group to identify areas of overlap in performing the assessments used to administer disaster assistance for individuals, households, and states, tribes, and territories. The working group, led by the Federal Emergency Management Agency (FEMA), would be composed of representatives of various agencies with disaster relief responsibilities and would collaborate with the Council of the Inspectors General on Integrity and Efficiency.

H.R. 1306 directs the working group to make a recommendation as to whether a single agency can collect the information necessary to process assessment claims and submit a report detailing their findings to the appropriate congressional committees. The bill also directs the working group to determine if emerging technologies can be utilized to expedite federal assessments.

*Legislative History*

H.R. 1306 was introduced in the House on February 15, 2019, by Mr. Meadows and Mr. Peters and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1306 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 1306 on March 27, 2019.

The Full Committee considered H.R. 1306 on March 27, 2019, and ordered the measure to be reported to the House favorably by voice vote.

The Committee reported H.R. 1306 to the House on July 11, 2019, as H. Rpt. 116–145.

The House considered H.R. 1306 under Suspension of the Rules on October 28, 2019, and passed the measure, amended, by voice vote. During consideration, the title was amended so as to read "A bill to amend the Disaster Recovery Reform Act of 2018 to develop a study regarding streamlining and consolidating information collection and preliminary damage assessments, and for other purposes."

H.R. 1306 was received in the Senate on October 29, 2019, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

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## Post-Disaster Assistance Online Accountability Act

H.R. 1307

To provide for an online repository for certain reporting requirements for recipients of Federal disaster assistance, and for other purposes.

*Summary*

H.R. 1307 creates a new system for tracking Federal disaster projects and assistance by establishing a single online repository to report information about federal disaster assistance.

H.R. 1307 would require agencies that offer disaster assistance to submit information to the Office of Management and Budget (OMB) and ensure that data is available to the public through a transparent subpage on USASpending.gov.

Data submitted by agencies would include: the amount of disaster assistance provided by an agency on a quarterly basis; the amount of disaster assistance expended or obligated to projects or activities; and a list of all projects or activities for which disaster assistance provided by an agency was expended, obligated, or used.

The bill would also allow OMB to enter into agreements with private entities and nonprofits to develop the subpage, if necessary.

*Legislative History*

H.R. 1307 was introduced in the House on February 15, 2019, by Mr. Meadows and Mr. Peters and referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Small Business and the Committee on Financial Services. Within the Committee, H.R. 1307 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 1307 on March 27, 2019.

The Full Committee considered H.R. 1307 on March 27, 2019, and ordered the measure to be reported to the House favorably, by voice vote.

The Committee reported H.R. 1307 to the House on July 23, 2019, as H. Rpt. 116–167, Pt. I. The Committee on Small Business and the Committee on Financial Services were discharged from further consideration of H.R. 1307 on June 23, 2019.

The House considered H.R. 1307 under Suspension of the Rules on July 24, 2019, and passed the measure by voice vote.

H.R. 1307 was received in the Senate on July 25, 2019, read twice, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

115TH CONGRESS

In the 115th Congress, H.R. 7380 was introduced in the House on December 20, 2018, by Mr. Meadows and referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Small Business and the Committee on Financial Services. Within the Committee, H.R. 7380 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

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## Local Water Protection Act

H.R. 1331

To amend the Federal Water Pollution Control Act to reauthorize certain programs relating to nonpoint source management, and for other purposes.

*Summary*

H.R. 1331, reauthorizes appropriations for the nonpoint source management grants program, administered by the Environmental Protection Agency (EPA). Nonpoint source water pollution, unlike pollution from industrial and sewage treatment plants, comes from many diffuse sources, including runoff from farms, managed forests, and urban areas. This runoff can carry pollutants, such as fertilizers and sediment from fields, toxins from abandoned mines, and oils and heavy metals from roads, into lakes, rivers, and other bodies of water.

Section 319 of the Clean Water Act, as amended in 1987, (33 U.S.C. § 1251 et seq.) established a non-regulatory program through which the EPA administers annual grants to help states develop and implement their own programs for managing nonpoint

sources of water pollution. Under the EPA's 319 program, states retain the primary role for addressing nonpoint source water pollution, which they do largely through voluntary means and financial incentives. However, according to the Governmental Accountability Office, the extent of available incentives has declined in recent years, as grants to states under the section 319 program have declined by more than 30 percent, from about $240 million annually in fiscal year 2004 to about $160 million in fiscal year 2014.

The section 319 program was initially authorized at $70 million annually in fiscal year 1988, and its authorization level steadily increased to $130 million in fiscal year 1991—the last year of authorization for this program. Since that time, the 319 program has been authorized through the annual appropriations bill for EPA. In fiscal year 2019, the section 319 program received an appropriation of $170.9 million [Consolidated Appropriations Act, 2019, (Pub. L. 116–6)].

H.R. 1331 authorizes $200 million annually for the section 319 program through 2024.

*Legislative History*

H.R. 1331 was introduced in the House on February 25, 2019, by Ms. Craig and Mr. Mast and referred to the Committee on Transportation. Within the Committee, H.R. 1331 was referred to the Subcommittee on Water Resources and Environment.

The Subcommittee on Water Resources and Environment was discharged from further consideration of H.R. 1331 on March 27, 2019.

The Full Committee considered H.R. 1331 on March 27, 2019, and ordered the measure to be reported to the House favorably by voice vote.

The Committee reported H.R. 1331 to the House on April 8, 2019, as H. Rpt. 116–36.

The House considered H.R. 1331 under Suspension of the Rules and passed the measure by a ⅔ record vote of 329 yeas and 56 nays (Roll No. 158).

H.R. 1331 was received in the Senate on April 9, 2019, read twice, and referred to the Senate Committee on Environment and Public Works.

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## Chesapeake Bay Program Reauthorization Act

H.R. 1620 (S. 701)

To amend the Federal Water Pollution Control Act to reauthorize the Chesapeake Bay Program.

*Summary*

H.R. 1620 reauthorizes Federal appropriations for the U.S. Environmental Protection Agency's (EPA) Chesapeake Bay Program with incremental increases over the next five years. The Chesapeake Bay is the largest estuary in the United States, covering more than 4,500 square miles, and draining a 64,000 square mile watershed that extends across parts of Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

In 1983, Congress established the Chesapeake Bay Program, authorized under section 117 of the Clean Water Act (33 U.S.C. 1267). The Chesapeake Bay Program implements the Chesapeake Bay Agreement, a periodically renewed agreement between executives in the six watershed states and the District of Columbia, a joint Bay state legislative body (the Chesapeake Bay Commission) and select federal agencies (including EPA) that aim to coordinate Bay restoration efforts. The most recent agreement was signed in 2014 (known as the 2014 Chesapeake Bay Watershed Agreement) and set a series of restoration goals and actions to be completed by 2025.

*Legislative History*

H.R. 1620

H.R. 1620 was introduced in the House on March 7, 2019, by Mrs. Luria, Mr. Wittman, Mr. Scott of Virginia, and Mr. Sarbanes, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1620 was referred to the Subcommittee on Water Resources and Environment.

The Chair discharged the Subcommittee on Water Resources and Environment from further consideration of H.R. 1620 on September 19, 2019.

The Committee considered H.R. 1620 on September 19, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 1620 to the House on December 12, 2019, as H. Rpt. 116–338.

The House considered H.R. 1620 under Suspension of the Rules on February 5, 2020, and passed the measure, as amended, by voice vote.

H.R. 1620 was received in the Senate; read twice; and referred to the Senate Committee on Environment and Public Works.

S. 701

S. 701, the Senate companion measure, was introduced in the Senate on March 7, 2019, by Mr. Cardin and Mrs. Capito, read twice, and referred to the Committee on Environment and Public Works.

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## Notice to Airmen Improvement Act of 2019

H.R. 1775

To establish a task force on NOTAM improvements, and for other purposes.

*Summary*

Notices to Airmen (NOTAMs) are notices from the Federal Aviation Administration (FAA) to pilots containing essential, real-time information regarding abnormal status of the National Airspace System. NOTAMs alert pilots and others to potential hazards in the airspace or at an airport that could affect flight safety, as well as changes to facilities, services, or flight procedures (i.e., the clo-

sure of a runway or taxiway). Pilots are required to review all NOTAMs before flight.

On July 7, 2017, Air Canada flight 759 lined up for landing on a taxiway, instead of the proper runway, as it descended into San Francisco International Airport. The aircraft nearly landed on top of several aircraft, full of passengers on board and awaiting takeoff, before executing a go-around. The National Transportation Safety Board determined the probable cause of the incident was the pilots' misidentification of the taxiway as the intended runway, resulting from ineffective review of NOTAM information before flight and during the approach. Other factors contributed to the incident as well.

H.R. 1775 requires the FAA to establish a task force—composed of representatives from airlines, labor, and general and business aviation, as well as aviation safety and human factors experts—to review existing methods for presenting NOTAMs to pilots and NOTAM policies and regulations and determine best practices for organizing and presenting flight operations information to pilots in an optimal manner. Recommendations from the task force seek to improve the presentation of information in NOTAMs and ensure their accuracy and completeness.

*Legislative History*

H.R. 1775 was introduced in the House on March 14, 2019 by Mr. Stauber and referred to the Committee on Transportation. Within the Committee, H.R. 1775 was referred to the Subcommittee on Aviation.

The Subcommittee on Aviation was discharged from further consideration of H.R. 1775 on March 27, 2019.

The Full Committee considered H.R. 1775 on March 27, 2019, and ordered the measure to be reported to the House favorably by voice vote.

The Committee reported H.R. 1775 to the House on May 16, 2019, as H. Rpt. 116–67.

The House considered H.R. 1775 under Suspension of the Rules on October 28, 2019, and passed the measure by voice vote.

H.R. 1306 was received in the Senate on October 29, 2019, and referred to the Senate Committee on Commerce, Science, and Transportation.

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## United States-Israel Cooperation Enhancement and Regional Security Act

H.R. 1837

To make improvements to certain defense and security assistance provisions and to authorize assistance for Israel, and for other purposes.

*Summary*

This bill makes improvements to certain defense and security assistance provisions and authorizes assistance for Israel. Specifically, this legislation includes in section 110 a sense of Congress relating to implementation of the 2016 Memorandum of Cooperation

signed by the Secretary of Transportation and the Israeli Minister of Transportation.

*Legislative History*

H.R. 1837 was introduced in the House on March 21, 2019, by Mr. Deutch, and Mr. Wilson of South Carolina, and referred to the Committee on Committee on Foreign Affairs, the Committee on Armed Services, the Committee on Science, Space, and Technology, the Committee on Agriculture, the Committee on Energy and Commerce, the Committee on the Judiciary, the Committee on Homeland Security, the Committee on Transportation and Infrastructure, and the Committee on Veterans' Affairs. Within the Committee, H.R. 1837 was referred to the Subcommittee on Aviation.

The Committee on Foreign Affairs considered H.R. 1837 on July 17, 2019, and ordered the measure to be reported to the House, favorably, as amended.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Foreign Affairs on July 17, 2019, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would waive further consideration of H.R. 1837. On July 18, 2019, the Chair of the Committee on Foreign Affairs responded, acknowledging the jurisdictional interests of the Committee on Transportation and Infrastructure and the agreement to waive further consideration.

The House agreed to Suspend the Rules and pass H.R. 1837 on July 23, 2019, as amended, by voice vote.

H.R. 1837 was received in the Senate on July 24, 2019, read twice, and referred to the Senate Committee on Foreign Relations.

H.R. 1837 was included in Subtitle H of Title XII of the House-Senate Conference on H.R. 6395, the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021. For further action, see discussion listed above.

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## Smithsonian Women's History Museum Act

H.R. 1980 (S. 959)

To establish in the Smithsonian Institution a comprehensive women's history museum, and for other purposes.

*Summary*

H.R. 1980 would establish in the Smithsonian Institution a women's history museum.

*Legislative History*

H.R. 1980

H.R. 1980 was introduced in the House on March 28, 2019, by Mrs. Carolyn B. Maloney of New York and 26 original cosponsors and referred to the Committee on House Administration, the Committee on Natural Resources, and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1980 was

referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On November 12, 2019, the Committee on House Administration considered H.R. 1980 and ordered the measure to be reported to the House with a favorable recommendation, as amended.

The Committee on House Administration reported H.R. 1980 to the House on November 13, 2019 as H. Rpt. 116–286, Pt. I. The Committee on Natural Resources and the Committee on Transportation and Infrastructure were subsequently discharged from further consideration of H.R. 1980.

The House considered H.R. 1980 on February 11, 2020, under Suspension of the Rules and passed the measure by a ⅔ record vote of 374 yeas and 37 nays (Record vote No. 59).

H.R. 1980 was received in the Senate on February 12. 2020, read twice, and referred to the Senate Committee on Rules and Administration.

H.R. 1980 was included in Division T of H.R. 133 See action on H.R. 133 listed above.

S. 959

S. 959, the Senate companion measure, was introduced in the Senate on March 28, 2019, by Ms. Collins and Mrs. Feinstein and referred to the Senate Committee on Rules and Administration.

The Senate Committee on Rules and Administration considered S. 959 on December 3, 2020, and ordered the measure to be reported to the Senate, amended, favorably.

The Senate Committee on Rules and Administration reported S. 959 to the Senate on December 4, 2020, with no written report.

115TH CONGRESS

In the 115th Congress, H.R. 19, was introduced in the House on March 20, 2018, by Mrs. Carolyn B. Maloney and 127 original cosponsors and referred and referred to the Committee on House Administration, and in addition to the Committee on Natural Resources, and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 19 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

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## Disclosing Aid Spent to Ensure Relief Act

H.R. 1984

To amend chapter 11 of title 31, United States Code, to require the Director of the Office of Management and Budget to annually submit to Congress a report on all disaster-related assistance provided by the Federal Government.

*Summary*

H.R. 1984 provides greater transparency in disaster-related spending at Federal agencies by requiring that, on the same day that the President submits the annual budget, the Office of Management and Budget submits to Congress a report on Federal disaster-related assistance for the fiscal year preceding the calendar year in which the annual budget submission is made.

The disaster-related assistance shall encompass Federal obligations related to disaster response, recovery, and mitigation efforts, as well as administrative costs associated with these activities.

*Legislative History*

H.R. 1984 was introduced in the House on March 28, 2019, by Mr. Peters and 13 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1984 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On May 8, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 1984.

The Full Committee considered H.R. 1984 on May 8, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 1984 to the House on July 11, 2019, as H. Rpt. 116–148.

The House considered H.R. 1984 under Suspension of the Rules on July 24, 2019, and passed the measure by voice vote.

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## Promoting United Government Efforts To Save Our Sound Act

H.R. 2247

To amend the Federal Water Pollution Control Act to provide assistance for programs and activities to protect the water quality of Puget Sound, and for other purposes.

*Summary*

Puget Sound is a deep fjord estuary spanning much of the state of Washington and extending north into Canada. The Sound is the second largest estuary in the United States, and encompasses a complex landscape featuring mountains, farmlands, urban development, rivers, forests, wetlands, and approximately 2,500 miles of shoreline. The Puget Sound watershed, including its tributary waters, is one of the most ecologically diverse ecosystems in North America, with natural resources that have ecological, economic, and cultural importance both to the United States and to the 4.5 million people living within the Puget Sound watershed, including many Tribal nations. The health and productivity of Sound is the cornerstone of the region's quality of life and vibrant economy, including a nationally-significant salmon fishery, as well as commercial aquaculture operations, agriculture, and commercial navigation, just to name a few.

Human development and other actions have degraded the water quality and habitat of the Sound, including that of critical species like salmon and orca whales. Threats to the Puget Sound, such as water pollution, sediment contamination, environmental degradation, and habitat loss, jeopardize the economic productivity and natural resources of the region. In 1988, the Puget Sound was designated an Estuary of National Significance, and later joined EPA's National Estuaries Program (under section 320 of the Clean Water

Act) to develop and implement plans for restoration and protection of the Sound.

Federal restoration efforts in the Puget Sound come from a variety of Federal agencies and sources, the primary sources of which are the Puget Sound Geographic program—a specific line item in EPA's environment and program management account—and an allocation from EPA's National Estuary Program. The Committee has received several estimates on the amount of Federal funding allocated to Puget Sound restoration efforts; however, the Committee cannot document exactly how much Federal funding has gone to restoration efforts in recent years, and from what Federal agencies.

A July 2018 report by the U.S. Government Accountability Office (GAO), *Puget Sound Restoration: Additional Actions Could Improve Assessment of Progress* [GAO–18–453], requested by the Committee on Transportation and Infrastructure, on Federal and state efforts supporting the Puget Sound found that involved entities engaged in a range of activities including habitat protection, water quality improvement, and monitoring. The report also looked at the efficacy of this coordination, finding that the threats the Sound faces still outpace the efforts to combat them. According to GAO, further investment and a program with clear leadership and coordination of objectives will be crucial to achieving the long-term restoration and protection goals of this diverse and dynamic ecosystem.

The purpose of H.R. 2247, as amended, is to establish a new regional program office within the U.S. Environmental Protection Agency (EPA) to support restoration efforts and activities in the Puget Sound, to coordinate Federal restoration efforts and activities within the Sound, and to authorize Federal appropriations for such restoration efforts and activities.

*Legislative History*

H.R. 2247 was introduced in the House on April 10, 2019, by Mr. Heck and Mr. Kilmer and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2247 was referred to the Subcommittee on Water Resources and Environment.

The Chair discharged the Subcommittee on Water Resources and Environment from further consideration of H.R. 2247 on September 19, 2019.

The Committee considered H.R. 2247 on September 19, 2019, and ordered the measure to be reported to the House with a favorable recommendation as amended, by voice vote.

The Committee reported H.R. 2247 to the House on November 14, 2019, as H. Rpt. 116–290.

The House considered H.R. 2247 on February 5, 2020, under Suspension of the Rules and passed the measure by voice vote.

H.R. 2247 was received in the Senate; read twice; and referred to the Senate Committee on Environment and Public Works.

114TH CONGRESS

In the 114th Congress, H.R. 3630 was introduced in the House September 28, 2015, by Mr. Heck of Washington and eight original cosponsors and referred to the Committee on Transportation and

Infrastructure. Within the Committee, H.R. 3630 was referred to the Subcommittee on Water Resources and Environment.

## National Museum of the American Latino Act

H.R. 2420 (S. 1267)

To establish within the Smithsonian Institution the National Museum of the American Latino, and for other purposes.

*Summary*

H.R. 2420 would establish in the Smithsonian Institution an American Latino museum.

*Legislative History*

H.R. 2420 was introduced in the House on April 30, 2019, by Mr. Serrano and 18 original cosponsors and referred to the Committee on House Administration, the Committee on Natural Resources and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2420 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On June 23, 2020, the Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on House Administration agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would waive further consideration of H.R. 2420. On June 24, 2020, the Chair of the Committee on House Administration responded, acknowledging the jurisdictional interests of the Committee on Transportation and Infrastructure ad the agreement to waive further consideration.

The House considered H.R. 2420 under Suspension of the Rules on July 24, 2020, and passed the measure, amended, by voice vote.

H.R. 2420 was received in the Senate on July 29, 2020, and referred to the Senate Committee on Rules and Administration.

The Senate Committee on Rules and Administration considered H.R. 2420 on December 3, 2020, and ordered the measure to be reported to the Senate, without amendment, favorably.

The Senate Committee on Rules and Administration reported H.R. 2420 to the Senate on December 4, 2020, with no written report.

H.R. 2420 was included in Division T of H.R. 133. See further action listed above.

S. 1267

S. 1267, the Senate companion measure, was introduced in the Senate on May 1, 2019, by Mr. Menendez and 9 original cosponsors and referred to the Senate Committee on Rules and Administration.

112TH–115TH CONGRESS'

Similar legislation was introduced in the 112th–115th Congresses, none of the measures were considered by either House: 115th Congress: H.R. 2911 and S. 1364; 114th Congress: H.R. 6001

and S. 3314; 113th Congress: H.R. 1217 and S. 568; 112th Congress: H.R. 3459 and S. 1868.

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## Full Utilization of the Harbor Maintenance Trust Fund Act

H.R. 2440

To provide for the use of funds in the Harbor Maintenance Trust Fund for the purposes for which the funds were collected and to ensure that funds credited to the Harbor Maintenance Trust Fund are used to support navigation, and for other purposes.

*Summary*

H.R. 2440 creates a discretionary cap adjustment for the full-utilization of the Harbor Maintenance Trust Fund (HMTF). This change would enable the investment of approximately $34 billion over the next decade from the HMTF for the intended purpose of maintaining Federally-authorized harbors, allowing the U.S. Army Corps of Engineers (Corps) to dredge all Federal harbors to their constructed widths and depths.

According to the Corps, navigation channels at our Nation's busiest 59 ports are available less than 35 percent of the time—and the conditions of our midsize and emerging harbors are far worse. In 1986, Congress enacted the Harbor Maintenance Tax (HMT) [*Water Resources Development Act of 1986* (Pub. L. 99–662)] to recover the operation and maintenance dredging costs for Federally-authorized ports from maritime shippers. The HMT is directly levied on importers and domestic shippers using coastal or inland ports as a 0.125 percent ad valorem tax on the value of imported cargo (e.g., $1.25 per $1,000 value) and is typically passed along to U.S. taxpayers on the purchase of imported goods or services. These revenues are deposited into the Harbor Maintenance Trust Fund (Trust Fund) within the U.S. Treasury from which Congress currently appropriates funds to the Corps for harbor maintenance dredging.

The Trust Fund collects more revenue from shippers than Congress has appropriated to the Corps to maintain our harbors. According to the Congressional Budget Office (CBO), the Harbor Maintenance Trust Fund will collect an additional $24.5 billion in new revenue (including interest) over the next decade—in addition to the estimated $9.3 billion in previously collected but unspent revenue. According to CBO, Federal appropriations from the Trust Fund are only estimated to total $19.4 billion over the same decade, resulting in the Trust Fund balance reaching $14.4 billion in fiscal year 2029.

H.R. 2440 would provide the authority to expend the expected $24.5 billion in new revenue (including interest) collected in the Trust Fund over the next decade; and the authority to appropriate additional funds for harbor maintenance needs from the existing $9.3 billion balance in the Trust Fund through a discretionary cap adjustment. This would provide approximately $34 billion in infrastructure investment for our Nation's coastal and inland harbors over the next decade.

*Legislative History*

H.R. 2440 was introduced in the House on May 1, 2019, by Mr. DeFazio, Mr. Graves of Missouri, Mrs. Napolitano, Mr. Westerman, and Mr. Kelly of Pennsylvania; and referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on the Budget. Within the Committee, H.R. 2440 was referred to the Subcommittee on Water Resources and Environment.

On May 8, 2019, the Subcommittee on Water Resources and Environment was discharged from further consideration of H.R. 2440.

The Full Committee considered H.R. 2440 on May 8, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Chair of the Committee on Budget sent a letter to the Chair of the Committee on Transportation and Infrastructure on June 26, 2019 agreeing that, in order to expedite consideration on the House Floor, the Committee on the Budget would waive further consideration of H.R. 2440.

The Committee reported H.R. 2440 to the House on July 2, 2019, as H. Rpt. 116–136, Pt. I. The Committee on the Budget was discharged from further consideration of H.R. 2440.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on the Budget on July 12, 2019, acknowledging the jurisdictional interests of the Committee on the Budget and an agreement for the Committee on the Budget to waive further consideration of H.R. 2440.

H.R. 2440 under Suspension of the Rules on October 28, 2019, and passed the measure, amended, by a ⅔ record vote of 296 yeas and 109 nays (Roll Call Vote No. 585).

H.R. 2440 was received in the Senate on October 29, 2019, and referred to the Senate Committee on the Budget.

During consideration of H.R. 748 in the Senate, provisions relating to H.R. 2440 were included in Section 14003 of Division B of H.R. 748.

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## Hazard Eligibility and Local Projects Act

H.R. 2548 (S. 3285)

To modify eligibility requirements for certain hazard mitigation assistance programs, and for other purposes.

*Summary*

This bill would modify eligibility for the Federal Emergency Management Agency's (FEMA) Hazard Mitigation Assistance (HMA) grant programs to allow state, local, tribal, and territorial governments to begin certain land acquisition and simple construction which do not require a comprehensive review.

*Legislative History*

H.R. 2458 was introduced in the House on May 7, 2019, by Mrs. Fletcher, Mr. Olson, Mr. Butterfield, and Mr. Meadows, and referred to the Committee on Transportation and Infrastructure and in addition to the Committee on Financial Services. Within the Committee, H.R. 2548 was referred to the Subcommittee on Eco-

nomic Development, Public Buildings, and Emergency Management.

The Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 2548 on June 26, 2019.

The Committee considered H.R. 2548 on June 26, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Chair of the Committee on Financial Services sent a letter to the Chair of the Committee on Transportation and Infrastructure on December 11, 2019, agreeing that, in order to expedite consideration on the House Floor, the Committee on Financial Services would waive further consideration of the measure. On that same date, the Chair of the Committee on Transportation and Infrastructure responded acknowledging the jurisdictional interests of the Committee on Financial Services and the agreement to waive further consideration.

The Committee reported H.R. 2548 to the House on December 12, 2019, as H. Rpt. 116–339, Pt. 1.

The Committee on Financial Services was discharged from further consideration of H.R. 2548.

The House considered H.R. 2548 under Suspension of the Rules on December 16, 2019. The House passed amended H.R. 2548 on December 17, 2019, by a ⅔ record vote of 409 yeas and 7 nays (RCV No. 688).

H.R. 2548 was received in the Senate on December 18, 2019, read twice, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

S. 3285

S. 3285 was introduced in the Senate on February 12, 2020, by Mr. Tillis and 6 original cosponsors and referred to the Senate Committee on Homeland Security and Governmental Affairs.

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## Banning Smoking on Amtrak Act of 2019

H.R. 2726 (S. 2768)

To amend title 49, United States Code, to prohibit smoking on Amtrak trains.

*Summary*

H.R. 2726 would add a new section to Title 49, Chapter 243—Amtrak, that would prohibit smoking on Amtrak trains and prohibit the use of electronic cigarettes. Amtrak implemented a policy banning smoking on its trains in 1994 and has recently expanded that to include electronic cigarettes.

This bill codifies Amtrak's internal policy and follows a similar ban put in place on airplanes.

*Legislative History*

H.R. 2726 was introduced in the House on May 14, 2019, by Ms. Norton, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2726 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

The Subcommittee on Railroads, Pipelines, and Hazardous Materials was discharged from further consideration of H.R. 2726 on June 26, 2019.

The Committee considered H.R. 2726 on June 26, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 2726 to the House on September 9, 2019, as H. Rpt. 116–199.

The House considered H.R. 2726 under Suspension of the Rules on December 16, 2019. The House passed H.R. 2726 on December 17, 2019, by voice vote.

H.R. 2726 was received in the Senate on December 18, 2019, read twice, and referred to the Senate Committee on Commerce, Science, and Transportation.

S. 2768

S. 2768 was introduced in the Senate on October 31, 2019, by Mr. Carper and referred to the Senate Committee on Commerce, Science, and Transportation.

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## Housing Survivors of Major Disasters Act of 2019

H.R. 2914 (S. 1605)

To make available necessary disaster assistance for families affected by major disasters, and for other purposes.

*Summary*

Following a disaster, families and individuals may find their possessions, including needed documentation, destroyed or missing. In some cases, associated records maintained by State or local governments may also be unavailable. As a result, FEMA assistance may be denied and not available. For example, in Puerto Rico, this resulted in families waiting months to receive housing assistance simply due to bureaucratic hurdles and rigid documentation requirements that proved unrealistic in the wake of the major disaster. H.R. 2914 addresses this issue by ensuring FEMA develops alternative methods to assess eligibility.

H.R. 2914, as amended, would begin to address these issues by allowing for survivors to re-apply for assistance and clarifies to FEMA the types of documentation that should be considered for eligibility. Additionally, it authorizes assistance to help disaster survivors in gathering requisite documents.

*Legislative History*

H.R. 2914

H.R. 2914 was introduced in the House on May 22, 2019, by Mr. Espaillat and Miss González-Colón of Puerto Rico and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2914 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On February 26, 2020, the Chair discharged the Subcommittee on Economic Development, Public Buildings, and Emergency Management from further consideration of H.R. 2914.

The Committee considered H.R. 2914 on February 26, 2020, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Committee reported H.R. 2914 to the House on November 16, 2020, as H. Rpt. 116–574.

The House considered H.R. 2914 under Suspension of the Rules on November 17, 2020, and passed the measure, amended, by voice vote.

H.R. 2914 was received in the Senate on November 18, 2020, read twice, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

S. 1605

S. 1605, the Senate companion measure, was introduced in the Senate on May 22, 2019, by Ms. Warren and 12 original cosponsors and referred to the Senate Committee on Homeland Security and Governmental Affairs.

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## Coast Guard Authorization of 2019

H.R. 3409 (S. 2297; H.R. 367, H.R. 632, H.R. 633, H.R. 1322, H.R. 1821, H.R. 2276, H.R. 2893, H.R. 2926, H.R. 3066, H.R. 3140, H.R. 3210, H.R. 3484, H.R. 3488, S. 1287, S. 1930, AND S. 2153)

To authorize appropriations for the Coast Guard, and for other purposes.

*Summary*

This bill reauthorizes the U.S. Coast Guard and the Federal Maritime Commission for FY2020–FY2021, and authorizes a specified level of end-of-year strength for active duty personnel and military training student loads to the Coast Guard for such fiscal years.

Among other things, the bill addresses (1) retirement grades for Coast Guard personnel, (2) promotion authority for Coast Guard personnel, (3) the use of unmanned maritime and aircraft systems in the Coast Guard, and (4) diversity at the Coast Guard Academy.

The bill revises or sets forth policies relating to the Coast Guard, including: passenger vessel security and safety requirements; vessel operation requirements; coastwise endorsement determinations; Coast Guard advisory committees; safety zones to address special activities such as offshore energy development in the exclusive economic zone; the use of engine cut-off switches on recreational vessels; polar security cutter acquisitions; and vessel certification extensions.

*Legislative History*

H.R. 3409 was introduced in the House on June 19, 2019, by Mr. DeFazio, Mr. Graves of Missouri, Mr. Sean Patrick Maloney of New York, and Mr. Gibbs and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3409 was

referred to the Subcommittee on Coast Guard and Maritime Transportation.

The Subcommittee on Coast Guard and Maritime Transportation was discharged from further consideration of H.R. 3409 on June 26, 2019.

The Committee considered H.R. 3409 on June 26, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote. During consideration, the Committee adopted amendments which included the text of the following measures: H.R. 367, the *Pay Our Coast Guard Parity Act of 2019*; H.R. 3488, the *Coast Guard Academy Improvement Act*, (Title VIII); S. 1287, the *Strengthening Buy America for Small Shipyard Grants Act* (Sec. 319).

The Chair of the Committee on Homeland Security sent a letter to the Chair of the Committee on Transportation and Infrastructure on July 16, 2019, agreeing that, in order to expedite consideration of H.R. 3409 on the House Floor, the Committee on Homeland Security would not seek a sequential referral of H.R. 3409. On the following day, the Chair of the Committee on Transportation and Infrastructure responded, acknowledging the jurisdictional interests of the Committee on Homeland Security and the agreement to not seek a sequential referral.

The Committee reported H.R. 3409 to the House on July 23, 2019, as H. Rpt. 116–172.

The House considered H.R. 3409 under Suspension of the Rules on July 24, 2019, and passed the measure, amended, by voice vote. The text of H.R. 367 was struck from the measure prior to consideration.

H.R. 3409 was received in the Senate on July 25, 2019, read twice, and referred to the Committee on Commerce, Science, and Transportation.

H.R. 3409 was included in included in Division D of H.R. 6395, the *William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021*, as passed by the House. See further action on H.R. 6395 listed above.

S. 2297

S. 2297, the Senate companion measure, was introduced in the Senate on July 25, 2019, by Mr. Sullivan, Mr. Wicker, Ms. Cantwell, and Mr. Markey and referred to the Senate Committee on Commerce, Science, and Transportation.

The Senate Committee on Commerce, Science, and Transportation considered S. 2297 on July 31, 2019, and ordered the measure to be reported to the Senate, as amended.

H.R. 367

H.R. 367, the *Pay Our Coast Guard Parity Act of 2019*, was introduced in the House on January 9, 2019, by Mr. DeFazio, Mr. Mast, Mr. Thompson of Mississippi, and Mr. Garamendi; and referred to the Committee on Appropriations, and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 367 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The Subcommittee on Coast Guard and Maritime Transportation was discharged from further consideration of H.R. 367 on March 27, 2019.

The Committee on Transportation and Infrastructure considered H.R. 367 on March 27, 2019, and ordered the measure to be reported to the House, as amended, by voice vote.

The Committee reported H.R. 367 to the House on June 11, 2019, as H. Rpt. 116–110, Pt. I.

Provisions of H.R. 367 were offered as an amendment during Committee consideration of H.R. 3409 and adopted. The provisions were removed from the measure prior to consideration by the House.

See also discussion of H.R. 367 below.

H.R. 632

H.R. 632, to direct the Secretary of the department in which the Coast Guard is operating to issue a certificate of documentation with a coastwise endorsement for the vessel Safari Voyager; was introduced in the House on January 16, 2019, by Mr. Young and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 632 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The text of H.R. 632 was included in Section 410 of H.R. 3409 as introduced.

H.R. 633

H.R. 633, to direct the Secretary of the department in which the Coast Guard is operating to issue a certificate of documentation with a coastwise endorsement for the vessel Pacific Provider; was introduced in the House on January 16, 2019, by Mr. Young and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 633 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The text of H.R. 633 was included in Section 410 of H.R. 3409 as introduced.

H.R. 1322 (S. 2153)

H.R. 1322, to require a report on the effects of climate change on the Coast Guard, and for other purposes; was introduced in the House on February 22, 2019, by Mr. Sean Patrick Maloney of New York and Mr. Brown of Maryland, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1322 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The Subcommittee on Coast Guard and Maritime Transportation was discharged from further consideration of H.R. 1322 on March 27, 2019.

The Full Committee considered H.R. 1322 on March 27, 2019, and ordered the measure to be reported to the House favorably by voice vote.

The Committee reported H.R. 1322 to the House on May 24, 2019, as H. Rpt. 116–85.

S. 2153, the Senate companion measure, was introduced in the Senate on July 17, 2019, read twice, and referred to the Senate Committee on Commerce, Science, and Transportation.

Provisions of H.R. 1322 were included in section 407 of H.R. 3409 as introduced.

See also discussion of H.R. 1322 below.

H.R. 1821

H.R. 1821, to make technical corrections to provisions of law enacted by the *Frank LoBiondo Coast Guard Authorization Act of 2018* (Pub. L. 105–282), and for other purposes; was introduced in the House on March 18, 2019, by Mr. Gibbs and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1821 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The text of H.R. 1821 was included in section 606 of H.R. 3409 as introduced.

H.R. 2276 (S. 1930)

H.R. 2276, the *Fair and Equal Treatment of Women in the Coast Guard Act*, was introduced in the House on April 10, 2019, by Mr. Pappas and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2276 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The text of H.R. 2276 was included in section 209 of H.R. 3409 as introduced.

S. 1930, the Senate companion measure, was introduced in the Senate on June 20, 2019, and referred to the Senate Committee on Commerce, Science, and Transportation.

H.R. 2893

H.R. 2893, the *Boater Protection from Laser Pointers Act*, was introduced in the House on May 22, 2019, by Mr. Rouda and Mr. Gibbs and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2893 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The text of H.R. 2893 was included in section 310 of H.R. 3409 as introduced.

H.R. 2926

H.R. 2926, the *Navigation Safety Act of 2019*, was introduced in the House on May 22, 2019, by Mr. Sean Patrick Maloney of New York, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2926 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The text of H.R. 2926 was included in section 301 of H.R. 3409 as introduced.

H.R. 3066

H.R. 3066, the *Supporting Our Coast Guard Members Act of 2019*, was introduced in the House on June 3, 2019 by Mrs. Fletcher and referred to the Committee on Transportation and Infrastruc-

ture. Within the Committee, H.R. 3066 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The text of H.R. 3066 was included in section 204 of H.R. 3409 as introduced.

H.R. 3140

H.R. 3140, the *Commercial Fishing Industry Vessel Clarification Act*, was introduced in the House on June 5, 2019, by Mr. Pappas and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3140 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The text of H.R. 3066 was included in section 501 of H.R. 3409 as introduced.

H.R. 3210

H.R. 3066, the *Coast Guard Shore Infrastructure Improvement Act*, was introduced in the House on June 11, 2019, by Ms. Mucarsel-Powell and Mr. Graves of Louisiana and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3210 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The text of H.R. 3210 was included in section 408 of H.R. 3409 as introduced.

H.R. 3488

H.R. 3488, the *Coast Guard Academy Improvement Act*, was introduced in the House on June 25, 2019, by Mr. Thompson of Mississippi, Mr. Cummings, Mr. Correa, and Mr. Richmond and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3488 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The text of H.R. 3488 was included in Title VIII of H.R. 3409 as introduced.

S. 1287

The text of S. 1287, the *Strengthening Buy America for Small Shipyard Grants Act*, was included in section 316 of H.R. 3409 as introduced.

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## Reauthorization of the Lake Pontchartrain Basin Restoration Program

H.R. 4275

To amend the Federal Water Pollution Control Act to reauthorize the Lake Pontchartrain Basin Restoration Program, and for other purposes.

*Summary*

The Lake Pontchartrain Basin watershed encompasses sixteen Louisiana parishes (counties) and four Mississippi counties, covering a 10,000 square mile area. The Basin also includes Lake Borgne, Lake Maurepas, and receives flows from five rivers and two bayous. Approximately 2.1 million people live in the area of

Lake Pontchartrain, the 630 square mile lake at the center of the basin, making it the most densely populated area in Louisiana.

The Basin is part of an essential wetland ecosystem, providing habitat, spawning grounds, and food sources to support numerous species of fish, birds, mammals, and plants. Its fisheries provide recreation as well as livelihoods, contributing over $35 million to the local economy by providing much of the seafood harvested in the Gulf Coast.

Lake Pontchartrain and its surrounding area face several challenges, most stemming from poor planning and overdevelopment. Logging in the upland areas has caused degradation, reduced plant growth, and increased saltwater intrusions, which subsequently have prevented new growth and contributed to a dead zone in the southeastern end of the lake. The Basin also faces impacts from urban and agricultural runoff, sewage overflow, and nonpoint source pollution. The loss of wetlands to serve as natural filters for pollutants exacerbates these effects.

The Basin Restoration Program helps to address these environmental challenges, and the region is already seeing some significant comebacks. Much of this success is due to a collaborative effort between Federal, state, and local entities who share an interest in a clean, healthy Lake and Basin. Continued funding of these efforts is essential to protecting and restoring the health of this ecosystem.

The Lake Pontchartrain Basin Restoration Program was initially authorized at $20 million for each of FY2001–FY 2005. Since fiscal year 2015, this program has received $900,000 in appropriations annually.

*Legislative History*

H.R. 4275 was introduced in the House on September 11, 2019, by Mr. Graves of Louisiana and Mr. Richmond and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4275 was referred to the Subcommittee on Water Resources and Environment.

The Chair discharged the Subcommittee on Water Resources and Environment from further consideration of H.R. 4275 on September 19, 2019.

The Committee considered H.R. 4275 on September 19, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Committee reported H.R. 4275 to the House on November 14, 2019, as H. Rpt. 116–291.

The House considered H.R. 4275 under Suspension of the Rules on February 5, 2020, and passed the measure, as amended, by voice vote.

H.R. 4275 was received in the Senate; read twice; and referred to the Senate Committee on Environment and Public Works.

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## Preliminary Damage Assessment Improvement Act of 2019

H.R. 4358

To direct the Administrator of the Federal Emergency Management Agency to submit to Congress a report on preliminary damage assessment and to establish dam-

age assessment teams in the Federal Emergency Management Agency, and for other purposes.

*Summary*

State, tribal, territorial, and local, representatives are responsible for conducting a preliminary damage assessment (PDA) with the assistance of FEMA officials to validate damages ahead of a governor's or chief executive's submittal of a request for FEMA assistance to the President. FEMA uses PDA findings in the wake of a hazard event to determine the extent of damage and the resulting unmet needs of individuals and households, businesses, and the public sector in an affected community or area. PDA findings play a critical role in that they form the basis for the determinations as to whether damages are of a significant magnitude to warrant a disaster declaration pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act.

Despite the significance of PDAs, the Committee has received reports of discrepancies across the ten FEMA regions regarding the inconsistency of information, data, and FEMA staffing involved in the PDA process. H.R. 4358 will direct FEMA to produce a report examining the PDA process and establish a consistent training program for FEMA personnel to effectively and uniformly support these assessments.

*Legislative History*

H.R. 4358 was introduced in the House on September 17, 2019, by Mr. Katko and Mr. Cunningham and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4358 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On September 30, 2020, the Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 4358.

The Committee considered H.R. 4358 on September 30, 2020, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Committee reported H.R. 4358 to the House on November 16, 2020, as H. Rpt. 116–575.

The House considered H.R. 4358 under Suspension of the Rules on November 17, 2020, and passed the measure, amended, by voice vote.

H.R. 4358 was received in the Senate on November 18, 2020, read twice, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

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## To rename the Saint Lawrence Seaway Development Corporation the Great Lakes St. Lawrence Seaway Development Corporation

H.R. 4470 (S. 4870)

To rename the Saint Lawrence Seaway Development Corporation the Great Lakes St. Lawrence Seaway Development Corporation.

*Summary*

H.R. 4470 seeks to rename the Saint Lawrence Seaway Development Corporation to the "Great Lakes St. Lawrence Seaway Development Corporation." This change is intended to more accurately portray the geographical scope of the agency and the important role the agency plays in the global commerce trade as a direct connection from the Great Lakes to the Atlantic Ocean.

According to the Congressional Research Service, the entire Great Lakes and St. Lawrence Seaway system runs for 2,300 nautical miles from the Gulf of St. Lawrence to Duluth, Minnesota. (CRS, *The Great Lakes-St. Lawrence Seaway Navigation System: Options for Growth*, (R44664)). This waterway system allows the waterborne transport of commercial goods, commodities, and raw materials between the Atlantic Ocean and commercial ports within the Great Lakes system. It takes a ship six to seven days to sail from Montreal, Canada, to Duluth, Minnesota, or to Chicago, Illinois. There are two distinct categories of vessel traffic on the system: intra-lakes trade, and transits between the Great Lakes and the St. Lawrence Seaway.

The Saint Lawrence Seaway portion of the system (Seaway) is a 328 nautical-mile deep-draft waterway between the Port of Montreal, Canada, and Lake Erie. It connects the Great Lakes with the Atlantic Ocean via the lower St. Lawrence River. The Seaway includes a network of 15 locks and connecting channels located in Canada and the United States. Thirteen of the locks belong to Canada and the remaining two locks, located in Massena, New York, belong to the United States.

*Legislative History*

H.R. 4470 was introduced in the House on September 24, 2019, by Ms. Kaptur and 10 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4470 was referred to the Subcommittee on Water Resources and Environment.

On February 26, 2020, the Chair discharged the Subcommittee on Water Resources and Environment from further consideration of H.R. 4470.

The Committee considered H.R. 4470 on February 26, 2020, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 4470 to the House on September 4, 2020, as H. Rpt. 116–487.

The House considered H.R. 4470 under Suspension of the Rules on October 1, 2020, and passed the measure, as amended, by voice vote.

H.R. 4470 was received in the Senate on October 19, 2020, read twice, and referred to the Senate Committee on Environment and Public Works.

S. 4870

S. 4870, the Senate companion measure, was introduced in the Senate on October 26, 2020, by Mr. Brown, Mr. Portman, and Ms.

Stabenow and referred to the Senate Committee on Environment and Public Works.

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## Ocean Pollution Reduction Act II

H.R. 4611

To modify permitting requirements with respect to the discharge of any pollutant from the Point Loma Wastewater Treatment Plant in certain circumstances, and for other purposes.

*Summary*

H.R. 4611 seeks to clarify that the City of San Diego, California, can utilize the standard Clean Water Act National Pollutant Discharge Elimination System (NPDES) permit renewal process and does not need a variance application to continue operating the E.W. Blom Point Loma Metropolitan Wastewater Treatment Plant and the Point Loma Ocean Outfall, subject to the implementation of the permitting requirements specified in the bill.

*Legislative History*

H.R. 4611 was introduced in the House on October 4, 2019, by Mr. Peters and referred to the Committee on Transportation and Infrastructure, and the Committee on Natural Resources. Within the Committee, H.R. 4611 was referred to the Subcommittee on Water Resources and Environment.

On September 30, 2020, the Subcommittee on Water Resources and Environment was discharged from further consideration of H.R. 4611.

The Committee considered H.R. 4611 on September 30, 2020, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Chair of the Committee on Natural Resources sent a letter to the Chair of the Committee on Transportation and Infrastructure on November 12, 2020, agreeing that, in order to expedite consideration on the Floor, the Committee on Natural Resources would waive further consideration of H.R. 4611. On that same date the Chair of the Committee on Transportation and Infrastructure responded, acknowledging the jurisdictional interests of the Committee on Natural Resources and the agreement to waive further consideration of H.R. 4611.

The Committee reported H.R. 4611 to the House on November 16, 2020, as H. Rpt. 116–576, Pt. I. Subsequently, the Committee on Natural Resources was discharged from further consideration of H.R. 4611.

The House considered H.R. 4611 under Suspension of the Rules on November 17, 2020, and passed the measure, amended, by a ⅔ record vote of 395 yeas and 4 nays (Roll Call Vote No. 221).

H.R. 4611 was received in the Senate on November 18, 2020, read twice, and referred to the Senate Committee on Environment and Public Works.

## Sami's Law

H.R. 4686 (H.R. 3262, S. 1871)

To require ride-hailing companies to implement an enhanced digital system to verify passengers with their authorized ridehailing vehicles and drivers.

*Summary*

H.R. 4686 directs the Department of Transportation to withhold Federal-aid highway funds if the State does not enact and enforce certain transportation network company (TNC) vehicle identification laws. States must require TNC drivers to display a front and rear license plate, a scannable code on windows so riders can verify they have the correct authorized vehicle, and display signs visible from fifty feet in both day and night.

*Legislative History*

H.R. 4686 was introduced in the House on October 15, 2019, by Mr. Smith of New Jersey and Mr. Suozzi, and referred to the Committee on Transportation and Infrastructure, and the Committee on Energy and Commerce. Within the Committee, H.R. 4686 was referred to the Subcommittee on Highways and Transit.

The Chair of the Committee on Energy and Commerce sent a letter to the Chair of the Committee on Transportation on July 27, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Energy and Commerce would waive further consideration of H.R. 4686. On that same date, the Chair of the Committee on Transportation responded acknowledging the jurisdictional interests of the Committee on Energy and Commerce and the agreement to waive further consideration of H.R. 4686.

The House considered H.R. 4686 under Suspension of the Rules on July 29, 2020, and passed the measure, amended, by voice vote. During consideration, the title of the measure was amended.

H.R. 3262

H.R. 3262 was introduced in the House on June 13, 2019, by Mr. Smith of New Jersey and Mr. Suozzi, and referred to the Committee on Transportation and Infrastructure, and the Committee on Energy and Commerce. Within the Committee, H.R. 3262 was referred to the Subcommittee on Highways and Transit.

S. 1871

S. 1871, the Senate companion measure, was introduced in the Senate on June 13, 2019, by Mr. Cardin, Mr. Blumenthal, and Mr. Menendez and referred to the Senate Committee on Environment and Public Works.

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## Funding Instruction for Safety, Health, and Security Avoids Fishing Emergencies Act

H.R. 4719 (S. 1410)

To amend the Federal share of the fishing safety standards grants.

*Summary*

H.R. 4719 amends the Federal share of the fishing safety standards grants to support fishing safety training and research programs. The legislation would restore the Federal share of fishing training and research grants back to 75 percent and would also reauthorize the safety training and research programs for $6,000,000 per year from 2019 through 2021. Finally, the bill, as amended, makes several non-controversial changes to certain provisions regarding authorities related to the former United States Lighthouse Service that the Coast Guard has found are no longer necessary, and transfers to title 14 the Lighthouse Service-related provisions the Service wants to retain.

*Legislative History*

H.R. 4719

H.R. 4719 was introduced in the House on October 17, 2019, by Mr. Golden and Mr. Young and referred to the Committee on Transporation and Infrastructure. Within the Committee, H.R. 4719 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The Chair discharged the Subcommittee on Coast Guard and Maritime Transportation from further consideration of H.R. 4719 on October 29, 2019.

The Committee considered H.R. 4719 on October 29, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Committee reported H.R. 4719 to the House on December 12, 2019, as H. Rpt. 116–340.

The House considered H.R. 4719 under Suspension of the Rules on December 16, 2019. The House passed H.R. 4719 on December 17, 2019, by voice vote.

H.R. 4719 was received in the Senate on December 18, 2019, read twice, and referred to the Senate Committee on Commerce, Science, and Transportation.

S. 1410

S. 1410, the Senate companion measure, was introduced in the Senate on May 9, 2019, by Mr. Markey and eight original cosponsors and referred to the Senate Committee on Commerce, Science, and Transportation.

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## Stop Sexual Assault and Harassment in Transportation Act

H.R. 5139 (H.R. 5096)

To protect transportation personnel and passengers from sexual assault and harassment, and for other purposes.

*Summary*

H.R. 5139 protects personnel and passengers during passenger transportation by air, motor carrier, commuter and intercity rail, transit, vessel, and rideshare from sexual assault and harassment

and to improve the response to and facilitate the reporting of such incidents.

The United States prides itself on being an innovator and leader in transportation. However, recent media reports have brought to light the often-untold stories of transportation personnel and travelers exposed to sexual assault and harassment in passenger transportation. The stories include company employees and passengers, especially women and children, being sexually harassed or assaulted on airplanes, crowded trains, and cruise ships. The reality is that passengers and personnel experiencing such situations are in confined spaces, often with limited options to respond to or escape the unwelcome behavior.

While it is estimated that 90 percent of U.S. companies currently have a sexual harassment policy in place, one in five companies does not offer training to prevent such incidents. This can leave passengers vulnerable and personnel unequipped to adequately address incidents when they occur. Furthermore, there is no Federal clearinghouse for data on transportation-related sexual assault or harassment incidents.

For these reasons, a Federal response is necessary. It is critical that the United States maintain a safe transportation system for the traveling public, and that transportation providers enact strict policies to prevent sexual assault and harassment in transportation and adopt clear procedures to respond to such incidents.

*Legislative History*

H.R. 5139 was introduced in the House on November 18, 2019, by Mr. DeFazio and 18 original cosponsors and referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on the Judiciary. Within the Committee, H.R. 5139 was referred to the Subcommittee on Aviation; the Subcommittee on Highways and Transit; the Subcommittee on Coast Guard and Maritime Transportation; and the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

The Chair discharged the Subcommittee on Aviation; the Subcommittee on Highways and Transit; the Subcommittee on Coast Guard and Maritime Transportation; and the Subcommittee on Railroads, Pipelines, and Hazardous Materials from further consideration of H.R. 5139 on November 20, 2019.

The Committee considered H.R. 5139 on November 20, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Chair of the Committee on the Judiciary sent a letter to the Chair of the Committee on Transportation and Infrastructure on February 7, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on the Judiciary would waive further consideration of H.R. 5139. On that same date, the Chair of the Committee on Transportation and Infrastructure responded, acknowledging the jurisdictional interests of the Committee on the Judiciary and the agreement to waive further consideration.

The Committee reported H.R. 5139 to the House on July 29, 2020, as H. Rpt. 116–463, Pt. I.

The House considered H.R. 5139 under Suspension of the Rules on October 1, 2020, and passed the measure, as amended, by voice vote.

H.R. 5096

H.R. 5096, the *Cruise Passenger Protection Act*, was introduced in the House on November 14, 2019, by Ms. Matsui and Mr. Fortenberry and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5096 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

Provisions of H.R. 5096 relating to cruise vessel surveillance were included in H.R. 5139.

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## Expedited Delivery of Airport Infrastructure Act of 2020

H.R. 5912 (S. 2958)

To amend title 49, United States Code, to permit the use of incentive payments to expedite certain federally financed airport development projects.

*Summary*

H.R. 5912 permits airports to use Airport Improvement Program (AIP) funds to make incentive payments to contractors for early completion of airport development and planning projects. It seeks to incentivize early completion of Federally funded airport improvement projects. The AIP—a grant program administered by the Federal Aviation Administration (FAA)—is a key source of funding for the planning and development of public-use airports in the United States. AIP funds are often used for airside infrastructure projects, such as runway, taxiway, or apron construction or reconstruction. While necessary and beneficial, these projects can sometimes have a significant effect on an airport's operations and its users. H.R. 5912 could help alleviate these effects by permitting airports to use AIP funds to make incentive payments to contractors for early completion of certain airport development and planning projects.

*Legislative History*

H.R. 5912 was introduced in the House on February 18, 2020, by Mr. Graves of Missouri and Mr. Graves of Louisiana and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5912 was referred to the Subcommittee on Aviation.

On February 26, 2020, the Chair discharged the Subcommittee on Aviation from further consideration of H.R. 5912.

The Committee considered H.R. 5912 on February 26, 2020, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 5912 to the House on July 29, 2020, as H. Rpt. 116–464.

The House considered H.R. 5912 under Suspension of the Rules on October 1, 2020, and passed the measure, as amended, by voice vote.

S. 3958

S. 3958 was introduced in the Senate on June 15, 2020, by Mr. Young, Ms. Sinema, and Mr. Cruz, and referred to the Senate Committee on Commerce, Science, and Transportation.

The Senate Committee on Commerce, Science, and Transportation considered S. 3958 on July 22, 2020, and ordered the measure to be reported, favorably with an amendment.

The Senate Committee on Commerce, Science, and Transportation considered S. 3958 on December 16, 2020, as S. Rpt. 116–331.

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## National Children's Museum Act

H.R. 5919

To amend title 40, United States Code, to require the Administrator of General Services to enter into a cooperative agreement with the National Children's Museum to provide the National Children's Museum rental space without charge in the Ronald Reagan Building and International Trade Center, and for other purposes.

*Summary*

H.R. 5919 directs the Administrator of the General Services Administration (GSA) to enter into a cooperative agreement with the National Children's Museum for the approximately 32,369 square feet of space which the Museum currently occupies in the Ronald Reagan Building and International Trade Center in Washington, D.C., rent free, for the duration of the current lease.

*Legislative History*

H.R. 5919 was introduced in the House on February 14, 2020, by Ms. Norton, Mr. Beyer, Mr. Raskin, and Mr. Rodney Davis of Illinois and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5919 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On September 30, 2020, the Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 5919.

The Committee considered H.R. 5919 on September 30, 2020, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Committee reported H.R. 5919 to the House on November 16, 2020, as H. Rpt. 116–570.

The House considered H.R. 5919 under Suspension of the Rules on November 17, 2020, and passed the measure, amended, by voice vote.

H.R. 5919 was received in the Senate on November 18, 2020, read twice, and referred to the Senate Committee on Environment and Public Works.

## Preventing Disaster Revictimization Act

H.R. 5953

To amend the Disaster Recovery Reform Act to require the Administrator of the Federal Emergency Management Agency to waive certain debts owed to the United States related to covered assistance provided to an individual or household, and for other purposes.

*Summary*

H.R. 5953 amends section 1216(a) of the Disaster Recovery Reform Act of 2018 by directing the Administrator of FEMA to waive debts owed by individuals and households to the United States when (1) disaster assistance was provided as a result of an Agency error (such debt is deemed to be a hardship); or (2) the disaster assistance provided might be subject to a claim or legal action taken by the Agency. The bill also requires FEMA to report to Congress detailing the number of errors the Agency has made in providing assistance to disaster victims and include proposed actions to reduce future errors.

*Legislative History*

H.R. 5953 was introduced in the House on February 25, 2020, by Mr. Graves of Missouri, Mr. Huffman, Mr. LaMalfa, Mr. Thompson of California, and Ms. Plaskett and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5953 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On February 26, 2020, the Chair discharged the Subcommittee on Economic Development, Public Buildings, and Emergency Management from further consideration of H.R. 5953.

The Committee considered H.R. 5953 on February 26, 2020, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Committee reported H.R. 5953 to the House on November 16, 2020, as H. Rpt. 116–577.

The House considered H.R. 5953 under Suspension of the Rules on November 17, 2020, and passed the measure, amended, by voice vote.

H.R. 5953 was received in the Senate on November 18, 2020, read twice, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

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## Reliable Emergency Alert Distribution Improvement Act of 2020

H.R. 6096

To improve oversight by the Federal Communications Commission of the wireless and broadcast emergency alert systems.

*Summary*

H.R. 6096 amends the *Warning, Alert, and Response Network Act* (Title VI of Pub. L. 109–711) to ensure better coordination between the Federal agencies that deal with emergency communications, in-

cluding the Federal Emergency Management Agency, and their partners at the State and local levels. Specifically, the bill calls on the Federal Communications Commission to work with State Emergency Communications Committees to develop and update State plans to identify and close any gaps in protocol or accountability.

The READI Act also requires the FCC to study and report to Congress on the feasibility of expanding participation in the Emergency Alert System to include streaming services and internet platforms and whether such an action would increase the reach and reliability of emergency alerts.

*Legislative History*

H.R. 6096 was introduced in the House on March 5, 2020 by Mr. McNerney, Mr. Bilirakis, Mr. Olson, and Ms. Gabbard and referred to the Committee on Energy and Commerce, and in addition to the Committee on Transportation. Within the Committee, H.R. 6096 was referred to the Subcommittee on Economic Development, Public buildings, and Emergency Management.

The Committee on Energy and Commerce considered H.R. 6096 on July 15, 2020, and ordered the measure to be reported to the House with a favorable recommendation.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Energy and Commerce on November 10, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would waive further consideration of H.R. 6096. The Chair of the Committee on Energy and Commerce responded on November 13, 2020, acknowledging the jurisdictional interests of the Committee on Transportation and Infrastructure and the agreement to waive further consideration of H.R. 6096.

The Committee on Energy and Commerce reported H.R. 6096 to the House on November 16, 2020, as H. Rpt. 116–581, Pt. I. Subsequently, the Committee on Transportation and Infrastructure was discharged from further consideration of H.R. 6096.

The House considered H.R. 6096 under Suspension of the Rules on November 17, 2020, and passed the measure, amended, by voice vote.

H.R. 6096 was received in the Senate on November 18, 2020, read twice, and placed on the Senate Legislative Calendar.

H.R. 6096 was included in subtitle I of Title LX of Division E of H.R. 6395 as passed by the Senate. See also action on H.R. 6395 listed above.

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## Water Resources Development Act of 2020

H.R. 7575 (H.R. 2206, H.R. 2440, H.R. 3863, H.R. 3923, H.R. 4032, H.R. 4470, H.R. 5288, H.R. 5476, H.R. 5504, H.R. 5960, H.R. 6057, H.R. 6684, H.R. 6730, H.R. 6771, H.R. 6964, H.R. 6985, H.R. 7220, H.R. 7833)

To provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes.

*Summary*

H.R. 7575 authorizes the United States Army Corps of Engineers (Corps) to carry out water resources development activities for the Nation, usually through cost-shared partnerships with non-Federal sponsors. Activities include projects or studies to address river and coastal navigation, the reduction of flood and hurricane storm damage risks, shoreline protection, water supply and conservation, the restoration and protection of ecosystems and the environment, and disaster response and recovery.

In addition it enhances the Corps' responsibility to address the long-term resiliency of Corps projects, enables the Corps to address the deferred maintenance of our Nation's ports and harbors, expands the Corps' ability to identify and implement nature-based and natural infrastructure components, addresses the affordability of Corps projects for economically disadvantaged and rural communities, and modernizes aspects of the Corps' decision-making structure.

America enjoys an unparalleled network of natural harbors and rivers. The ports, channels, locks, dams, and other infrastructure that support our maritime and waterways transportation system and provide flood protection for our homes and businesses are vitally important to a healthy national economy, job growth, and global competitiveness. Ensuring a sound infrastructure network is a shared responsibility, with Federal and state roles recognized by our Founding Fathers.

The *Water Resources Development Act of 2020* (WRDA) promotes the Federal commitment to our Nation's competitiveness, prosperity, and economic growth by maintaining strong maritime transportation infrastructure, ensuring the efficient flow of domestic and international commerce, and protecting the lives and livelihoods of the American people in a sustainable manner.

Through WRDA, Congress authorizes the key missions of the Corps, including developing, maintaining, and supporting the Nation's economically vital waterway infrastructure and supporting effective and targeted flood protection and environmental restoration needs. WRDA also provides Congress the opportunity to implement critical policy reforms and strengthen oversight.

Since 2014, the Committee has returned to regular consideration of Water Resources Development Acts once each Congress. WRDA 2020 continues the WRDA two-year cycle that provides appropriate oversight of, and policy direction to, the Administration and the Corps, including bipartisan changes to how the Corps carries out vital coastal and inland navigation projects and addresses both the resiliency and affordability of future water resources development projects.

*Legislative History*

H.R. 7575 was introduced in the House on July 13, 2020, by Mr. DeFazio, Mr. Graves of Missouri, Mrs. Napolitano, and Mr. Westerman and referred to the Committee on Transportation and Infrastructure and the Committee on the Budget. Within the Committee, H.R. 7575 was referred to the Subcommittee on Water Resources and Environment.

The Subcommittee on Water Resources and Environment was discharged from further consideration of H.R. 7575 on July 15, 2020.

The Committee considered H.R. 7575 on July 15, 2020, and ordered the measure to be reported to the House, amended, by voice vote.

The Chair of the Committee on the Budget sent a letter to the Chair of the Committee on Transportation and Infrastructure on July 24, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on the Budget would waive further consideration of H.R. 7575. On that same date, the Chair of the Committee on Transportation and Infrastructure responded, acknowledging the jurisdictional interests of the Committee on the Budget and the agreement to waive further consideration.

The Committee on Transportation and Infrastructure reported H.R. 7575 to the House on July 24, 2020, as H. Rpt. 116–460, Pt. I. Subsequently, the Committee on the Budget was discharged from further consideration of H.R. 7575.

The House considered H.R. 7575 under Suspension of the Rules on July 29, 2020, and passed the measure, amended, by voice vote.

H.R. 7575 was received in the Senate on July 30, 2020.

H.R. 7575 was adopted as an Amendment in the Nature of a Substitute to S. 1811 during Floor consideration, for further action see discussion of S. 1811 listed above.

H.R. 7575 was included in Division AA of H.R. 133. See action on H.R. 133 listed above.

H.R. 2206

H.R. 2206, the *Environmental Infrastructure Assistance Act*, was introduced in the House on April 10, 2019, by Mr. Stanton and Mr. Gallego and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2206 was referred to the Subcommittee on Water Resources and Environment.

H.R. 2206 was included in section 326 of H.R. 7575, as introduced.

H.R. 2440

H.R. 2440, the *Full Utilization of the Harbor Maintenance Trust Fund Act*, was included in section 101 of H.R. 7575, as introduced. See also further discussion of H.R. 2440 above.

H.R. 3863

H.R. 3863, to deauthorize the New London Harbor Waterfront Channel, was introduced in the House on July 19, 2019, by Mr. Courtney and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3863 was referred to the Subcommittee on Water Resources and Environment.

H.R. 3863 was included in section 317 of H.R. 7575, as introduced.

H.R. 3923

H.R. 3923, the *Environmental Justice Act of 2019*, was introduced in the House on July 23, 2019, by Mr. Ruiz and referred to

the Committee on Energy and Commerce; the Committee on Natural Resources; the Committee on Transportation and Infrastructure; and the Committee on the Judiciary. Within the Committee, H.R. 3923 was referred to the Subcommittee on Water Resources and Environment.

H.R. 3923 was included in section 111 of H.R. 7575, as introduced.

H.R. 4032

H.R. 4032, the *Great Lakes Coastal Resiliency Act of 2019*, was introduced in the House on July 25, 2019, by Mr. Katko and 26 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4032 was referred to the Subcommittee on Water Resources and Environment.

H.R. 4032 was included in section 206 of H.R. 7575, as introduced.

H.R. 4470

H.R. 4470, to rename the Saint Lawrence Seaway Development Corporation the Great Lakes St. Lawrence Seaway Development Corporation, was included in section 512 of H.R. 7575, as passed by the House. See also further discussion of H.R. 2440 above.

H.R. 5288

H.R. 5288, the *Upper Mississippi River Flood Control Act*, was introduced in the House on December 3, 2019, by Mr. Luetkemeyer and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5288 was referred to the Subcommittee on Water Resources and Environment.

H.R. 5288 was included in section 210 of H.R. 7575, as introduced.

H.R. 5476

H.R. 5476, the *Local Expertise is Vital for Effective Embankments Act*, was introduced in the House on December 18, 2019, by Mrs. Axne and Mr. Bacon and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5476 was referred to the Subcommittee on Water Resources and Environment.

H.R. 5476 was included in section 120 of H.R. 7575, as introduced.

H.R. 5504

H.R. 5504, to amend the National Dam Safety Program Act with respect to the definition of eligible high hazard potential dam, and for other purposes; was introduced in the House on December 19, 2019, by Ms. Brownley of California and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5504 was referred to the Subcommittee on Water Resources and Environment.

H.R. 5504 was included in section 135 of H.R. 7575, as introduced.

H.R. 5960

H.R. 5960, to require the Secretary of the Army to convey certain Federal property in the State of Ohio to the Friends of Barker House; was introduced in the House on February 25, 2020, by Mr. Johnson of Ohio and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5960 referred to the Subcommittee on Water Resources and Environment.

H.R. 5960 was included in section 330 of H.R. 7575, as introduced.

H.R. 6057

H.R. 6057, the *Stop the Spread of Invasive Mussels Act of 2020*, was introduced in the House on March 2, 2020, by Mr. McAdams and Mr. Tipton and referred to the Committee on Transportation and Infrastructure and the Committee on Natural Resources. Within the Committee, H.R. 6057 referred to the Subcommittee on Water Resources and Environment.

H.R. 6057 was included in section 505 of S. 1811, as passed by the House.

H.R. 6684

H.R. 6684, the *Yolo Bypass System Improvement Act of 2020*, was introduced in the House on May 1, 2020, by Ms. Matsui and Mr. Garamendi and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 6684 referred to the Subcommittee on Water Resources and Environment.

H.R. 6684 was included in section 205 of H.R. 7575, as introduced.

H.R. 6730

H.R. 6730, to authorize the Secretary of the Army, acting through the Chief of Engineers, to convey certain property to the Massac-Metropolis Port District, and for other purposes; was introduced in the House on May 5, 2020, by Mr. Shimkus and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 6730 referred to the Subcommittee on Water Resources and Environment.

H.R. 6684 was included in section 330 of H.R. 7575, as introduced.

H.R. 6771

H.R. 6771, to require the Secretary of the Army, acting through the Chief of Engineers, to convey certain property to the Tri-County Levee District; was introduced in the House on May 8, 2020, by Mr. Luetkemeyer and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 6771 referred to the Subcommittee on Water Resources and Environment.

H.R. 6771 was included in section 330 of H.R. 7575, as introduced.

H.R. 6964

H.R. 6964, to establish a lower Missouri River flood prevention program, and for other purposes; was introduced in the House on May 22, 2020, by Mr. Cleaver, Ms. Davids of Kansas, Mrs. Axne, Mr. Smith of Nebraska, Mr. Watkins, and Mr. Bacon and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 6964 referred to the Subcommittee on Water Resources and Environment.

H.R. 6964 was included in section 211 of H.R. 7575, as introduced.

H.R. 6985

H.R. 6985, the *Dam Safety Improvement Act*, was introduced in the House on May 22, 2020, by Mr. Sean Patrick Maloney of New York and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 6985 referred to the Subcommittee on Water Resources and Environment.

H.R. 6985 was included in section 135 of H.R. 7575, as introduced.

H.R. 7220

H.R. 7220, the *Hudson River Climate Change Protection Act*, was introduced in the House on June 15, 2020, by Mr. Sean Patrick Maloney of New York, Ms. Velázquez, and Mr. Espaillat and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 7220 referred to the Subcommittee on Water Resources and Environment.

H.R. 7220 was included in section 203 of H.R. 7575, as introduced.

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## FEMA Assistance Relief Act of 2020

H.R. 8266

To modify the Federal cost share of certain emergency assistance provided under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, to modify the activities eligible for assistance under the emergency declaration issued by the President on March 13, 2020 relating to COVID–19, and for other purposes.

*Summary*

H.R. 8266 increases the Federal share of Federal Emergency Management Agency's Public Assistance program funding from 75 percent to not less than 90 percent for emergencies and disasters declared by the President in calendar year 2020. The Public Assistance program provides Federal help, typically through reimbursement, as a supplement to state, tribal, territorial, and local (STTL) efforts to respond to and recover from incidents.

Further, for COVID–19-related declarations—for which the President invoked Section 501(b) of the *Stafford Act*, which explicitly states "the United States exercises exclusive or preeminent responsibility and authority"—the bill increases the Federal share to 100 percent.

*Legislative History*

H.R. 8266 was introduced in the House on September 16, 2020, by Mr. DeFazio and 34 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 8266 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On September 30, 2020, the Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 8266.

The Committee considered H.R. 8266 on September 30, 2020, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Committee reported H.R. 8266 to the House on November 16, 2020, as H. Rpt. 116–580.

The House considered H.R. 8266 under Suspension of the Rules on November 17, 2020, and passed the measure, amended, by voice vote.

H.R. 8266 was received in the Senate on November 18, 2020, read twice, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

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## Child Care is Economic Development Act of 2020

H.R. 8326

To amend the Public Works and Economic Development Act of 1965 to require eligible recipients of certain grants to develop a comprehensive economic development strategy that directly or indirectly increases the accessibility of affordable, quality child care, and for other purposes.

*Summary*

H.R. 8326 amends the *Public Works and Economic Development Act of 1965* (PWEDA) to require eligible recipients of certain grants to develop a comprehensive economic development strategy that directly or indirectly increases the accessibility of affordable, quality childcare, and for other purposes.

*Legislative History*

H.R. 8326 was introduced in the House on September 21, 2020, by Ms. Finkenauer and Mr. Hagedorn and referred to the Committee on Transportation and Infrastructure and the Committee on Financial Services. Within the Committee, H.R. 8326 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On September 30, 2020, the Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 8326.

The Committee considered H.R. 8326 on September 30, 2020, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Chair of the Committee on Financial Services sent a letter to the Chair of the Committee on Transportation and Infrastructure on November 13, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Financial Services

would waive further consideration of H.R. 8326. On that same date, the Chair of the Committee on Transportation and Infrastructure responded acknowledging the jurisdictional interests of the Committee on Financial Services and the agreement to waive further consideration.

The Committee reported H.R. 8326 to the House on November 16, 2020, as H. Rpt. 116–578, Pt. I. Subsequently, the Committee on Financial Services was discharged from further consideration of H.R. 8326.

The House considered H.R. 8326 under Suspension of the Rules on November 17, 2020, and passed the measure, by voice vote.

H.R. 8326 was received in the Senate on November 18, 2020, read twice, and referred to the Senate Committee on Environment and Public Works.

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## Aircraft Certification Reform and Accountability Act

H.R. 8408 (S. 3866, S. 3969)

To direct the Administrator of the Federal Aviation Administration to require certain safety standards relating to aircraft, and for other purposes.

*Summary*

H.R. 8408, the *Aircraft Certification Reform and Accountability Act*, improves aviation safety by reforming the Federal Aviation Administration (FAA) aircraft certification process; ensure that the FAA and aircraft manufacturers develop and maintain robust safety cultures; establish enhanced safety requirements related to the design of new aircraft, engines, propellers, and appliances, as well as enhanced requirements for the FAA's processes for certifying new designs as safe; and understand and address issues identified related to international pilot training, human factors, and automation in the cockpit.

*Legislative History*

H.R. 8408 was introduced in the House on September 29, 2020, by Mr. DeFazio, Mr. Graves of Missouri, Mr. Larsen of Washington, and Mr. Graves of Louisiana, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 8408 was referred to the Subcommittee on Aviation.

On September 30, 2020, the Subcommittee on Aviation was discharged from further consideration of H.R. 8408.

The Committee considered H.R. 8408 on September 30, 2020, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote. The Committee reported H.R. 8408 to the House on November 16, 2020, as H. Rpt. 116–579. The House considered H.R. 8408 under Suspension of the Rules on November 17, 2020, and passed the measure, amended, by voice vote.

H.R. 8408 was received in the Senate on November 18, 2020, read twice, and referred to the Senate Committee on Commerce, Science, and Transportation.

H.R. 8408 was included in Title V of H.R. 133. See action on H.R. 133 listed above.

S. 3866

S. 3866, the *Aircraft Safety Improvement Act of 2020*, was introduced in the Senate on June 2, 2020 by Mr. Wicker and referred to the Senate Committee on Commerce, Science, and Transportation.

S. 3969

S. 3969, the *Aircraft Safety and Certification Reform Act of 2020*, was introduced in the Senate on June 16, 2020 by Mr. Wicker and Ms. Cantwell and referred to the Senate Committee on Commerce, Science, and Transportation.

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## Moving Our Democracy and Congressional Operations Towards Modernization Resolution

H. RES. 756

Implementing the recommendations adopted by the Select Committee on the Modernization of Congress.

*Summary*

Among other items recommended by the Select Committee on the Modernization of Congress, H. Res. 756 includes provisions relating to the Capitol Complex. Specifically, Section 403 requires a joint report by the Architect of the Capitol, the Sergeant at Arms of the House of Representatives, and the Executive Director of the Office of Congressional Workplace Rights, on identifying and making recommendation on improvements to the Capitol complex that are not adequately handicapped accessible.

*Legislative History*

H. Res. 756 was introduced in the House on December 10, 2019, by Mr. Kilmer and 11 original cosponsors and referred to the Committee on House Administration, and in addition to the Committee on Transportation and Infrastructure, and the Committee on the Judiciary. Within the Committee, H. Res. 756 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on House Administration on March 3, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would waive further consideration of H. Res. 756. The Chair of the Committee on House Administration responded on March 4, 2020, acknowledging the agreement to waive further consideration of H. Res. 756.

The House considered H. Res. 756 under Suspension of the Rules on March 10, 2020, and passed the measure by a ⅔ record vote of 395 yeas and 13 nays (Roll Call Vote 93).

## Condemning the poisoning of Russian opposition leader Alexei Navalny

H. RES. 1145

Condemning the poisoning of Russian opposition leader Alexei Navalny and calling for a robust United States and international response.

*Summary*

H. Res. 1145 condemns the poisoning of Mr. Alexei Navalny, a Russian opposition leader, on August 20, 2020, during a flight from Tomsk to Moscow, the Russian Federation, in a presumably politically motivated attack. The apparent poisoning of Mr. Navalny by a Novichok nerve agent likely occurred through poison mixed into his tea.

This resolution encourages the condemnation of the poisoning and supporting an investigation into a review of the incident to determine the perpetrators of this incident with the view to restrict the issuance of visas and freeze the assets of those involved. Additionally, the resolution supports the imposition of sanctions under the *Chemical and Biological Weapons Control and Warfare Elimination Act of 1991* (Pub. L. 102–182).

*Legislative History*

H. Res. 1145 was introduced in the House on September 2, 2020, by Mr. McGovern, Mr. Fitzpatrick, Mr. Malinowski, and Mr. Smith of New Jersey and referred to the Committee on Foreign Affairs; the Committee on Financial Services; the Committee on Ways and Means; the Committee on Transportation and Infrastructure; and the Committee on Oversight and Reform. Within the Committee, H. Res. 1145 was referred to the Subcommittee on Aviation.

On October 1, 2020, the Committee on Foreign Affairs considered H. Res. 1145 and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Foreign Affairs on November 10, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would waive further consideration of H. Res. 1145. On that same date, the Chair of the Committee on Foreign Affairs responded acknowledging the jurisdictional interests of the Committee on Transportation and Infrastructure and the agreement to waive further consideration.

The House considered H. Res. 1145 under Suspension of the Rules on November 17, 2020, and passed the measure, amended, by voice vote.

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## The Joseph H. Rainey Room, H–150, The Capitol

H. RES. 1253

Designating room H–150 of the United States Capitol as "The Joseph H. Rainey Room" to honor the historic life, career, and legacy of Representative Joseph Rainey of South Carolina on the 150th Anniversary of his seating as a member of the House of Representatives.

*Summary*

Born into slavery in 1832 in South Carolina, Joseph H. Rainey was elected to the U.S. House of Representatives as a Republican during a special election in 1870. Mr. Rainey was the first African-American Representative to serve in Congress in 1870 and served four terms, until 1879.

*Legislative History*

H. Res. 1253 was introduced in the House on December 9, 2020, by Mr. Clyburn, Ms. Pelosi, Mr. McCarthy, and 10 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H. Res. 1253 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The House passed H. Res. 1253 by unanimous consent on December 10, 2020.

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## MEASURES REPORTED BY THE COMMITTEE/PENDING IN THE HOUSE

### Pay Our Coast Guard Parity Act of 2019

H.R. 367

Making appropriations for Coast Guard pay in the event an appropriations Act expires before the enactment of a new appropriations Act.

*Summary*

H.R. 367 provides continuing appropriations to the U.S. Coast Guard that compensate them for their time, and for any period in fiscal year 2019, during which interim or full-year appropriations for the Coast Guard are not in effect.

During the shutdown in early 2019, the Coast Guard was the only branch of the U.S. Armed Forces not compensated while on duty. These continuing appropriations cover pay for active duty, reserve, and civilian employees, and contractors of the Coast Guard. It also covers basic allowances, funeral travel, and gratuities for families of service members who have died on active duty, as well as retired pay. These allocations are dependent upon the other military branches receiving continuing pay during a government shutdown and are provided until the enactment of specified Coast Guard appropriations legislation.

*Legislative History*

H.R. 367 was introduced in the House on January 9, 2019, by Mr. DeFazio, Mr. Mast, Mr. Thompson of Mississippi, and Mr. Garamendi; and referred to the Committee on Appropriations, and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 367 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The Subcommittee on Coast Guard and Maritime Transportation was discharged from further consideration of H.R. 367 on March 27, 2019.

The Committee on Transportation and Infrastructure considered H.R. 367 on March 27, 2019, and ordered the measure to be reported to the House, as amended, by voice vote.

The Committee reported H.R. 367 to the House on June 11, 2019, as H. Rpt. 116–110, Pt. I.

The text of H.R. 367 was adopted as an amendment to H.R. 3409 during Committee consideration on June 26, 2019, but not included in the House-passed version.

See also discussion of H.R. 3409 above.

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## Pipeline and LNG Facility Cybersecurity Preparedness Act

H.R. 370

To require the Secretary of Energy to carry out a program relating to physical security and cybersecurity for pipelines and liquefied natural gas facilities.

*Summary*

This bill requires the Department of Energy to implement a program to ensure the security, resiliency, and survivability of natural gas pipelines, hazardous liquid pipelines, and liquefied natural gas facilities.

*Legislative History*

H.R. 370 was introduced in the House on January 9, 2019, by Mr. Upton and Mr. Loebsack and referred to the Committee on Energy and Commerce.

On May 16, 2019, the Committee on Energy and Commerce, Subcommittee on Energy considered H.R. 370 and forwarded the measure to the Full Committee by voice vote.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Speaker of the House on May 20, 2019, requesting a sequential referral of H.R. 370 to the Committee on Transportation and Infrastructure.

The Committee on Energy and Commerce considered H.R. 370 on July 17, 2019, and ordered the measure to be reported to the House by voice vote.

The Committee on Energy and Commerce reported H.R. 370 to the House on November 20, 2019, as H. Rpt. 116–303, Pt. I.

H.R. 370 was sequentially referred to the Committee on Transportation and Infrastructure on November 20, 2019, for a period ending not later than November 20, 2019. Within the Committee, H.R. 370 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials. Subsequently, the Committee on Transportation and Infrastructure was discharged from further consideration of H.R. 370.

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## Aviation Funding Stability Act of 2019

H.R. 1108

To provide for funding from the Airport and Airway Trust Fund for all Federal Aviation Administration activities in the event of a Government shutdown, and for other purposes.

*Summary*

H.R. 1108 protects Federal Aviation Administration (FAA) programs and personnel, and the U.S. aviation industry as a whole, in the event of a future lapse in the agency's appropriations.

Over the past six years, the FAA has shut down three times due to lapses in appropriations. The most recent 35-day lapse in appropriations that occurred between December 2018 and January 2019 affected the FAA's ability to fulfill its mandate and oversee the National Airspace System. In December, more than 17,000 FAA employees—approximately 40 percent of the entire agency—were furloughed, including the vast majority of aviation safety inspectors. Those FAA employees either recalled or who remained at work during the lapse were not paid during this period.

The FAA's Airport and Airway Trust Fund (AATF) generates sufficient revenue from the domestic passenger ticket tax, commercial fuel tax, general aviation gasoline tax, and cargo tax, among other sources, to fund fully all FAA-related activities throughout a lapse in appropriations.

H.R. 1108 authorizes the FAA to continue to draw from the AATF during a lapse in appropriations, with no General Fund contributions, in order to sustain all of the agency's programs at current funding levels. Under this legislation, all FAA employees will remain at work during a lapse and will be compensated for their work.

*Legislative History*

H.R. 1108 was introduced in the House on February 8, 2019, by Mr. DeFazio and Mr. Larsen of Washington and referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Ways and Means. Within the Committee, H.R. 1108 was referred to the Subcommittee on Aviation.

The Subcommittee on Aviation was discharged from further consideration of H.R. 1108 on March 27, 2019.

The Full Committee considered H.R. 1108 on March 27, 2019, and ordered the measure to be reported to the House, as amended, favorably by voice vote.

The Committee on Transportation and Infrastructure report filed on December 21, 2020, as H. Rpt. 116–681, Pt. I. The Committee on Ways and Means was discharged from further consideration of H.R. 1108.

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**To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to ensure that unmet needs after a major disaster are met.**

H.R. 1311

To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to ensure that unmet needs after a major disaster are met.

*Summary*

H.R. 1311 improves and expedites the delivery of federal disaster assistance by adding a new section to the *Robert T. Stafford Disaster Relief and Emergency Assistance Act* (*Stafford Act*) (Pub. L.

100–707), Section 431. Section 431 would give the Federal Emergency Management Administration (FEMA) the authority to draw down up to 10 percent of the amount provided by Sections 406 and 408 of the *Stafford Act*, and provide funds to disaster areas within 30 days.

Additionally, Section 431 would give states the flexibility to administer funds for unmet needs, such as disaster-related home repair, and economic and business development activities.

Rather than requiring Federal approval, the bill would create a mechanism for states to report to FEMA the criteria established for determining how the funds are spent, the allocation of funds, and the process for public notice and comment. The bill would also provide FEMA with more flexibility for immediate longer-term housing solutions for individuals to rebuild.

*Legislative History*

H.R. 1311 was introduced in the House on February 19, 2019, by Mr. Graves of Louisiana and Ms. Plaskett and referred to the Committee on Transportation. Within the Committee, H.R. 1311 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 1311 on March 27, 2019.

The Full Committee considered H.R. 1311 on March 27, 2019, and ordered the measure to be reported to the House favorably by voice vote.

The Committee reported H.R. 1311 to the House on July 11, 2019, as H. Rpt. 116–146.

115TH CONGRESS

In the 115th Congress, H.R. 7322 was introduced in the House on December 17, 2018, by Mr. Graves of Louisiana and Ms. Plaskett and referred to the Committee on Transportation. Within the Committee, H.R. 7322 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

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## Directing the Library of Congress to obtain a stain glassed panel depicting the seal of the District of Columbia and install the panel

H.R. 1318

To direct the Librarian of Congress to obtain a stained glass panel depicting the seal of the District of Columbia and install the panel among the stained glass panels depicting the seals of States which overlook the Main Reading Room of the Library of Congress Thomas Jefferson Building.

*Summary*

H.R. 1318 would direct the Librarian of Congress to obtain a stained-glass panel depicting the seal of the District of Columbia (D.C.) and install the panel among the stained glass panels depicting the seals of States which overlook the Main Reading Room of

the Library of Congress Thomas Jefferson Building concurrently with the planned renovation and replacement of the existing glass panels.

The Committee understands there is a planned renovation and replacement of the existing glass panels and seals after which all the seals for the 50 States, in addition to those of the U.S. territories, are expected to be included. This legislation is intended to ensure the seal of D.C. is included concurrently when the planned renovation occurs, thus minimizing costs to the taxpayer.

*Legislative History*

116TH CONGRESS

H.R. 1318 was introduced in the House on February 27, 2019, by Ms. Norton and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1318 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 1318 on February 27, 2019.

The Full Committee considered H.R. 1318 on February 27, 2019, and ordered the measure to be reported to the House, without amendment, favorably by voice vote.

The Committee reported H.R. 1318 to the House on May 16, 2019, as H. Rpt. 116–66, Pt. I.

115TH CONGRESS

In the 115th Congress, H.R. 1217 was introduced in the House on February 24, 2017, by Ms. Norton and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1217 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

114TH CONGRESS

In the 114th Congress, H.R. 4231 was introduced in the House on December 10, 2015, by Ms. Norton and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4231 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Subcommittee on Economic Development, Public Buildings, and Emergency Management was discharged from further consideration of H.R. 4231 on April 20, 2016.

The Full Committee considered H.R. 4231 on April 20, 2016, and ordered the measure to be reported to the House, amended, favorably by voice vote.

The Committee reported H.R. 4231 to the House on March 3, 2016, as H. Rpt. 114–535, Pt. I.

## To require a report on the effects of climate change on the Coast Guard, and for other purposes.

H.R. 1322 (S. 2153)

To require a report on the effects of climate change on the Coast Guard, and for other purposes.

*Summary*

H.R. 1322 directs the United States Coast Guard to submit a report on vulnerabilities of Coast Guard installations and requirements resulting from climate change over the next 20 years. This requirement mirrors Section 335 of the *National Defense Authorization Act for Fiscal Year 2018* (Pub. L. 115–91), which required the Secretary of Defense to submit a report to Congress on the vulnerabilities to military installations and combatant commander requirements resulting from climate change.

The bill requires the report to list the ten most vulnerable Coast Guard installations based on the effects of climate change, including rising sea tides, increased flooding, drought, desertification, wildfires, thawing permafrost, or any other categories the Commandant determines necessary. H.R. 1322 also requires an overview of mitigation efforts that could ensure the continued operational viability of Coast Guard infrastructure and enhance the resiliency of such facilities.

*Legislative History*

H.R. 1322 was introduced in the House on February 22, 2019, by Mr. Sean Patrick Maloney of New York and Mr. Brown of Maryland, and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1322 was referred to the Subcommittee on Coast Guard and Maritime Transportation.

The Subcommittee on Coast Guard and Maritime Transportation was discharged from further consideration of H.R. 1322 on March 27, 2019.

The Full Committee considered H.R. 1322 on March 27, 2019, and ordered the measure to be reported to the House favorably by voice vote.

The Committee reported H.R. 1322 to the House on May 24, 2019, as H. Rpt. 116–85.

See also discussion of H.R. 3409 above.

S. 2153

S. 2153 was introduced in the Senate on July 17, 2019, read twice, and referred to the Senate Committee on Commerce, Science, and Transportation.

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## Water Quality Protection and Job Creation Act of 2019

H.R. 1497 (H.R. 1764, H.R. 2458, H.R. 2470, H.R. 2776, AND H.R. 3521)

To amend the Federal Water Pollution Control Act to reauthorize certain water pollution control programs, and for other purposes.

*Summary*

H.R. 1497 restores and maintains the chemical, physical, and biological integrity of the nation's waters by reauthorizing Federal appropriations for capitalization grants to state water pollution control revolving funds and other clean water pollution control grant programs to address the discharge of pollution into jurisdictional waters. For more than 70 years, Congress has provided Federal funds to municipalities to address local water quality challenges, including sewage treatment needs. Initially, this assistance was provided as loans to States, municipalities, or interstate agencies for the construction of necessary treatment works to prevent the discharge by such State or municipality of untreated or inadequately treated sewage or other waste into interstate waters. (*Federal Water Pollution Control Act of 1948* (FWPCA), Pub. L. 80–845, 62 Stat. 1155.) In later amendments to the FWPCA, Congress provided direct grants to municipalities. In the 1972 amendments to the FWPCA, such grants covered 55 to 75 percent of the total costs of the projects. Then, in 1987, Congress converted the direct grant program to the current Clean Water SRF authority that provides capitalization grant funding directly to States to capitalize the States' Clean Water SRFs (Pub. L. 100–4). These SRFs in-turn, provide below-market rate loans to communities to finance local wastewater infrastructure needs (required to be fully-repaid over a 30-year term).

The authorization of appropriations for the Clean Water SRF expired after 1994. Yet, Congress has continued to fund, through annual appropriations legislation, the Clean Water SRF program because it provides a critical investment in the nation's wastewater infrastructure. Congressional appropriations have provided more than $43 billion in Federal capitalization assistance to States since 1987. Congress provided an appropriation of $1.694 billion for the Clean Water SRF in the fiscal year 2019 appropriations bill (Pub. L. 116–6). In turn, this infusion of Federal capital to State revolving funds has leveraged over $133 billion in direct assistance to communities over this period.

In 2014, Congress enacted amendments to the *Clean Water Act* which authorized States that provide assistance to communities under the Clean Water SRF program to provide additional subsidization, including forgiveness of principal and negative interest loans to benefit a municipality that meets the affordability criteria of the State; or that seeks additional subsidization to benefit individual ratepayers in the municipality's residential user rate class that will experience a significant hardship from the increase in rates necessary to finance the project or activity for which assistance is sought.

In addition, in recent years, the annual appropriations bills for EPA have included provisions to require States to use a portion of Clean Water SRF funding to provide communities with "additional subsidy to eligible recipients in the form of forgiveness of principal, negative interest loans, or grants," as well as to reserve an additional portion of Clean Water SRF funding for "projects to address green infrastructure, water or energy efficiency improvements, or other environmentally innovative activities." In addition, the annual appropriations bills for EPA have included reservations of

funds from the Clean Water State Revolving Fund for projects, training, technical assistance, or education for Indian Tribes, Reservations, and Native Villages, and reservations of Clean Water SRF funding for the U.S. Territories.

*Legislative History*

H.R. 1497

H.R. 1497 was introduced in the House on March 5, 2019, by Mr. DeFazio, Mrs. Napolitano, Mr. Young, and Mr. Katko and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1497 was referred to the Subcommittee on Water Resources and Environment.

The Chair discharged the Subcommittee on Water Resources and Environment from further consideration of H.R. 1497 on October 29, 2019.

The Committee considered H.R. 1497 on October 29, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote. During consideration, the Committee adopted an Amendment in the Nature of a Substitute which, among other things, included provisions of the following measures: H.R. 3521, the *Wastewater Infrastructure Workforce Investment Act*, provisions included in sections 2 and 12; H.R. 2470, the *Clean Water Infrastructure Resilience and Sustainability Act*, included in section 4; H.R. 2776, the *Stop Sewage Overflow Act*, included in section 6; H.R. 1764, to amend the Federal Water Pollution Control Act with respect to permitting terms, and for other purposes, included in section 7; H.R. 2458, the *Water Infrastructure Sustainability and Efficiency Act*, included in section 10.

The Committee reported H.R. 1497 to the House on September 4, 2020, as H. Rpt. 116–484.

Provisions of H.R. 1497 were included in Sec. 22101 of H.R. 2 during House consideration. For further action, see H.R. 2 listed above.

H.R. 1764

H.R. 1764, to amend the Federal Water Pollution Control Act with respect to permitting terms, and for other purposes, was introduced in the House on March 14, 2019, by Mr. Garamendi, Mr. Calvert, and Mr. Woodall and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1764 was referred to the Subcommittee on Water Resources and Environment.

During Full Committee consideration of H.R. 1497, provisions of H.R. 1764 were included in section 7 of H.R. 1497, as ordered to be reported to the House.

H.R. 2458

H.R. 2458, the *Water Infrastructure Sustainability and Efficiency Act*, was introduced in the House on May 1, 2019, by Ms. Mucarsel-Powell and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2458 was referred to the Subcommittee on Water Resources and Environment.

During Full Committee consideration of H.R. 1497, provisions of H.R. 2458 were included in section 10 of H.R. 1497, as ordered to be reported to the House.

H.R. 2470

H.R. 2470, the *Clean Water Infrastructure Resilience and Sustainability Act*, was introduced in the House on May 2, 2019, by Mr. Carbajal and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2470 was referred to the Subcommittee on Water Resources and Environment.

During Full Committee consideration of H.R. 1497, provisions of H.R. 2470 were included in section 4 of H.R. 1497, as ordered to be reported to the House.

H.R. 2776

H.R. 2776, the *Stop Sewage Overflow Act*, was introduced in the House on May 15, 2019, by Mrs. Trahan and 12 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2776 was referred to the Subcommittee on Water Resources and Environment.

During Full Committee consideration of H.R. 1497, provisions of H.R. 2776 were included in section 6 of H.R. 1497, as ordered to be reported to the House.

H.R. 3521

H.R. 3521, the *Wastewater Infrastructure Workforce Investment Act*, was introduced in the House on May 2, 2019, by Mr. Stanton and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3521 was referred to the Subcommittee on Water Resources and Environment.

During Full Committee consideration of H.R. 1497, provisions of H.R. 3521 were included in sections 2 and 12 of H.R. 1497, as ordered to be reported to the House.

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## To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include certain services in the definition of critical services

H.R. 2242

To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include certain services in the definition of critical services, and for other purposes.

*Summary*

H.R. 2242 amends the *Robert T. Stafford Disaster Relief and Emergency Assistance Act* (*Stafford Act*, Pub. L. 93–288, as amended) to include additional services in the Act's definition of critical services. Section 406(a) of the *Stafford Act* allows the President to make contributions to private non-profit facilities and infrastructure for the repair of damage caused by disasters if those facilities provide "critical services" as defined by the act. The Stafford Act currently includes power, water, sewer, wastewater treatment, communications, education, and emergency medical care within the Section 406 definition of "critical services."

H.R. 2242 expands the definition of critical services under Section 406 of the Stafford Act for the purposes of Section 20601 of the *Bipartisan Budget Act of 2018* (Pub. L. 115–123) authorizing assistance for public infrastructure pursuant to Section 428 of the Stafford Act for certain disasters declared in Puerto Rico and the U.S. Virgin Islands. This expansion includes: solid waste management, stormwater management, emergency supply transportation, non-emergency medical, first response, and security.

*Legislative History*

H.R. 2242 was introduced in the House on April 10, 2019, by Miss González-Colón of Puerto Rico and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2242 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Chair discharged the Subcommittee on Economic Development, Public Buildings, and Emergency Management from further consideration of H.R. 2242 on September 19, 2019.

The Committee considered H.R. 2242 on September 19, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

The Committee reported H.R. 2242 to the House on September 4, 2020, as H. Rpt. 116–485.

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## Wildlife Corridors Conservation Act of 2019

H.R. 2795 (S. 1499)

To establish National Wildlife Corridors to provide for the protection and restoration of certain native fish, wildlife, and plant species, and for other purposes.

*Summary*

H.R. 2795 establishes a National Wildlife Corridors system to provide for the protection and restoration of certain native fish, wildlife and plant species, as well as create a Tribal wildlife corridors system. Wildlife migration in North America can be impeded by human-made infrastructure, including roads, fences, and residential development. There are certain cases where highways cross commonly-used wildlife migration routes and can lead to an increased risk of vehicle-wildlife collisions. H.R. 2795 seeks to coordinate between the Department of Transportation and State, Tribal and local transportation agencies to identify and implement voluntary environmental mitigation measures to help improve public safety and mitigate damage to the natural movements of native species.

*Legislative History*

H.R. 2795

H.R. 2795 was introduced in the House on May 16, 2019, by Mr. Beyer and Mr. Buchanan and referred to the Committee on Natural Resources and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2795 was referred to the Subcommittee on Water Resources and Environment.

The Committee on Natural Resources considered H.R. 2795 on January 29, 2020, and ordered the measure to be reported to the House, amended.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Natural Resources on February 13, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would waive further consideration of H.R. 2795. On that same date, the Chair of the Committee on Natural Resources responded acknowledging the jurisdictional interests of the Committee on Transportation and Infrastructure and the agreement to waive further consideration.

The Committee on Natural Resources reported H.R. 2795 to the House on October 9, 2020, as H. Rpt. 116–558, Pt. I. Subsequently, the Committee on Agriculture; the Committee on Armed Services; and the Committee on Transportation and Infrastructure were discharged from further consideration of H.R. 2795.

S. 1499

S. 1499, the Senate companion measure, was introduced in the Senate on May 16, 2019, by Mr. Udall and nine original cosponsors and referred to the Senate Committee on Environment and Public Works.

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## Fair and Open Skies Act

H.R. 3632

To ensure that authorizations issued by the Secretary of Transportation to foreign air carriers do not undermine labor rights or standards, and for other purposes.

*Summary*

H.R. 3632 ensures that future foreign air carrier permits granted by the U.S. Department of Transportation (DOT), which allow foreign operators to conduct revenue air service to the United States, include additional DOT review and analysis in order to preserve fair competition and labor standards in international aviation.

On December 2, 2016, the DOT issued a foreign air carrier permit to Norwegian Air International (NAI). Numerous U.S. aviation stakeholders objected to the DOT decision, arguing, among other things, that NAI's business model was an attempt to subvert fair competition and labor standards. Specifically, although the majority of NAI's long-haul flights to the United States operate from Scandinavian countries and others in continental Europe, the carrier organized itself under the laws of Ireland, thereby permitting the carrier to hire crewmembers on short-term contracts governed under Singapore law.

Opponents of the issuance of a foreign air carrier permit to Norwegian contended that such an outsourcing practice runs contrary to U.S. labor laws and afoul of the fair labor principles of Norway, the European Union, and the United States incorporated by reference in the multilateral *United States-European Union-Norway-Iceland Air Transportation Agreement of April 2007* (as amended) (U.S.-EU Open Skies Agreement). This "flag of convenience" busi-

ness model offered NAI an unfair competitive advantage in the transatlantic market, according to U.S. aviation stakeholders.

In addition to the threat posed by "flag of convenience" business models to U.S. aviation industry and labor interests, other foreign air carriers are similarly venturing into atypical employment models. For example, some foreign air carriers employ pilots and flight crew members under individual or temporary contracts, like NAI, which remove the direct relationship between the carrier and flight crew. Such business models undermine labor standards by allowing the carrier to exploit employees through a third party when negotiating employment terms, salary, and benefits, according to U.S. aviation stakeholders.

H.R. 3632 precludes the DOT from permitting a future foreign air carrier to serve the United States under the U.S.-EU Open Skies Agreement unless the Secretary of Transportation determines the foreign air carrier permit or exemption is consistent with the fair labor standards and fair competition requirements of the U.S.-EU Open Skies Agreement and imposes on the permit any conditions necessary to ensure compliance with those standards and requirements. H.R. 3632 further requires the Secretary, when granting a permit to a future foreign air carrier, to find the foreign air transportation to be provided under the permit will be in the public interest. H.R. 3632 provides that preventing entry into U.S. markets by a "flag of convenience" carrier—defined in the legislation as a carrier established in a country other than the home country of its majority owner to avoid regulations of its home country—or otherwise undermining labor standards is within the public interest.

This legislation is necessary because a foreign air carrier seeking to serve the United States under an existing international air transportation agreement, such as the U.S.-EU Open Skies Agreement, should not per se be deemed in the U.S. public interest, as the DOT determined when it granted the 2016 foreign air carrier permit to NAI. In fact, such determinations can incentivize other foreign air carriers to follow suit. A foreign air carrier, like NAI, that establishes itself in a location outside of its home country in order to take advantage of more permissive labor, tax, and safety laws than those of the United States and certain other countries poses a threat to U.S. aviation commercial, economic, and labor interests. This legislation seeks to help prevent market access opportunities created under the U.S.-EU Open Skies Agreement and other international air transport agreements from undermining and eroding the highest fair competition principles, labor and wage standards, and aviation safety rules.

*Legislative History*

H.R. 3632 was introduced in the House on July 9, 2019, by Mr. DeFazio, Mr. Larsen of Washington, Mr. Rodney Davis of Illinois, Mr. Ferguson, and Ms. Davids of Kansas and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3632 was referred to the Subcommittee on Aviation.

The Chair discharged the Subcommittee on Aviation from further consideration of H.R. 3632 on September 19, 2019.

The Committee considered H.R. 3632 on September 19, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 3632 to the House on December 9, 2020, as H. Rpt. 116–636.

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## Homeland Security for Children Act

H.R. 3932

To amend the Homeland Security Act of 2002 to ensure that the needs of children are considered in homeland security planning, and for other purposes.

*Summary*

H.R. 3932 addresses the importance of integrating the needs of children into emergency plans by integrating the needs of special populations into emergency plans and procedures. This measure seeks to ensure the needs of children are considered in homeland security planning. Specifically, the bill authorizes a technical expert at the Federal Emergency Management Agency to identify and integrate the needs of children into preparedness, response, recovery, and mitigation activities.

The bill would also include the consideration of children's needs into Department of Homeland Security policy through the Office of Strategy, Policy, and Plans.

*Legislative History*

H.R. 2932 was introduced in the House on May 22, 2019, by Mr. Payne and Mr. Thompson of Mississippi and referred to the Committee on Homeland Security and in addition to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 2932 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Committee on Homeland Security considered H.R. 2932 on October 23, 2019, and ordered the measure to be reported to the House, favorably.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Homeland Security on January 7, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would waive further consideration of H.R. 2932. On that same date, the Chair of the Committee on Homeland Security responded acknowledging the jurisdictional interests of the Committee on Transportation and Infrastructure and the agreement to waive further consideration.

The Committee on Homeland Security reported H.R. 2932 to the House on January 8, 2020, as H. Rpt. 116–370, Pt. I. Subsequently, the Committee on Transportation and Infrastructure was discharged from further consideration of H.R. 2932.

115TH CONGRESS

In the 115th Congress, H.R. 1372, the *Homeland Security for Children Act*, was introduced in the House on March 6, 2017, by Mr. Payne and Mr. Thompson of Mississippi and referred to the

Committee on Homeland Security and in addition to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 1372 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Committee on Homeland Security considered H.R. 1372 on March 8, 2017, and ordered the measure to be reported to the House, amended by voice vote.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Homeland Security on March 10, 2017, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would waive further consideration of H.R. 1372. On March 16, 2017, the Chair of the Committee on Homeland Security responded acknowledging the jurisdictional interests of the Committee on Transportation and Infrastructure and the agreement to waive further consideration.

The Committee on Homeland Security reported H.R. 1372 to the House on April 24, 2017, as H. Rpt. 115–92, Pt I. Subsequently, the Committee on Transportation and Infrastructure was discharged from further consideration.

The House considered H.R. 1372 under Suspension of the Rules on April 25, 2017, and passed the measure, as amended, by voice vote.

H.R. 1372 was received in the Senate on April 26, 2017, read twice, and referred to the Senate Committee on Homeland Security and Governmental Affairs.

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## National Flood Insurance Program Reauthorization Act of 2019

H.R. 3167

To reform and reauthorize the National Flood Insurance Program, and for other purposes.

*Summary*

H.R. 3167 reforms and reauthorizes the National Flood Insurance Program through fiscal year 2024. Among other things, the bill expands the National Flood Insurance Program mapping program; establishes capitalization grants for States to provide low-interest loans; establishes pilot programs for means-tested flood insurance rates and community-based coverage; and revises continuous coverage requirements.

H.R. 3167 also amends the *Disaster Recovery Reform Act of 2018* to extend deadlines related to the reasonable and prudent alternative outlined in the jeopardy biological opinion dated April 14, 2016.

*Legislative History*

H.R. 3167 was introduced in the House on June 10, 2019, by Ms. Waters and referred to the Committee on Financial Services, and in addition to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 3167 was referred to the Sub-

committee on Economic Development, Public Buildings, and Emergency Management.

The Committee on Financial Services considered H.R. 3167 on June 11, 2019, and ordered the measure to be reported to the House, amended, by a record vote of 59 yeas and 0 nays.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Chair of the Committee on Financial Services on October 8, 2019, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would waive further consideration of H.R. 3167. On October 16, 2019, the Chair of the Committee on Financial Services responded acknowledging the jurisdictional interest of the Committee on Transportation and Infrastructure and agreement to waive further consideration of H.R. 3167.

The Committee on Financial Services reported H.R. 3167 to the House on October 28, 2019 as H. Rpt. 116–262, Pt. I. The Committee on Transportation and Infrastructure was discharged from further consideration.

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## Preparedness and Risk Management for Extreme Weather Patterns Assuring Resilience and Effectiveness Act of 2019

H.R. 4347

To enhance the Federal Government's planning and preparation for extreme weather and the Federal Government's dissemination of best practices to respond to extreme weather, thereby increasing resilience, improving regional coordination, and mitigating the financial risk to the Federal Government from such extreme weather, and for other purposes.

*Summary*

H.R. 4347 establishes the Interagency Council on Extreme Weather Resilience, Preparedness, and Risk Identification and Management. It is intended to ensure better planning and coordination among Federal agencies to cope with extreme weather events and facilitate information sharing with State, local, tribal, and territorial governments to help increase emergency preparedness.

Extreme weather events are becoming more frequent and the costs associated with disaster mitigation and response are mounting. According to the Federal Emergency Management Agency (FEMA), there have been only three years since 2000 with fewer than one hundred Presidentially-declared hazards. The regularity of these extreme weather-related events has made clear that coordinating mitigation efforts and disseminating the best available information and practices to Federal, State, local, tribal, and territorial stakeholders by Federal agencies is critical.

H.R. 4347 establishes an interagency council to provide recommendations on the best means of planning and preparing for future extreme weather incidents. The interagency council is to be comprised of 15 or more representatives from the White House and other executive departments and agencies, including the Office of Management and Budget (OMB), the Council on Environmental Quality (CEQ), the Department of Homeland Security (DHS), the Department of Transportation (DOT), the Environmental Protec-

tion Agency (EPA), and the National Oceanic and Atmospheric Administration (NOAA). The bill also directs Federal agencies to develop extreme weather plans to consider the effects of these events on the operations and mission of the respective department or agency.

The council will coordinate with groups in the Federal government focused on extreme weather mitigation and disaster recovery to avoid duplication of efforts, including the Mitigation Framework Leadership Group, the Recovery Support Function Leaders Group, and others. The council will support regional, State, local, tribal, and territorial action to assess extreme weather-related vulnerabilities and cost-effectively increase resilience, preparedness, and risk management in communities and critical economic sectors. The council is charged with facilitating the development, sharing, and integration of meteorological and extreme weather science—and related disciplines—into agency policies, including policies on risk evaluation and planning.

The bill requires an annual report to Congress on how the government-wide goals and priorities are being met, including recommendations to enhance effectiveness and descriptions of the progress of coordination efforts. By facilitating the cooperative enhancement of resilience and hazard mitigation practices ahead of future extreme weather-related events, the interagency council will contribute to reducing the damage and related costs incurred by future Presidentially-declared emergencies and disasters.

*Legislative History*

H.R. 4347 was introduced in the House on September 17, 2019, by Mr. Cartwright and nine original cosponsors and referred to the Committee on Transportation and Infrastructure and the Committee on Oversight and Government Reform. Within the Committee, H.R. 4347 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Chair discharged the Subcommittee on Economic Development, Public Buildings, and Emergency Management from further consideration of H.R. 4347 on September 19, 2019.

The Committee considered H.R. 4347 on September 19, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Chair of the Committee on Oversight and Reform sent a letter to the Chair of the Committee on Transportation on September 21, 2020, agreeing that, in order to expedite consideration on the House Floor, the Committee on Oversight and Reform would waive further consideration of H.R. 4347. On that same date, the Chair of the Committee on Transportation and Infrastructure responded, acknowledging the jurisdictional interested of the Committee on Oversight and Reform and the agreement to waive further consideration.

The Committee on Transportation and Infrastructure reported H.R. 4347 to the House on December 17, 2020, as H. Rpt. 116–662, Pt. I. H.R. 4347 was referred to the Committee on Science, Space, and Technology for a period ending not later than December 17, 2020. Subsequently, on December 18, 2020, the Committee on Oversight and Reform and the Committee on Science, Space, and

Technology were discharged from further consideration of H.R. 4347.

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## GSA Lease Transparency Act of 2019

H.R. 5047

To require the Administrator of General Services to conduct an annual audit of properties leased to private parties, and for other purposes.

*Summary*

H.R. 5047 requires the Administrator of the General Services Administration to conduct annual audits of all existing leases of the Federal Government. The legislation further requires the audit to be submitted to the Congress and include a review by the Office of the Inspector General.

*Legislative History*

H.R. 5047 was introduced in the House on November 12, 2019, by Mr. DeFazio and Ms. Titus and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5047 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Chair discharged the Subcommittee on Economic Development, Public Buildings and Emergency Management from further consideration of H.R. 5047 on November 20, 2019.

The Committee considered H.R. 5047 on November 20, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment by a record vote of 33 yeas and 22 nays (Roll Call Vote No. 10).

The Committee reported H.R. 5047 to the House on December 16, 2020, as H. Rpt. 116–655.

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## Safe Aircraft Maintenance Standards Act

H.R. 5119 (H.R. 5096)

To amend title 49, United States Code, to require certain air carriers to provide reports with respect to maintenance, preventive maintenance, or alterations, and for other purposes.

*Summary*

H.R. 5119 establishes one level of safety between airline maintenance performed in the United States and that performed on U.S. airlines' fleets in foreign countries. Some 950 aeronautical repair stations outside the United States hold Federal Aviation Administration (FAA) certificates under 14 C.F.R. part 145, yet these facilities are not subject to the same safety standards that apply to domestic repair stations. For example, workers who perform safety-sensitive functions at U.S. repair stations are subject to compulsory screening for substance abuse; however, the same requirement does not apply to their counterparts at foreign facilities. Workers at U.S. repair stations are subject to compulsory background investigations; yet the same requirement does not apply to their counterparts overseas.

This disparity between safety standards at U.S. and foreign repair stations that hold FAA certificates comes at a time when airlines' spending on contract maintenance and repair services nearly tripled between 1996 and 2011, according to the Department of Transportation Inspector General (DOT IG), rising from $1.5 billion in 1996 to $4.2 billion in 2011. Today, "[i]t is estimated that nearly 50 percent by dollar volume of maintenance work done by operators of U.S. registered aircraft is done in . . . FAA certified repair facilities located outside" the United States, according to the Transport Workers Union. However, in 2013, the DOT IG found that the FAA's repair station oversight "lacks the rigor needed to identify deficiencies and verify that they have been addressed" and that "some repair stations may not be operating in full compliance" with FAA rules. Additionally, the Committee is aware that safety-sensitive workers at foreign repair stations may not be appropriately qualified or positioned to perform their functions; for example, the Committee has received reports that employees responsible for certifying that aircraft are fit for return to revenue service have made those certifications without having personally observed or inspected maintenance work on those aircraft—and in some cases have made the certifications from outside the countries where the work was actually performed.

For years, Congress has pressed the FAA to move quickly to reduce the great disparity between safety requirements for U.S. and foreign repair stations, including mandating drug and alcohol testing and pre-employment background investigations of foreign repair station employees who perform safety-sensitive functions. Even with clear Congressional direction, the FAA has failed to satisfy either mandate, which would assure the flying public that the personnel performing critical maintenance on U.S.-operated aircraft have been adequately screened. These, among other measures, would help ensure that foreign repair stations follow the same safety standards that the FAA requires of maintenance work done in the United States.

*Legislative History*

H.R. 5119 was introduced in the House on November 15, 2019, by Mr. DeFazio and 7 original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5119 was referred to the Subcommittee on Aviation.

The Chair discharged the Subcommittee on Aviation from further consideration of H.R. 5119 on November 20, 2019.

The Committee considered H.R. 5119 on November 20, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by a record vote of 39 yeas and 19 nays (Roll Call Vote No. 12).

The Committee reported H.R. 5119 to the House on July 29, 2020, as H. Rpt. 116–462.

## Safe, Accountable, Fair, and Environmentally Responsible Pipelines Act of 2019

## SAFER Pipelines Act of 2019

H.R. 5120

To amend title 49, United States Code, to provide enhanced safety and environmental protection in pipeline transportation, and for other purposes.

*Summary*

The Pipeline and Hazardous Materials Safety Administration (PHMSA) was established by the *Norman Y. Mineta Research and Special Programs Improvement Act of 2004* (Pub. L. 108–426). Prior to enactment of the 2004 Act, the Department of Transportation's (DOT) Research and Special Programs Administration handled pipeline and hazardous materials safety. PHMSA's pipeline safety program oversees the safety, reliability, and environmentally-sound operation of the nation's 2.6 million miles of gas and hazardous liquid pipeline transportation system.

The last reauthorization of PHMSA's pipeline safety programs was the *Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2016* (*PIPES Act of 2016*) (Pub. L. 114–183), which was enacted on June 22, 2016, and expired on September 30, 2019. H.R. 5120 reauthorizes appropriations for pipeline safety activities through Fiscal Year 2023, while taking numerous steps to address pipeline safety and climate change.

This measure aims to improve pipeline safety, reduce methane emissions, prevent and repair pipeline leaks, and hold pipeline operators accountable for reckless actions. The legislation requires operators of gas pipeline facilities to use advanced leak detection technology and the best available technology for capturing methane emitted during routine operations and maintenance and requires such operators to repair large leaks. It also codifies a 2016 Environmental Protection Agency (EPA) final rule that set limitations on methane emissions across the natural gas and hazardous liquid pipeline sector. The bill further mandates a final rule to regulate gas gathering lines, including in rural areas, and strengthens civil and criminal penalties to help PHMSA hold pipeline operators accountable for violations of pipeline safety laws and regulations.

H.R. 5120 also responds to recommendations by the National Transportation Safety Board (NTSB) following its investigation into several devastating pipeline incidents, such as the 2010 Pacific Gas and Electric natural gas transmission pipeline rupture and fire in San Bruno, California; the 2010 Enbridge hazardous liquid pipeline rupture and release in Marshall, Michigan; and the 2018 Columbia Gas over-pressurization of its natural gas distribution system in Merrimack Valley, Massachusetts; among a series of other serious incidents. These include provisions calling for new regulations that: require all transmission pipelines located in high-consequence areas to have automatic or remote-controlled shut-off valves; require pipeline cracks to be repaired when the pipelines are located in high-consequence areas; and require information about distribution systems that could lead to a point of failure to be included in the National Pipeline Mapping System.

*Legislative History*

H.R. 5120 was introduced in the House on November 15, 2019, by Mr. DeFazio and Mr. Pallone and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5120 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

The Chair discharged the Subcommittee on Railroads, Pipelines, and Hazardous Materials from further consideration of H.R. 5120 on November 20, 2019.

The Committee considered H.R. 5120 on November 20, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by a record vote of 32 yeas and 26 nays (Roll Call Vote No. 9).

The Chair of the Committee on Energy and Commerce sent a letter to the Chair of the Committee on Transportation and Infrastructure agreeing that, in order to expedite consideration on the House Floor, the Committee on Energy and Commerce would waive further consideration of H.R. 5120.

The Chair of the Committee on Transportation and Infrastructure responded on December 17, 2020, acknowledging the jurisdictional interests of the Committee on Energy and Commerce and the agreement to waive further consideration.

The Committee on Transportation and Infrastructure reported H.R. 5120 on December 17, 2020. The Committee on Energy and Commerce was discharged from further consideration of H.R. 5120.

Provisions of H.R. 5120 were included in Division R of H.R. 133. See action on H.R. 133 listed above.

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## Resiliency Enhancement Act of 2020

H.R. 5756

To amend the Bipartisan Budget Act of 2018 to extend the provision of assistance for critical services with respect to certain disasters, and for other purposes.

*Summary*

H.R. 5756 amends the *Bipartisan Budget Act of 2018* (Pub. L. 115–123) to include additional critical infrastructure to be covered under disaster declarations. This legislation enhances the ability of State and local governments to respond to emergency declaration to benefit those impacted by any disaster.

*Legislative History*

H.R. 5756 was introduced in the House on February 5, 2020, by Ms. Plaskett and nine original cosponsors and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5756 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On February 26, 2020, the Chair discharged the Subcommittee on Economic Development, Public Buildings, and Emergency Management from further consideration of H.R. 5756.

The Committee considered H.R. 5756 on February 26, 2020 and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H.R. 5756 to the House on December 9, 2020, as H. Rpt. 16–637.

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## Honoring the Nation's First Responders Day

H. CON. RES. 37 (S. CON. RES. 15)

Expressing support for designation of October 28 as "Honoring the Nation's First Responders Day".

*Summary*

H. Con. Res. 37 expresses support to designate October 28th as "Honoring the Nation's First Responders Day. Dedicated first responders across our Nation put the safety and well-being of their communities above their own. First responders have a life expectancy 20 years less than the average American, between 20 and 25 percent of first responders experience post-traumatic stress, and first responders suffer death by suicide at a higher rate than death in the line of duty. According to the Department of Homeland Security, there are an estimated 4.6 million career and volunteer professionals composing the first responder community. These professionals fall within five primary disciplines, including Law Enforcement, Fire and Rescue Services, Emergency Medical Services, Emergency Management, and Public Works. These men and women train, plan, and respond each day, often risking their lives, to save others. When major disaster strikes, such as the terrorist attacks on September 11, 2001, they rush into danger to respond. Recognizing the sacrifice these professionals make is important to the Nation.

*Legislative History*

H. CON. RES. 37

H. Con. Res. 37 was introduced in the House on May 1, 2019, by Mr. Meadows, Mr. Cummings, and Ms. DeLauro and referred to the Committee on Transportation and Infrastructure. Within the Committee, H. Con. Res. 37 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

The Chair discharged the Subcommittee on Economic Development, Public Buildings, and Emergency Management from further consideration of H. Con. Res. 37 on October 29, 2019.

The Committee considered H. Con. Res. 37 on October 29, 2019, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H. Con. Res. 37 to the House on September 4, 2020, as H. Rpt. 116–488.

S. CON. RES. 15

S. Con. Res. 15, the Senate companion measure, was introduced in the Senate on May 1, 2019, by Ms. Warren, Mr. Cotton, Mr. Johnson. Mr. Peters, Ms. Rosen, and Mr. Lankford and referred to the Senate Committee on Homeland Security and Governmental Affairs.

The Senate Committee on Homeland Security and Governmental Affairs considered S. Con. Res. 15 on May 15, 2019, and ordered the measure to be reported to the Senate without amendment, favorably.

The Senate Committee on Homeland Security and Governmental Affairs report filed on June 4, 2019, as S. Rpt. 116–43. And placed on the Senate Legislative Calendar under General Orders. Calendar No. 108.

The Senate considered S. Con. Res. 15 on June 5, 2019, and passed the measure by unanimous consent.

S. Con. Res. 15 was received in the House on June 10, 2019, and held at the Desk.

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## Use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition

H. CON. RES. 90

Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition.

*Summary*

H. Con. Res. 90 authorizes of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition.

In 1962, President John F. Kennedy signed a proclamation which designated May 15th as "Peace Officers" Memorial Day" and the week in which that date falls as "Police Week." Today, tens of thousands of law enforcement officers from around the world come to Washington, D.C. to participate in events during that week to honor the men and woman of law enforcement who have made the ultimate sacrifice.

Among the events during "Police Week" are the National Peace Officers' Memorial Service and the National Honor Guard and Pipe Band Exhibition.

The resolution authorizes the Grand Lodge of the Fraternal Order of Police to sponsor a public event on May 15, 2020, the 39th Annual National Peace Officers' Memorial Service on the Capitol Grounds, in order to honor the law enforcement officers who died in the line of duty. More than 300 fallen federal, state, and local law enforcement officers will be honored during the ceremony for their sacrifice. The fallen officers that will be honored in 2020 include 135 killed in the line of duty in 2019 and 172 officers who died in prior years that were not previously honored.

In addition, the resolution authorizes the Fraternal Order of Police National Honor Guard and Pipe Band Exhibition to utilize the area surrounding the Grant Statue on the East side of the Capitol Reflection Pool on May 14, 2020, to provide for law enforcement from around the country to exhibit their ability to demonstrate Honor Guard programs and for a separate Big Pipe Band exhibition.

*Legislative History*

H. Con. Res. 90 was introduced in the House on February 12, 2020, by Ms. Titus and Mr. Meadows and referred to the Committee on Transportation and Infrastructure. Within the Committee, H. Con. Res. 90 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

On February 26, 2020, the Chair discharged the Subcommittee on Economic Development, Public Buildings, and Emergency Management from further consideration of H. Con. Res. 90.

The Committee considered H. Con. Res. 90 on February 26, 2020, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

The Committee reported H. Con. Res. 90 to the House on September 4, 2020, as H. Rpt. 116–483.

## MEASURES PENDING IN SUBCOMMITTEE

### Reauthorizing and Extending America's Community Health Act

H.R. 2328

To reauthorize and extend funding for community health centers and the National Health Service Corps.

*Summary*

H.R. 2328 increases and reauthorizes funding through 2024 for Community Health Centers and the National Health Service Corps. As amended by the Committee on Energy and Commerce, this legislation included provisions relating to civil aviation, specifically air ambulance services.

*Legislative History*

H.R. 2328 was introduced in the House on April 15, 2019, by Mr. O'Halleran and Ms. Stefanik and referred to the Committee on Energy and Commerce.

The Committee on Energy and Commerce considered H.R. 2328 on July 17, 2019, and ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote. As amended by the Committee on Energy and Commerce, this legislation included provisions relating to civil aviation, specifically air ambulance services.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Speaker of the House on October 11, 2019, requesting a referral of H.R. 2328.

The Committee on Energy and Commerce reported H.R. 2328 to the House on December 9, 2019 as H. Rpt. 116–332, Pt. I.

H.R. 2328 was sequentially referred to the Committee on Transportation and Infrastructure on December 9, 2019, for a period ending not later than January 29, 2020. On January 29, 2020, the sequential referral was extended for a period ending not later than February 19, 2020. On February 19, 2020, the sequential referral was extended for a period ending not later than April 23, 2020. On

April 24, 2020, the sequential referral was extended for a period ending not later than July 31, 2020. On July 31, 2020, the sequential referral was extended for a period ending not later than September 21, 2020. On September 21, 2020, the sequential referral was extended for a period ending not later than November 20, 2020. On November 17, 2020, the sequential referral was extended for a period ending not later than December 31, 2020.

The Committee on Transportation and Infrastructure was discharged from further consideration of H.R. 2328 on December 31, 2020.

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## William T. Coleman, Jr., Department of Transportation Headquarters Act

S. 3239 (H.R. 5937)

To designate the headquarters building of the Department of Transportation located at 1200 New Jersey Avenue, SE, in Washington, DC, as the "William T. Coleman, Jr., Federal Building".

*Summary*

S. 3239 would designate the U.S. Department of Transportation in Washington, D.C. as the "William T. Coleman, Jr. Federal Building" and update any law, map, regulation, document, paper or other record of the U.S. accordingly.

*Legislative History*

S. 3239

S. 3239 was introduced in the Senate on January 28, 2020, by Mr. Wicker and eight original cosponsors and referred to the Senate Committee on Environment and Public Works.

The Senate Committee on Environment and Public Works considered S. 3239 on February 11, 2020, and ordered the measure to be reported to the Senate with a favorable recommendation.

The Senate Committee on Environment and Public Works reported S. 3239 to the Senate on February 11, 2020, with no written report.

The Senate considered S. 3239 on February 13, 2020, and passed the measure by unanimous consent, without amendment.

S. 3239 was received in the House on February 21, 2020, and referred to the Committee on Transportation and Infrastructure. Within the Committee, S. 3239 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

H.R. 5937

H.R. 5937 was introduced in the House on February 21, 2020, by Mr. Evans, Mr. Reschenthaler, Mr. Brendan F. Boyle of Pennsylvania, Ms. Dean, Mr. Keller, and Mr. Thompson of Pennsylvania and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5937 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

### AMBER Alert Nationwide Act of 2019

S. 732 (H.R. 4614)

To amend the PROTECT Act to expand the national AMBER Alert system to territories of the United States, and for other purposes.

*Summary*

S. 732 amends the *Prosecutorial Remedies and Other Tools to End the Exploitation of Children Today Act of 2003* (*PROTECT Act*) (34 U.S.C. 20501 et seq.) to include increase the ability of public notification of an Amber Alert to include and at airports, maritime ports, border crossing areas ports of entry/exit of the United States. The PROTECT Act assists in public notification of potential abuse and violent crimes against children.

*Legislative History*

S. 732 was introduced in the Senate on March 7, 2019, by Mr. Schatz and Ms. Murkowski and referred to the Senate Committee on the Judiciary.

The Senate Committee on the Judiciary was discharged from further consideration S. 732 on November 16, 2020. The Senate passed S. 732, without amendment, by unanimous consent.

H.R. 4614

H.R. 4614, the House companion measure, was introduced in the House on October 4, 2019, by Mr. Sablan and Mrs. Radewagen and referred to the Committee on the Judiciary; and the Committee on Transportation and Infrastructure. Within the Committee, H.R. 4614 was referred to the Subcommittee on Aviation; the Subcommittee on Highways and Transit; and the Subcommittee on Coast Guard and Maritime Transportation.

Provisions of H.R. 4614 were included in section 1623 of H.R. 2 during House consideration. H.R. 4614 was also included in H.R. 6395. See discussion of H.R. 6395 listed above.

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## JURISDICTIONAL LETTER EXCHANGES

### Energy Emergency Leadership Act

H.R. 362

To amend the Department of Energy Organization Act with respect to functions assigned to Assistant Secretaries, and for other purposes.

*Summary*

H.R. 362 amends the Department of Energy Organization Act to include energy emergency and energy security among the functions that the Secretary of Energy shall assign to an Assistant Secretary. H.R. 362, the *Energy Emergency Leadership Act*. H.R. 362 was introduced on January 9, 2019, and referred to the Committee on Energy and Commerce. H.R. 362 invokes this Committee's jurisdiction by adding to the responsibilities of assistant secretaries within the U.S. Department of Energy (DOE) "infrastructure, cybersecurity,

emerging threats, supply, and emergency planning, coordination, response, and restoration . . .''

*Legislative History*

H.R. 362 was introduced in the House on January 9, 2019, by Mr. Rush and Mr. Walberg and referred to the Committee on Energy and Commerce.

The Committee on Energy and Commerce considered H.R. 362 on July 17, 2019, and passed the measure by voice vote.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Speaker on September 20, 2019 requesting a referral of H.R. 362.

The Committee on Energy and Commerce reported H.R. 362 to the House on October 28, 2019, as H. Rept. 116–255.

The House considered H.R. 362 under Suspension of the Rules on September 28, 2020, and passed the measure, as amended, by voice vote.

H.R. 362 was received in the Senate, on September 30, 2020, read twice and referred to the Committee on Energy and Natural Resources.

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## Pipeline Security Act

H.R. 3699

To codify the Transportation Security Administration's responsibility relating to securing pipelines against cybersecurity threats, acts of terrorism, and other nefarious acts that jeopardize the physical security or cybersecurity of pipelines, and for other purposes.

*Summary*

H.R. 3699 revises the duties of the Transportation Security Administration (TSA) to include securing pipelines and pipeline facilities against cybersecurity threats and acts of terrorism, in coordination with the Cybersecurity and Infrastructure Security Agency. The bill establishes a pipeline security section within the TSA and directs it to develop a strategy for such operations. The TSA must convene with relevant pipeline transportation and pipeline facility stakeholders at least two days per year on matters related to pipeline security.

Currently, the TSA provides cybersecurity guidelines to pipeline operators and conducts reviews of security operations and facilities.

*Legislative History*

H.R. 3699 was introduced in the House on July 11, 2019, by Mr. Cleaver and referred to the Committee on Homeland Security.

The Committee on Homeland Security considered H.R. 3699 on July 17, 2019, and passed the measure, amended, by unanimous consent.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Speaker on October 1, 2019, requesting a referral of H.R. 3699 to the Committee on Transportation and Infrastructure.

The Committee on Homeland Security reported H.R. 3699 to the House on November 12, 2019 with a report H. Rpt. 116–279.

## Reforming Disaster Recovery Act of 2019

H.R. 3702

To authorize the Secretary of Housing and Urban Development to provide disaster assistance to States, Puerto Rico, units of general local government, and Indian tribes under a community development block grant disaster recovery program, and for other purposes.

*Summary*

H.R. 3702 authorizes the Secretary of Housing and Urban Development to provide disaster assistance to States, Puerto Rico, units of general local government, and Indian tribes under a community development block grant disaster recovery program.

*Legislative History*

H.R. 3702 was introduced in the House on July 11, 2019, by Mr. Green of Texas and Mrs. Wagner, and referred to the Committee on Financial Services, and in addition to the Committee on Appropriations.

The Committee on Financial Services considered H.R. 3702 on July 16, 2019, and ordered the measure to be reported to the House, amended, by a recorded vote of 58 yeas and 0 nays.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Speaker of the House on July 19, 2019, requesting a referral of H.R. 3702 to the Committee on Transportation and Infrastructure. The Chair of the Committee on Transportation and Infrastructure sent a corrected letter to the Speaker of the House on July 26, 2019, requesting a referral of H.R. 3702 to the Committee on Transportation and Infrastructure. The Chair of the Committee on Transportation and Infrastructure sent letter to the Chair of the Committee on Financial Services on November 13, 2019, agreeing that, in order to expedite consideration on the House Floor, the Committee on Transportation and Infrastructure would not seek a sequential referral of H.R. 3702. On November 18, 2019, the Chair of the Committee on Financial Services responded acknowledging the jurisdictional interests of the Committee on Transportation and Infrastructure and the agreement to not seek a sequential referral of H.R. 3702.

On November 18, 2019, the House agreed to Suspend the Rules and pass H.R. 3702, as amended by a ⅔ record vote of 290 yeas and 118 nays (Roll no. 625).

H.R. 3702 was received in the Senate on November 19, 2019; read twice; and referred to the Senate Committee on Banking, Housing, and Urban Affairs.

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## Promoting Research and Observations of Space Weather to Improve the Forecasting of Tomorrow Act

H.R. 5260 (S. 881)

To improve understanding and forecasting of space weather, and for other purposes.

*Summary*

H.R. 5260 requires the National Science and Technology Council to establish an interagency working group on space weather to improve the understanding of and preparation for space weather phenomena and coordinate Federal space weather activities.

*Legislative History*

H.R. 5260 was introduced in the House by Mr. Perlmutter, Mr. Brooks of Alabama, and Ms. Johnson of Texas on November 22, 2020, and referred to the Committee on Science, Space, and Technology; the Committee on Armed Services; and the Committee on Natural Resources.

The Committee on Science, Space, and Technology considered H.R. 5260 on January 9, 2020, and ordered the measure to be reported to the House, amended, by voice vote.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Speaker on December 8, 2020, requesting a referral of H.R. 5260 to the Committee on Transportation and Infrastructure.

S. 881

S. 8814, the Senate companion measure, was introduced in the Senate on March 26, 2019, by Mr. Peters and Mr. Gardner and referred to the Senate Committee on Commerce, Science, and Transportation.

The Senate Committee on Commerce, Science, and Transportation considered S. 881 on April 3, 2019, and ordered the measure to be reported, favorably.

The Senate Committee on Commerce, Science, and Transportation reported S. 881 to the Senate on December 11, 2019, as S. Rpt. 116–171.

The Senate considered S. 881 on July 27, 2020, and passed the measure, amended, by unanimous consent.

S. 881 was received in the House on July 29, 2020, and held at the Desk.

The House considered S. 881 under Suspension of the Rules on September 16, 2020, and passed the Measure, by voice vote. Clearing the measure for the President.

S. 881 was presented to the President on October 9, 2020. The President signed S. 881 into law on October 21, 2020, as Public Law 116–181.

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## Ban Surprise Billing Act

H.R. 5800

To end surprise medical billing and increase transparency in health coverage.

*Summary*

H.R. 5800, as amended, limits payments to certain air ambulance providers. The legislation further directs the Secretary of Health and Human Services, in consultation with the Secretaries of Labor and Treasury, to establish, by regulation, an independent dispute

resolution process; the bill would force nonparticipating service providers—including certain air ambulance providers—into this process to adjust or otherwise contest a "recognized amount" or to resolve any subsequent disputes. Notably, the IDR process is made available to air ambulance providers only for payments above $25,000.

*Legislative History*

H.R. 5800 was introduced in the House on February 7, 2020, by Mr. Scott of Virginia Ms. Foxx of North Carolina and referred to the Committee on Energy and Commerce, and in addition to the Committee on Education and Labor; the Committee on Ways and Means; and the Committee on Oversight and Reform.

The Committee on Education and Labor considered H.R. 5800 on February 11, 2020 and ordered the measure to be reported to the House with a favorable recommendation, amended, by a record vote of 32 yeas and 13 nays.

The Chair of the Committee on Transportation and Infrastructure sent a letter to the Speaker on August 13, 2020, requesting a sequential referral of H.R. 5800.

The Committee on Education and Labor reported H.R. 5800 to the House on December 2, 2020, H. Rpt. 116–615, Part I.

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## National Evaluation of Aviation and Aerospace Solutions to Climate Change Act of 2020

H.R. 5977

To direct the Secretary of Transportation to seek to enter into an agreement with the National Academies of Sciences, Engineering, and Medicine to conduct a study on climate change mitigation efforts with respect to the civil aviation and aerospace industries, and for other purposes.

*Summary*

This measure provides the Secretary of Transportation with authorization for the National Academies of Sciences, Engineering, and Medicine to conduct a study on climate change mitigation efforts within the civil aviation and aerospace industries.

*Legislative History*

H.R. 5977 was introduced in the House on February 26, 2020, by Mr. Larsen of Washington, Ms. Schrier, and Ms. Davids of Kansas and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 5977 was referred to the Subcommittee on Aviation.

On March 25, 2020, the Chair of the Committee on Science, Space, and Technology sent a letter to the Speaker requesting a sequential referral of H.R. 5977.

# APPROPRIATIONS

## Continuing Appropriations Act, 2021 and Other Extensions Act

H.R. 8319 (H.R. 176)

Making continuing appropriations for fiscal year 2021, and for other purposes.

*Summary*

Provisions relating to the extension of the *Fixing America's Surface Transportation Act* (Fast Act) (Pub. L. 114–94) were included in the Continuing Resolution (CR). Public Law 114–94 authorized funding through Fiscal Year 2020 for programs administered by the Federal Highway Administration (FHWA). The CR extends the September 30, 2020 deadline until September 31, 2021.

Provisions relating to a one-year extension of the Appalachian Regional Commission were included in section 1101 of H.R. 8319 as introduced.

*Legislative History*

H.R. 8319 was introduced in the House on September 21, 2020, by Mrs. Lowey and referred to the Committee on Appropriations, and the Committee on the Budget.

H.R. 176

H.R. 176, the *Appalachian Regional Commission Relocation Act*, was introduced in the House on January 3, 2019, by Mr. Griffith and referred to the Committee on Transportation and Infrastructure. Within the Committee, H.R. 176 was referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Provisions relating to a one-year extension of the Appalachian Regional Commission were included in section 1101 of H.R. 8319 as introduced.

## ACTIVITIES OF THE FULL COMMITTEE

PETER A. DEFAZIO, Oregon, *Chair*
SAM GRAVES, Missouri, *Ranking Member*
(37–30)

*ELEANOR HOLMES NORTON, District of Columbia*
EDDIE BERNICE JOHNSON, Texas
RICK LARSEN, Washington
GRACE F. NAPOLITANO, California
DANIEL LIPINSKI, Illinois
STEVE COHEN, Tennessee
ALBIO SIRES, New Jersey
JOHN GARAMENDI, California
HENRY C. "HANK" JOHNSON, JR., Georgia
ANDRÉ CARSON, Indiana
DINA TITUS, Nevada
SEAN PATRICK MALONEY, New York
JARED HUFFMAN, California
JULIA BROWNLEY, California
FREDERICA S. WILSON, Florida
DONALD M. PAYNE, JR., New Jersey
ALAN S. LOWENTHAL, California
MARK DESAULNIER, California
*STACEY E. PLASKETT, Virgin Islands*
STEPHEN F. LYNCH, Massachusetts
SALUD O. CARBAJAL, California, *Vice Chair*
ANTHONY G. BROWN, Maryland
ADRIANO ESPAILLAT, New York
TOM MALINOWSKI, New Jersey
GREG STANTON, Arizona
DEBBIE MUCARSEL-POWELL, Florida
LIZZIE FLETCHER, Texas
COLIN Z. ALLRED, Texas
SHARICE DAVIDS, Kansas
ABBY FINKENAUER, Iowa
JESÚS G. GARCÍA, Illinois
ANTONIO DELGADO, New York
CHRIS PAPPAS, New Hampshire
ANGIE CRAIG, Minnesota
HARLEY ROUDA, California
CONOR LAMB, Pennsylvania

DON YOUNG, Alaska
ERIC A. "RICK" CRAWFORD, Arkansas
BOB GIBBS, Ohio
DANIEL WEBSTER, Florida
THOMAS MASSIE, Kentucky
SCOTT PERRY, Pennsylvania
RODNEY DAVIS, Illinois
ROB WOODALL, Georgia
JOHN KATKO, New York
BRIAN BABIN, Texas
GARRET GRAVES, Louisiana
DAVID ROUZER, North Carolina
MIKE BOST, Illinois
RANDY K. WEBER, SR., Texas
DOUG LAMALFA, California
BRUCE WESTERMAN, Arkansas
LLOYD SMUCKER, Pennsylvania
BRIAN J. MAST, Florida
MIKE GALLAGHER, Wisconsin
GARY J. PALMER, Alabama
BRIAN K. FITZPATRICK, Pennsylvania
*JENNIFFER GONZÁLEZ-COLÓN, Puerto Rico*
TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
MIKE GARCIA, California
VACANCY

The Full Committee held 9 hearings, received testimony from 91 witnesses, and considered 50 measures.

### Organizational Meeting

On February 7, 2019, the Committee met for an organizational meeting. The Committee adopted: The Rules of the Committee, and the Subcommittee Memberships, both by voice vote.

On February 26, 2020, the Committee revised the Committee Rules.

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## LEGISLATIVE ACTIVITIES

### February 27, 2019

On February 27, 2019, the Committee considered the following measures:

H.R. 639, To amend section 327 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act to clarify that National Urban Search and Rescue Response System task forces may in-

clude Federal employees. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 1318, To direct the Library of Congress to obtain a stain glassed panel depicting the seal of the District of Columbia and install the panel among the stained glass panels depicting the seals of States which overlook the Main Reading Room of the Library of Congress Thomas Jefferson Building. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H. Con. Res. 16, Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.Con. Res. 19, Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

Fiscal Year 2020 Budget Views and Estimates of the Committee on Transportation and Infrastructure. Ordered to be reported to the Committee on the Budget with a favorable recommendation, without amendment, by voice vote.

**March 27, 2019**

On March 27, 2019, the Committee considered the following measures:

H.R. 367, the *Pay Our Coast Guard Parity Act of 2019*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 1108, the *Aviation Funding Stability Act of 2019*. Ordered to be reported to the House with a favorable recommendation, as amended by voice vote.

H.R. 1306, the *Federal Disaster Assistance Coordination Act*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote

H.R. 1307, the *Post-Disaster Assistance Online Accountability Act*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 1311, To amend the *Robert T. Stafford Disaster Relief and Emergency Assistance Act* to ensure that unmet needs after a major disaster are met. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 1322, To require a report on the effects of climate change on the Coast Guard, and for other purposes. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 1331, the *Local Water Protection Act*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 1775, the *Notice to Airmen Improvement Act of 2019*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

**May 8, 2019**

On May 8, 2019, the Committee considered the following measures:

H.R. 1984, the *Disclosing Aid Spent to Ensure Relief Act*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 2440, the *Full Utilization of the Harbor Maintenance Trust Fund Act*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 2502, the *Transparency in Federal Buildings Projects Act of 2019*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

20 General Services Administration Capital Investment and Leasing Program Resolutions; adopted by voice vote.

**June 26, 2019**

On June 26, 2019, the Committee considered the following measures:

H.R. 2548, the *Hazard Eligibility and Local Projects Act*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 2726, the *Banning Smoking on Amtrak Act of 2019*.

Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 3362, the *Small Airport Mothers' Rooms Act of 2019*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 3409, the *Coast Guard Authorization of 2019*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

**September 19, 2019**

On September 19, 2019, the Committee considered the following measures:

H.R. 1132, the *San Francisco Bay Restoration Act*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 1620, the *Chesapeake Bay Program Reauthorization Act*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 2242, To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include certain services in the definition of critical services, and for other purposes. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 2247, the *Promoting United Government Efforts To Save Our Sound Act*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 3632, the *Fair and Open Skies Act*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 3779, the *Resilience Revolving Loan Fund Act of 2019*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 4031, the *Great Lakes Restoration Initiative Act of 2019*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 4044, the *Protect and Restore America's Estuaries Act*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 4275, To amend the Federal Water Pollution Control Act to reauthorize the Lake Pontchartrain Basin Restoration Program, and for other purposes. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 4347 the *Preparedness and Risk Management for Extreme Weather Patterns Assuring Resilience and Effectiveness Act of 2019*. Ordered to be reported to the House, without amendment, by voice vote.

6 General Services Administration Capital Investment and Leasing Program Resolutions; adopted by voice vote.

**October 29, 2019**

On October 29, 2019, the Committee considered the following measures:

H.R. 1497, the *Water Quality Protection and Job Creation Act of 2019*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote

H.R. 4719, the *Funding Instruction for Safety, Health, and Security Avoids Fishing Emergencies Act*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H. Con. Res. 37, Expressing support for designation of October 28 as "Honoring the Nation's First Responders Day". Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

**November 20, 2019**

On November 20, 2019, the Committee considered the following measures;

H.R. 5047, the *GSA Lease Transparency Act of 2019*. Ordered to be reported to the House with a favorable recommendation, without amendment, by a record vote of 33 yeas and 22 nays (Roll Call Vote No. 10).

H.R. 5119, the *Safe Aircraft Maintenance Standards Act*. Ordered to be reported to the House with a favorable recommendation, without amendment, by a record vote of 39 yeas and 19 nays (Roll Call Vote No. 12).

H.R. 5120, the *SAFER Pipelines Act of 2019*. Ordered to be reported to the House with a favorable recommendation, as amended, by a record vote of 32 yeas and 26 nays (Roll Call Vote No. 9).

H.R. 5139, the *Stop Sexual Assault and Harassment in Transportation Act*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

**February 26, 2020**

On February 26, 2020, the Committee considered the following measures.

Revised Rules of the Committee on Transportation and Infrastructure. Agreed to by voice vote.

Updated Subcommittee Roster. Adopted by voice vote.

Fiscal Year 2021 Budget Views and Estimates of the Committee on Transportation and Infrastructure. Ordered to be reported to the Committee on the Budget with a favorable recommendation, without amendment, by voice vote.

H.R. 2914, the *Housing Survivors of Major Disasters Act of 2019*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 4470, To rename the Saint Lawrence Seaway Development Corporation the Great Lakes St. Lawrence Seaway Development Corporation. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 5756, the *Resiliency Enhancement Act of 2020*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 5912, the *Expedited Delivery of Airport Infrastructure*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 5953, the *Preventing Disaster Revictimization Act*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H. Con. Res. 90, authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

24 General Services Administration Capital Investment and Leasing Program Resolutions; adopted by voice vote.

**June 17 and 18, 2020**

On June 17 and 18, 2020, the Committee considered H.R. 2, the *Investing in a New Vision for the Environment and Surface Transportation in America Act*. Ordered the measure to be reported to the House with a favorable recommendation, as amended, by voice vote.

**July 15, 2020**

On July 15, 2020, the Committee considered the following measures:

Updated Subcommittee Roster. Adopted by voice vote.

H.R. 7575, the *Water Resources Development Act of 2020*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

**September 30, 2020**

On September 30, 2020, the Committee considered the following measures:

H.R. 4358, the *Preliminary Damage Assessment Improvement Act of 2019*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 4611, the *Ocean Pollution Reduction Act II*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 5919, the *National Children's Museum Act*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 8266, the *FEMA Assistance Relief Act of 2020*. Ordered to be reported to the House with a favorable recommendation, as amended, by voice vote.

H.R. 8326, the *Child Care is Economic Development Act of 2020*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

H.R. 8408, the *Aircraft Certification Reform and Accountability Act*. Ordered to be reported to the House with a favorable recommendation, without amendment, by voice vote.

30 General Services Administration Capital Investment and Leasing Program Resolutions; adopted by voice vote.

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## LEGISLATIVE AND OVERSIGHT ACTIVITIES

### Investing in Infrastructure Cannot Wait

On February 7, 2019, the Committee held a hearing entitled "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait." The Committee examined the current state of the Nation's roads, bridges, transit systems, clean water systems, ports and inland waterways, and airports; and receive testimony on what will happen if we do not begin to address the backlog of infrastructure needs. The Committee received testimony from: Hon. Tim Walz, Governor, State of Minnesota, *testifying on behalf of The National Governors Association*; Hon. Eric Garcetti, Mayor, City of Los Angeles, California, *testifying on behalf of The United States Conference of Mayors*; Hon. Ray LaHood, Co-Chair, Building America's Future; Mr. Richard Anderson, President and Chief Executive Officer, National Railroad Passenger Corporation (Amtrak); Hon. Eric K. Fanning, President and Chief Executive Officer, Aerospace Industries Association; Mr. Lawrence J. Krauter, Chief Executive Officer, Spokane International Airport; Ms. Angela C. Lee, Director, Charlotte Water, Charlotte, North Carolina, *testifying on behalf of The Water Environment Federation* and *The National Association of Clean Water Agencies*, Mr. Rich McArdle, President, UPS Freight, *testifying on behalf of the U.S. Chamber of Commerce*; Ms. Kristin Meira, Executive Director, Pacific Northwest Waterways Association; and Mr. Larry I. Willis, President, Transportation Trades Department, American Federation of Labor and Congress of Industrial Organizations (AFL–CIO).

### Climate Change

On February 26, 2019, the Committee held a hearing entitled "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change." This hearing examined the role the

transportation sector plays in global warming, understand the dual track approach of mitigation and resiliency, and learn from individuals in the public and private sectors whom have demonstrated pragmatic solutions for reducing carbon emissions and building resilient infrastructure. The first panel focused on ways to mitigate the effects of climate change, by reducing carbon emissions to reduce the accumulation of greenhouse gases in the atmosphere. The Committee received testimony from Dr. Daniel Sperling, Board Member, California Air Resources Board; Mr. Ben Prochazka; Vice President, Electrification Coalition; Ms. Vicki Arroyo, Executive Director, Georgetown Climate Center; Mr. James M. Proctor, II, Senior Vice President and General Counsel, McWane, Inc.; Mr. Kevin DeGood, Director, Infrastructure Policy, Center for American Progress; Ms. Lynn Scarlett, Vice President, Policy and Government Affairs, The Nature Conservancy; and Dr. Whitley J. Saumweber, Director, Stephenson Ocean Security (SOS) Project, Center for Strategic and International Studies.

### Boeing 737 Max Aircraft

Members of the Committee received a briefing by representatives from the FAA, including the Acting Administrator, on March 14, 2019, to discuss the grounding of the Boeing 737 Max. Days after, the Chair of the Full Committee and the Chair of the Subcommittee on Aviation launched an investigation into the design, development, and certification of the 737 MAX, and related issues. The Committee held a total of five 737 MAX related hearings, including two at the Full Committee level.

On October 30, 2019, the Committee held a hearing entitled "The Boeing 737 MAX: Examining the Design, Development, and Marketing of the Aircraft." The Committee received testimony from Mr. Dennis A. Muilenburg, President and Chief Executive Officer; and Mr. John Hamilton, Vice President and Chief Engineer, Boeing Commercial Airplanes both from The Boeing Company.

On December 11, 2019, the Committee held a hearing entitled "The Boeing 737 MAX: Examining the Federal Aviation Administration's Oversight of the Aircraft's Certification." The Committee received testimony from Hon. Stephen M. Dickson, Administrator, accompanied by Mr. Earl Lawrence, Executive Director, Aircraft Certification Service, both of the Federal Aviation Administration; Mr. Matthew Kiefer, Member, Technical Advisory Board; Mr. Edward F. Pierson, retired Boeing employee; Mr. G. Michael Collins, retired Federal Aviation Administration employee; Mica R. Endsley, PhD, President, SA Technologies, *testifying on behalf of the Human Factors and Ergonomics Society*; Mr. John Cox, President and Chief Executive Officer, Safety Operating Systems.

### Airport Investments

On March 26, 2019, the Committee held a hearing entitled "The Cost of Doing Nothing: Why Investment in Our Nation's Airports Matter." The Committee explored the state of U.S. airport infrastructure and opportunities for Congress to increase funding for projects that will rehabilitate aging infrastructure and prepare for anticipated passenger demand in the coming years. The Committee

received testimony from Mr. Lawrence J. Krauter, Chief Executive Officer, Spokane International Airport; Ms. Tori Barnes, Executive Vice President, Public Affairs and Policy, U.S. Travel Association; Ms. Candace S. McGraw, Chief Executive Officer, Cincinnati/Northern Kentucky International Airport; Mr. Joseph W. Lopano, Chief Executive Officer, Tampa International Airport; Mr. Ted Christie, Chief Executive Officer and President, Spirit Airlines, Inc.; and Mr. Marc Scribner, Senior Fellow, Competitive Enterprise Institute.

**Member Day**

Pursuant to H. Res. 6, Sec. 103(j), the Committee provided all Members of Congress an opportunity to testify before the Committee on Transportation and Infrastructure on their policy priorities which fall within the Committee's jurisdiction.

On May 1, 2019, the Committee held a hearing entitled "Committee on Transportation and Infrastructure Members" Day Hearing." The Committee received testimony from Hon. Max Rose, a Representative in Congress from the 11th District of New York; Hon. Gwen Moore, a Representative in Congress from the 14th District of Wisconsin; Hon. Lori Trahan, a Representative in Congress from the 3rd District of Massachusetts; Hon. Cheri Bustos, a Representative in Congress from the 17th District of Illinois; Hon. Mikie Sherrill, a Representative in Congress from the 11th District of New Jersey; Hon. Josh Harder, a Representative in Congress from the 10th District of California.

Hon. Joe Cunningham, a Representative in Congress from the 1st District of South Carolina; Hon. Glenn Thompson, a Representative in Congress from the 15th District of Pennsylvania; Hon. Ilhan Omar, a Representative in Congress from the 5th District of Minnesota; Hon. Mike Quigley, a Representative in Congress from the 5th District of Illinois; Hon. Roger W. Marshall, a Representative in Congress from the 1st District of Kansas; Hon. Lauren Underwood, a Representative in Congress from the 14th District of Illinois; Hon. Steny H. Hoyer, a Representative in Congress from the 5th District of Maryland.

Hon. James R. Langevin, a Representative in Congress from the 2nd District of Rhode Island; Hon. James A. Himes, a Representative in Congress from the 4th District of Connecticut; Hon. Earl Blumenauer, a Representative in Congress from the 3rd District of Oregon; Hon. Dan Newhouse, a Representative in Congress from the 4th District of Washington; Hon. Robert J. Wittman, a Representative in Congress from the 1st District of Virginia; Hon. Donna E. Shalala, a Representative in Congress from the 27th District of Florida; Hon. Scott H. Peters, a Representative in Congress from the 52nd District of California.

Hon. Danny K. Davis, a Representative in Congress from the 7th District of Illinois; Hon. Josh Gottheimer, a Representative in Congress from the 5th District of New Jersey; Hon. Ro Khanna, a Representative in Congress from the 17th District of California; Hon. Debra A. Haaland, a Representative in Congress from the 1st District of New Mexico; Hon. Ben Cline, a Representative in Congress from the 6th District of Virginia; Hon. Peter Welch, a Representa-

tive in Congress from Vermont; Hon. Pramila Jayapal, a Representative in Congress from the 7th District of Washington.

Hon. Elaine G. Luria, a Representative in Congress from the 2nd District of Virginia; Hon. William R. Keating, a Representative in Congress from the 9th District of Massachusetts; Hon. Grace Meng, a Representative in Congress from the 6th District of New York; Hon. Steve King, a Representative in Congress from the 4th District of Iowa; Hon. Tom O'Halleran, a Representative in Congress from the 1st District of Arizona; Hon. Tony Cárdenas, a Representative in Congress from the 29th District of California; Hon. Zoe Lofgren, a Representative in Congress from the 19th District of California.

Hon. Mary Gay Scanlon, a Representative in Congress from the 5th District of Pennsylvania; Hon. Jim Costa, a Representative in Congress from the 16th District of California; Hon. Nydia M. Velázquez, a Representative in Congress from the 7th District of New York; Hon. Mark Takano, a Representative in Congress from the 41st District of California; Hon. Elissa Slotkin, a Representative in Congress from the 8th District of Michigan; Hon. Joe Neguse, a Representative in Congress from the 2nd District of Colorado; Hon. Earl L. "Buddy" Carter, a Representative in Congress from the 1st District of Georgia.

Hon. Dean Phillips, a Representative in Congress from the 3rd District of Minnesota; Hon. Maxine Waters, a Representative in Congress from the 43rd District of California; and Hon. Doris O. Matsui, a Representative in Congress from the 6th District of California.

### The Gateway Project

On May 2 and 3, 2019, Members of the Committee conducted a tour of the Gateway Project in New York and New Jersey and conducted a roundtable briefing. Committee Members and Staff examined rail infrastructure between Washington, D.C., and New York City, NY, including: Washington Union Station; Baltimore Penn Station; the Baltimore & Potomac Tunnel; the Susquehanna River Bridge; Philadelphia William H. Gray III Station; Newark Penn Station and the beginning of the Gateway Program; and New York Penn Station.

On May 3, 2019, the Members conducted a roundtable meeting "The Cost of Doing Nothing: The Gateway Program." The Members met with representatives from the State of New Jersey; Amtrak; Partnership for New York City; NJ TRANSIT; and the Gateway Program Development Corporation.

### Public Transit and Freight Rail Sectors

On May 16, 2019, the Committee held a hearing entitled "The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors." The Committee received testimony about recent entrants to the rolling stock market, current federal policies, and the impacts on American workers, American taxpayers and transit riders. The Committee received testimony from Mr. Scott N. Paul, President, Alliance for American Manufacturing; BGen John Adams, (Ret. U.S. Army), President, Guardian Six Consultancy,

LLC; Mr. Hamilton Galloway, Head of Consultancy, Americas, Oxford Economics; Mr. Frank J. Cilluffo, Director, McCrary Institute for Cyber and Critical Infrastructure Security; and Director, Center for Cyber and Homeland Security, Auburn University; Mr. Zachary Kahn, Director of Government Relations, BYD Heavy Industries; and Mr. Phillip A. Washington, Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority.

### Congressional Delegation

From May 23 through June 1, 2019, the Chair of the Committee led a Congressional Delegation to Paris and Bordeaux, the French Republic; Copenhagen, the Kingdom of Denmark; Stockholm, the Kingdom of Sweden; and Berlin, the Federal Republic of Germany. The delegation discussed items related to national security and regional transportation projects and practices. Additionally, the Members attended the 75th anniversary Memorial Day Ceremony of D Day, in Normandy, France.

### Puerto Rico and U.S. Virgin Islands Recovery

From February 13 through February 17, 2020, the Chair of the Committee led a Congressional Delegation to the municipalities of San Juan, Ponce, Guayanilla, Yauco and Guanica in Puerto Rico; and St. Croix and St. Thomas in the U.S. Virgin Islands. The Members examined preparedness, response, recovery, and mitigation efforts in the wake of hurricanes Irma and Maria in 2017 and recent earthquakes, including activities at both the local and Federal level.

### COVID–19 Pandemic

In December 2019, an acute infectious respiratory disease was identified in Wuhan, Hubei Province of China. The virus, Coronavirus disease 2019 (COVID–19) since spread globally, resulting in the ongoing 2019–20 coronavirus pandemic.

On March 20, 2020, the Members of the Committee conducted a Member briefing with representatives from the Federal Emergency Management Agency (FEMA) to discuss Federal activities relating to the COVID–19 Pandemic response.

On April 16, 2020, the Members of the Committee conducted a Member briefing with the FEMA Administrator, to discuss Federal activities relating to the COVID–19 Pandemic.

Additionally, Members of the Committee participated in weekly, regionally-based briefings by representatives from FEMA throughout the Spring of 2020.

On June 9, 2020, the Committee held a hybrid (remote and in-person) hearing entitled "On the Front Lines: The Impact of COVID–19 on Transportation Workers." The Committee received testimony from Mr. Larry I. Willis, President, Transportation Trades Department, American Federation of Labor and Congress of Industrial Organizations (AFL–CIO); Mr. LaMont Byrd, Director, Health and Safety Department, International Brotherhood of Teamsters; Ms. Susannah Carr, Flight Attendant, United Airlines, *testifying on behalf of the Association of Flight Attendants—CWA*; Mr. Tomas M. Shaw, Transit Operator, Southern Pennsylvania

Transportation Authority, *testifying on behalf of the Transportation Workers Union*; and Mr. Randy Guillot, President, Triple G Express, Inc. and Southeast Motor Freight Inc., *testifying on behalf of the American Trucking Associations*. The Committee examined the impacts of the COVID–19 crisis on transportation workers. At the hearing, Members heard about how the COVID–19 crisis has impacted the health, working conditions, and employment opportunities of transportation industry workers and will receive recommendations on policy actions that will better protect workers and safeguard this important industry moving forward.

### Disadvantaged Business Enterprise Program

On September 23, 2020, the Committee held a hearing entitled "Driving Equity: The U.S. Department of Transportation's Disadvantaged Business Enterprise Program." This hearing examined the status of the U.S. Department of Transportation's (DOT) Disadvantaged Business Enterprise (DBE) Program, which was established to remedy discrimination against minority and women-owned businesses. The Committee received testimony from Ms. Evalynn Williams, President, Dikita Enterprises; Ms. Geri E. Boyer, President, Kasakia Engineering Group, *testifying on behalf of The American Counsel of Engineering Companies*; Mr. Farad Ali, Director, Airport Minority Advisory Council; Mr. Sandy-Michael E. McDonald, Director, Office of Economic and Small Business Development, Broward County, Florida; Ms. Sandra D. Norman, Administrator, Civil Rights Division, Department of Transportation, Commonwealth of Virginia; and Dr. Jon S. Wainwright, Affiliated Consultant, *testifying on behalf of NERA Economic Consulting*.

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## INVESTIGATIVE ACTIVITIES

### Boeing 737 Max

On March 13, 2019, the Federal Aviation Administration (FAA) announced the temporary grounding of all Boeing 737 MAX–8 and MAX–9 aircraft. This announcement was made after two fatal accidents claimed the lives of 346 people, including eight American citizens. In October 2018 Lion Air-operated MAX–8 crashed in Indonesia and in March 2019 an Ethiopian Airlines-operated MAX–8 crashed, killing all on board.

Members of the Committee received a briefing by representatives from the FAA, including the Acting Administrator, on March 14, 2019, to discuss the grounding of the aircraft. Days after, the Chair of the Full Committee and the Chair of the Subcommittee on Aviation launched an investigation into the design, development, and certification of the 737 MAX, and related issues. The Committee held a total of five 737 MAX related hearings, including two at the Full Committee level.

On October 30, 2019, the Committee held a hearing entitled "The Boeing 737 MAX: Examining the Design, Development, and Marketing of the Aircraft." On December 11, 2019, the Committee held a hearing entitled "The Boeing 737 MAX: Examining the Federal Aviation Administration's Oversight of the Aircraft's Certification."

In March 2020, the Majority Staff of the Committee released its "Preliminary Investigative Findings" from its 737 MAX investigation ("The Boeing 737 MAX Aircraft: Costs, Consequences, and Lessons from its Design, Development, and Certification—Preliminary Investigative Findings.")

The Committee's 18-month long investigation culminated in the release of a final 238-page report in September 2020 ("Final Committee Report: The Design, Development & Certification of the Boeing 737 MAX."). Prepared by the Majority Staff of the Committee, the report was based upon the review of an estimated 600,000 pages of records from Boeing, the FAA and others, two dozen official interviews with FAA and Boeing employees, including three transcribed interviews and it was informed by records and information provided by multiple subject matter experts and numerous whistleblowers who contacted the Committee directly.

## OVERSIGHT LETTERS

### 2021 Presidential Transition

On November 10, 2020, the Chair of the Full Committee joined with the Chairs of the Standing Committees in sending letters to the Secretaries of Health and Human Services; Homeland Security; and Transportation; the Attorney General; the Administrators of the Environmental Protection Agency and the General Services Administration; and the Chair of the Federal Maritime Commission requesting all Administrative records be retained and preserved in accordance with 44 U.S.C.

On November 25, 2020, the Chair of the Full Committee joined with the Chairs of the Standing Committees in sending letters to the Secretaries of the Departments and Agencies requesting documents and information related to the proposed change by the Director of the Office of Personnel and Management regarding Executive Order 13957 and Schedule F.

## COMMITTEE HEARINGS HELD

116–1 "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait." February 7, 2019.

116–3 "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change." February 26, 2019.

116–8 "The Cost of Doing Nothing: Why Investment in Our Nation's Airports Matter. March 26, 2019.

116–13 "Committee on Transportation and Infrastructure Members" Day Hearing." May 1, 2019.

116–16 "The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors." May 16, 2019.

116–40 "The Boeing 737 MAX: Examining the Design, Development, and Marketing of the Aircraft." October 30, 2019.

116–46 "The Boeing 737 MAX: Examining the Federal Aviation Administration's Oversight of the Aircraft's Certification." December 11, 2019.

116–61 "On the Front Lines: The Impact of COVID–19 on Transportation Workers." June 9, 2020.

116–64 "Driving Equity: The U.S. Department of Transportation's Disadvantaged Business Enterprise Program." September 23, 2020.

## ACTIVITIES OF THE SUBCOMMITTEE ON AVIATION

RICK LARSEN, Washington, *Chair*
GARRET GRAVES, Louisiana, *Ranking Member*

(22–17)

André Carson, Indiana
*STACEY E. PLASKETT, Virgin Islands*
STEPHEN F. LYNCH, Massachusetts
*ELEANOR HOLMES NORTON, District of Columbia*
DANIEL LIPINSKI, Illinois
STEVE COHEN, Tennessee
HENRY C. "HANK" JOHNSON, JR., Georgia
DINA TITUS, Nevada
JULIA BROWNLEY, California
ANTHONY G. BROWN, Maryland
GREG STANTON, Arizona
COLIN Z. ALLRED, Texas
JESÚS G. GARCÍA, Illinois
EDDIE BERNICE JOHNSON, Texas
SEAN PATRICK MALONEY, New York
DONALD M. PAYNE, Jr., New Jersey
SHARICE DAVIDS, Kansas, *Vice Chair*
ANGIE CRAIG, Minnesota
GRACE F. NAPOLITANO, California
SALUD O. CARBAJAL, California
PETER A. DEFAZIO, Oregon (*Ex Officio*)
DON YOUNG, Alaska
DANIEL WEBSTER, Florida
THOMAS MASSIE, Kentucky
SCOTT PERRY, Pennsylvania
ROB WOODALL, Georgia
JOHN KATKO, New York
DAVID ROUZER, North Carolina
LLOYD SMUCKER, Pennsylvania
BRIAN J. MAST, Florida
MIKE GALLAGHER, Wisconsin
BRIAN K. FITZPATRICK, Pennsylvania
TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
VACANCY
SAM GRAVES, Missouri (*Ex Officio*)

The Subcommittee held 9 hearings, received testimony from 55 witnesses, and discharged 13 measures.

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## LEGISLATIVE ACTIVITIES

Legislative activities occurred on the following measures referred to the Subcommittee. See Legislative History above:

H.R. 1108, the Aviation Funding Stability Act of 2019.

H.R. 1775, the Notice to Airmen Improvement Act of 2019.

H.R. 1837, the United States-Israel Cooperation Enhancement and Regional Security Act.

H.R. 3362, the Small Airport Mothers' Rooms Act of 2019.

H.R. 3632, the Fair and Open Skies Act.

H.R. 5119, the Safe Aircraft Maintenance Standards Act.

H.R. 5139, the Stop Sexual Assault and Harassment in Transportation Act.

H.R. 5430, the United States-Mexico-Canada Agreement Implementation Act.

H.R. 5912, the Expedited Delivery of Airport Infrastructure Act of 2020.

H.R. 8202, To designate the airport traffic control tower located at Piedmont Triad International Airport in Greensboro, North Carolina, as the "Senator Kay Hagan Airport Traffic Control Tower".

H.R. 8408, the Aircraft Certification Reform and Accountability Act.

H. Res. 1145, Condemning the poisoning of Russian opposition leader Alexei Navalny and calling for a robust United States and international response.

S. 2249, A bill to allow the Deputy Administrator of the Federal Aviation Administration on the date of enactment of this Act to continue to serve as such Deputy Administrator.

## LEGISLATIVE AND OVERSIGHT ACTIVITIES

### Impact of the Shutdown on Aviation

The Subcommittee met to obtain stakeholder perspectives on how the 35-day partial shutdown of the Federal Government impacted Federal Aviation Administration (FAA) functions and operations, as well as the U.S. aviation industry and workforce.

On February 13, 2019, the Subcommittee held a hearing entitled "Putting U.S. Aviation at Risk: The Impact of the Shutdown." The Subcommittee received testimony from Mr. Paul M. Rinaldi, President, National Air Traffic Controllers Association, AFL–CIO; Mr. Michael Perrone, National President, Professional Aviation Safety Specialists; Mr. Nicholas E. Calio, President and Chief Executive Office, Airlines for America; Ms. Sara Nelson, International President, Association of Flight Attendants–CWA; and Mr. Peter J. Bunce, President and Chief Executive Officer, General Aviation Manufacturers Association.

### Aviation 2050

The Subcommittee examined the future of U.S. aviation and the National Airspace System (NAS), including how the NAS is evolving as a result of new aviation and aerospace technologies, as well as how new and future entrants (including unmanned aircraft, passenger air taxis, and supersonic aircraft) will change our airspace.

On March 12, 2019, the Subcommittee held a hearing entitled "Looking Forward: Aviation 2050." The Subcommittee received testimony from Mr. David McBride, Director, Armstrong Flight Research Center, National Aeronautics and Space Administration; Ms. Diana Marina Cooper, Senior Vice President, Policy and Strategy, PrecisionHawk, Inc.; Dr. Eli Dourado, Head, Global Policy and Communications, Boom Supersonic; Dr. Eric Allison, Head, Elevate, Uber Technologies, Inc.; and Mr. Joseph G. DePete, President, Air Line Pilots Association, International.

### Federal Aviation Administration William J. Hughes Technical Center

On March 29, 2019, Members of the Full Committee and Committee Staff conducted a site visit to the Federal Aviation Administration (FAA) William J. Hughes Technical Center in Egg Harbor Township, New Jersey. The Members toured the facility and received a briefing on FAA research in NextGen, commercial space, drones and aviation safety.

### Boeing 737 Max

On March 13, 2019, the Federal Aviation Administration (FAA) announced the temporary grounding of all Boeing 737 MAX–8 and MAX–9 aircraft. This announcement was made after two fatal accidents claimed the lives of 346 people, including eight American citi-

zens. In October 2018 Lion Air-operated MAX–8 crashed in Indonesia and in March 2019 an Ethiopian Airlines-operated MAX–8 crashed, killing all on board.

On May 15, 2019, the Subcommittee held a hearing entitled "Status of the Boeing 737 MAX." The hearing examined the Lion Air Flight 610 and Ethiopian Airlines Flight 302 accidents, the resulting international grounding of the Boeing 737 MAX aircraft, and actions needed to ensure the safety of the aircraft before returning them to revenue service. The Subcommittee received testimony from Mr. Daniel K. Elwell, Acting Administrator, Federal Aviation Administration, U.S. Department of Transportation, *accompanied by Mr. Earl Lawrence, Executive Director, Aircraft Certification*; and Hon. Robert L. Sumwalt, III, Chair, National Transportation Safety Board, *accompanied by Ms. Dana Schulze, Deputy Director*.

On June 19, 2019, the Subcommittee held a hearing entitled "Status of the Boeing 737 MAX: Stakeholder Perspectives." The hearing gathered views and perspectives from aviation stakeholders regarding the Lion Air Flight 610 and Ethiopian Airlines Flight 302 accidents, the resulting international grounding of the Boeing 737 MAX aircraft, and actions needed to ensure the safety of the aircraft before returning them to service. The Subcommittee received testimony from Ms. Sharon Pinkerton, Senior Vice President, Legislative and Regulatory Policy, Airlines for America; Mr. Daniel Carey, President, Allied Pilots Association; Chesley Sullenberger, Pilot, US Airways (Retired); Ms. Sara Nelson, International President, Association of Flight Attendants–CWA; and Hon. J. Randolph "Randy" Babbitt, Former Administrator, Federal Aviation Administration.

### Aviation Safety

On July 17, 2019, the Subcommittee held a hearing entitled "State of Aviation Safety." The Subcommittee heard Government and stakeholder perspectives on the state of aviation safety, including identifying current challenges facing the aviation system and actions needed to maintain and ensure the safety of the traveling public. The Subcommittee received testimony from Mr. Paul Njoroge, husband of Carolyne Karanja, father of Ryan Njuguna, Kelli Pauls, Rubi Pauls, and son-in-Law of Anne Karanja, Victims of Flight ET302, *testifying on behalf of the Families of Ethiopian Airlines Flight 302; accompanied by Mr. Michael Stumo, father of Samya Stumo, victim of ET302*; Ms. Dana Schulze, Acting Director, Office of Aviation Safety, National Transportation Safety Board; Mr. Joseph G. DePete, President, Air Line Pilots Association, International; Ms. Lori Bassani, National President, The Association of Professional Flight Attendants; Mr. Michael Perrone, National President, Professional Aviation Safety Specialists; and Mr. John Samuelsen, International President, Transport Workers Union.

### FAA Reauthorization

On September 26, 2019, the Subcommittee held a hearing entitled "A Work in Progress: Implementation of the FAA Reauthorization Act of 2018." The hearing examined progress within the Federal Aviation Administration (FAA) and the Department of Trans-

portation in implementing the long-term FAA reauthorization act enacted last year. The Subcommittee received testimony from Mr. Daniel K. Elwell, Deputy Administrator, Federal Aviation Administration; *accompanied by Ms. Lirio Liu, Executive Director, Aviation Safety Organization Office of Rulemaking*; Hon. Joel Szabat, Acting Undersecretary for Policy, Department of Transportation; *accompanied by Ms. Blane Workie, Assistant General Counsel for Aviation Enforcement and Proceedings*; Ms. Sara Nelson, International President, Association of Flight Attendants–CWA; Mr. Bob Fox, First Vice President, Air Line Pilots Association, International; Mr. Gregory S. Walden, Aviation Counsel, Small UAV Coalition; Mr. Mark Baker, President and Chief Executive Officer, Aircraft Owners and Pilots Association; Mr. John D. Breyault, Vice President, Public Policy, Telecommunications, and Fraud, National Consumers League; and Mr. David Zurfluh, National President, Paralyzed Veterans of America.

**Air Travel Experience for Persons with Disabilities**

On November 14, 2019, the Subcommittee held a Member roundtable entitled "From Curb to Gate and Back Again: The Air Travel Experience for Persons with Disabilities." The roundtable focused on issues related to the air travel experience for people with disabilities, from check-in at an airport to the baggage claim at their destination. The roundtable further examined what the Government and industry are doing, and can do, to ensure that people with disabilities have a safe and dignified travel experience. The Members heard from representatives from the Airports Council International; Airlines for America; Paralyzed Veterans of America; All Wheels Up; National Disability Rights Network; the Department of Transportation; and the Transportation Security Administration.

**Working Conditions for Airline Ground Workers**

On January 15, 2020, the Subcommittee held a hearing entitled "Oversight of Working Conditions for Airline Ground Workers." The hearing explored pay; terms of employment; occupational safety and health;—and working conditions generally—for workers who load baggage, prepare meals, clean cabins, and perform other functions intrinsic to the operations of U.S. airlines. The Subcommittee received testimony from Hon. Eileen T. Higgins, Commissioner, Miami-Dade County, State of Florida; Ms. Donielle Prophete, Vice President, CWA Local 3645, Communications Workers of America; Mr. Esteban Barrios, Ramp Worker, Miami International Airport, *testifying on behalf of the Service Employees International Union (SEIU)*; Ms. Marlene Patrick-Cooper, President, Unite Here Local 23; Dr. Brian Callaci, Labor Economist; Mr. W. Chris Harrison, Principle, Ogletree Deakins, *testifying on behalf of Airlines for America*; and Mr. Russell Brown, RWP Labor.

**Aviation Maintenance and Manufacturing Workforce**

On February 11, 2020, the Subcommittee held a hearing entitled "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce." The Subcommittee examined the

current state of the U.S. aviation manufacturing and maintenance workforce; challenges to ensuring this workforce can meet future industry demands and needs; and current Government and industry initiatives designed to address those challenges. The Subcommittee received testimony from Ms. Catherine "Kate" Lang, Senior Advisor, Aviation Workforce Outreach, Federal Aviation Administration, Department of Transportation; Ms. Heather Krause, Director, Physical Infrastructure Issues, U.S. Government Accountability Office; Mr. Steven Jackson, Principal, Aviation High School, New York City, *accompanied by Mr. Mario Cotumaccio, Assistant Principal*; Ms. Sharon DeVivo, President, Vaughn College of Aeronautics and Technology Flushing, Queens, New York; Mr. Joseph McDermott, Managing Director, Technical Operations, Delta Air Lines; Mr. Jay J. Neely, III, Vice President, Law and Public Affairs, Gulfstream Aerospace; and Ms. Dana Donati, General Manager and Director of Academic Programs, Leadership in Flight Training (LIFT) Academy.

### Airline Passenger Experience

On March 3, 2020, the Subcommittee held a hearing entitled "The Airline Passenger Experience: What it Is and What It Can Be." The Subcommittee examined the U.S. airline passenger experience; how airlines are working to improve the air travel experience; and opportunities to invest in technologies or innovations that could enhance the air travel experience. The Subcommittee received testimony from Mr. Andrew Von Ah, Director, Physical Infrastructure Issues, U.S. Government Accountability Office; Mr. William J. McGee, Aviation Consultant, Consumer Reports; Mr. Lee Page, Senior Associate Advocacy Director, Paralyzed Veterans of America; Mr. Joe Leader, Chief Executive Officer, Airline Passenger Experience Association; and Mr. Matt Klein, Executive Vice President and Chief Commercial Officer, Spirit Airlines, *Accompanied by Mr. Thomas Canfield, Senior Vice President, General Counsel and Secretary*.

### Ligado 5G Proposal

In July 2020, the Federal Communications Commission (FCC) approved a 5G wireless broadband provider's license which could substantially degrade the Global Positioning System (GPS) signal for aeronautical and other users. The transportation industries (commercial and military) rely on GPS for navigation, air traffic control, and security.

On June 23, 2020, the Members of the Subcommittee participated in a remote Member briefing entitled "Ligado's 5G Proposal and GPS: Implications for the Reliability and Safety of Transportation Infrastructure." The briefing provided Members an opportunity to gain additional information as to the impact of the FCC decision on transportation sectors. The Members were briefed by representatives from the Department of Transportation, Office of Positioning, Navigation, and Timing; the Federal Aviation Administration; and the Department of Defense.

## OVERSIGHT LETTERS

### Boeing 737 MAX

On March 19, 2019, the Chairs of the Full Committee and the Subcommittee on Aviation sent a letter to the Inspector General of the Department of Transportation requesting an investigation into the Federal Aviation Administration's approach to certifying the Boeing 737 MAX.

On March 25, 2019, the Chairs of the Full Committee and the Subcommittee on Aviation sent a letter to the Acting Administrator of the Federal Aviation Administration (FAA), urging the FAA to engage an independent, third-party review composed of individuals with the technical skills and expertise to objectively assess the corrective measures proposed for the 737 MAX by Boeing.

On March 28, 2019, the Chairs of the Full Committee and the Subcommittee on Aviation sent a letter to the Federal Aviation Administration requesting records related to the certification of the Boeing 737 MAX aircraft.

On March 28, 2019, the Chairs of the Full Committee and the Subcommittee on Aviation sent a letter to Boeing requesting records related to the certification of the Boeing 737 MAX aircraft.

On June 6, 2019, the Chairs of the Full Committee and the Subcommittee on Aviation sent letters to Boeing, United Technologies Corp. (UTC), and the Federal Aviation Administration (FAA) requesting a timeline and supporting documents related to when they became aware that the Angle of Attack (AOA) Disagree alert on some Boeing 737 MAX planes was defective, as well as when airlines were notified about this defect.

On November 7, 2019, the Chairs of the Full Committee and the Subcommittee on Aviation sent a letter to Administrator of the Federal Aviation Administration (FAA) concerning the FAA's decisions on two safety-related items with potentially catastrophic consequences: rudder cable protection on the Boeing 737 MAX and lightning protection for the Boeing 787 Dreamliner.

### Unmanned Aircraft Systems

On July 2, 2019, the Chairs and Ranking Members of the Full Committee and Subcommittee on Aviation sent letters to the Secretary of Transportation; the Acting Administrator of the Federal Aviation Administration; and the Acting Director of the Office of Management and Budget expressing concerns with the delay in the FAA's issuing of a rule requiring remote identification for unmanned aircraft systems, or drones.

### Cockpit Barriers

On October 21, 2019, the Chair of the Full Committee sent a letter to the Administrator of the Federal Aviation Administration raising concern over reports the agency will conduct a full rulemaking process instead of simply requiring installation of secondary cockpit barriers on all new airplanes.

### Passengers with Disabilities

On November 12, 2019, the Chair of the Committee and the Chair and Vice Chair of the Subcommittee on Aviation sent a letter to the President and CEO of Airlines for America; the CEO of Delta Air Lines; and the President of the National Air Carriers Association requesting information on the largest U.S. airlines' current policies, procedures, and practices regarding their handling of wheelchairs and scooters for passengers with disabilities.

### Commercial Space Transportation

On November 22, 2019, the Chairs and Ranking Members of the Committee and the Subcommittee on Aviation sent a letter to the Administrator of the Federal Aviation Administration (FAA) regarding the FAA's ongoing rulemaking to streamline current regulations to further accommodate the burgeoning commercial space transportation industry.

### Aeronautical Repair Stations

On November 20, 2019, the Chair of the Committee sent a letter to the Inspector General of the Department of Transportation requesting an audit on the effectiveness of the Federal Aviation Administration's (FAA) oversight of aeronautical repair stations.

### Spectrum Allocation

On November 21, 2019, the Chair of the Committee sent a letter to the Chair of the Federal Communications Commission (FCC) expressing concern over the FCC's plans to sell off part of the 3.7 4.2 GHZ spectrum band and open the 5.9 GHz spectrum band to commercial and private interests.

### COVID–19

On February 26, 2020, the Chairs of the Committee and the Subcommittee on Aviation sent a letter to the Secretary of Transportation requesting information on how the Department plans to effectively prepare for the imminent arrival of a pandemic caused by the COVID–19 pandemic on U.S. soil.

On April 28, 2020, the Chairs and Ranking Members of the Committee and the Subcommittee on Aviation sent a letter to Airlines for America requesting that the airlines relax their flight cancellation policies and implement measures to ensure the highest level of safety for airline workers and passengers who must travel during the ongoing COVID–19 pandemic.

On May 14, 2020, the Chair of the Committee sent letters to the National Air Carrier Association and Airlines for America requesting airlines to make better efforts to apply social distancing policies to help prevent the spread of COVID–19, after multiple reports of increasingly full commercial flights.

The Chairs of the Committee and the Subcommittee on Aviation sent a letter on November 24, 2020, to the Comptroller General of the United States requesting the Government Accountability Office study the transmission of COVID–19 in the airline industry; areas where government authorities overlap, or may be excluded; and an

assessment of the industry's overall response to the COVID–19 pandemic.

### Federal Aviation Administration Safety Culture Survey

On August 7, 2020, the Chairs and Ranking Members of the Committee and the Subcommittee on Aviation sent a letter to the Administrator of the Federal Aviation Administration requesting additional information relating the 2019 AVS Safety Culture Survey.

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## MINORITY OVERSIGHT LETTERS

### International Pilot Licensing Requirements

On July 9, 2019, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Acting Administrator of the FAA expressing support for the International Civil Aviation Organization's (ICAO) engagement on international pilot licensing requirements and encouraging those representing the United States to place particular emphasis on changes to airline pilot training requirements in the age of highly-automated aircraft systems.

### Non-diesel Vehicles on Airport Property

On July 31, 2019, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Administrator of the Environmental Protection Agency (EPA) supporting efforts to secure an exemption for nonroad diesel vehicles at airports from the regulation issued by the Environmental Protection Agency titled "Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements."

### Counter-Unmanned Aircraft Systems

On November 14, 2019, the Ranking Members of the Full Committee and the Ranking Member of the Committee on Homeland Security sent a letter to the Acting Secretary of Homeland Security sharing their belief that the concept of operations by which the Transportation Security Administration's (TSA's) Federal Air Marshal Service (FAMS) would operate Department of Defense counter-unmanned aircraft system (C–UAS) equipment to mitigate a persistent unmanned aircraft system (UAS) risk in the vicinity of an airport. is consistent with the legislative intent of, the limited C–UAS authority provided by Congress to the Department of Homeland Security (DHS).

On August 4, 2020, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Inspector General of the Department of Transportation requesting an assessment of the FAA's role in the C–UAS coordination process with other Federal agencies and strategies undertaken by the FAA and the Federal agencies authorized to use C–UAS technologies to mitigate or ensure there are no adverse effects to aviation safety, civil-

ian aviation and aerospace operations, aircraft airworthiness, or the use of the airspace.

On October 13, 2020, the Ranking Members of the Full Committee and the Ranking Member of the Committee on Homeland Security sent a letter to the Acting Secretary of Homeland Security sharing their continued belief that DHS is exceeding its legislative authority by crafting its own concept of operations whereby TSA's Federal Air Marshal Service (FAMS) would operate Department of Defense C–UAS equipment to mitigate a persistent unmanned aircraft system (UAS) risk in the vicinity of an airport.

### Implementation of Safety Provisions in the FAA Reauthorization Act of 2018

On November 18, 2019, the Ranking Members of the Full Committee and the Subcommittee on Aviation along with every Republican Member of the Committee sent a letter to the Administrator of the FAA requesting an update on the status of the FAA's implementation of several important safety provisions included in the *FAA Reauthorization Act of 2018*, especially in the wake of the two Boeing 737 MAX accidents.

### FAA Whistleblower Office

On December 2, 2019, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Administrator of the FAA stressing that as the Director of the FAA Whistleblower Office is conducting assessments of whistleblower complaints or receiving information related to the Boeing 737 MAX or any other matter, should he decide to report that information to Congress he must ensure that it is not being reported to just one Chamber or one political party, but rather to Congress (and specifically the Committees of jurisdiction) as directed by the law.

### Aerospace Logistics and Supply Chain Management

On August 5, 2020, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Acting Inspector General of the Department of Transportation requesting an assessment of the origin of supplies for aircraft, aircraft engines, and aerospace parts as well as the prevalence of aerospace components, supplies, and products obtained exclusively from foreign sources.

### Unmanned Aircraft Systems and Urban Air Mobility

On August 4, 2020, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Inspector General of the Department of Transportation requesting an assessment of the FAA's plans related to the development and implementation of urban air mobility aircraft certification.

On August 4, 2020, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Inspector General of the Department of Transportation requesting an assessment of the FAA's Unmanned Traffic Management (UTM) Pilot Program (UPP).

On August 5, 2020, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Inspector General of the Department of Transportation requesting an assessment of the FAA's UAS Integration Pilot Program [(IPP); which concluded in November 2020] and the FAA's plans or next steps, if any, including whether there will be a Phase II of the IPP and, if so, the goals and milestones for such a phase.

**Commercial Space Transportation**

On August 4, 2020, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Inspector General of the Department of Transportation requesting an examination of the FAA's Space Data Integrator Program (SDI); actions required by the FAA's Air Traffic Organization to integrate commercial space transportation into the National Airspace System (NAS); and other efforts by the FAA and aerospace industry related to commercial space transportation integration, including near- and long-term plans for meeting the anticipated growth of commercial space transportation and traditional aviation.

**Laser Pointer Incidents**

On August 4, 2020, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Comptroller General of the United States requesting an assessment of laser pointer incidents; FAA's educational efforts related to laser pointer incidents; Federal enforcement actions related to laser pointer incidents; and whether existing or developmental technologies could mitigate the effects of laser beams on pilots, including whether such technologies are economical and safe to incorporate into existing aircraft designs.

**FAA's Air Traffic Voice Communications System Program**

On August 4, 2020, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Inspector General of the Department of Transportation requesting an assessment of the FAA's National Airspace System (NAS) Voice System (NVS) and its new digital voice communication program, known as the Voice Communications System (VCS) Program.

**Implementation of the CARES Act**

On April 4, 2020, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Secretary of the U.S. Department of Treasury thanking him and the President for their leadership and encouraging coordination with the Secretary of Transportation in the implementation of the aviation programs under sections 4003 and 4112 of the *Coronavirus Aid, Relief, and Economic Security Act* (*CARES Act*), and the importance of the assistance all air carriers, including part 135 operators.

On June 2, 2020, the Ranking Members of the Full Committee and the Subcommittee on Aviation sent a letter to the Comptroller General of the United States requesting the GAO to conduct a stakeholder survey and gather input from aerospace experts on

their perspectives on the effectiveness of the *CARES Act* loan and payroll assistance programs; what was effective and what could have made the programs more effective; what actions need to be taken by the aerospace sector as it turns to COVID–19 recovery; and their perspectives on key issues to consider for any potential future actions by Congress, Treasury, or the DOT to assist in the recovery effort.

## SUBCOMMITTEE HEARINGS HELD

116–2 "Putting U.S. Aviation at Risk: The Impact of the Shutdown." February 13, 2019.
116–6 "Looking Forward: Aviation 2050." March 12, 2019.
116–15 "Status of the Boeing 737 MAX." May 15, 2019.
116–22 "Status of the Boeing 737 MAX: Stakeholder Perspectives." June 19, 2019.
116–28 "State of Aviation Safety." July 17, 2019.
116–35 "A Work in Progress: Implementation of the FAA Reauthorization Act of 2018." September 26, 2019.
116–49 "Oversight of Working Conditions for Airline Ground Workers." January 15, 2020.
116–53 "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce." February 11, 2020.
116–56 "The Airline Passenger Experience: What it Is and What It Can Be." March 3, 2020.

## ACTIVITIES OF THE SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

SEAN PATRICK MALONEY, New York, *Chair*
BOB GIBBS, Ohio, *Ranking Member*

(9–7)

RICK LARSEN, Washington
*STACEY E. PLASKETT, Virgin Islands*
JOHN GARAMENDI, California
ALAN S. LOWENTHAL, California
ANTHONY G. BROWN, Maryland
CHRIS PAPPAS, New Hampshire, *Vice Chair*
CONOR LAMB, Pennsylvania
PETER A. DEFAZIO, Oregon (*Ex Officio*)
DON YOUNG, Alaska
RANDY K. WEBER, SR., Texas
BRIAN J. MAST, Florida
MIKE GALLAGHER, Wisconsin
CAROL D. MILLER, West Virginia
SAM GRAVES, Missouri (*Ex Officio*)

The Subcommittee held 11 hearings, received testimony from 57 witnesses, and discharged 7 measures.

### LEGISLATIVE ACTIVITIES

Legislative activities occurred on the following measures referred to the Subcommittee. See Legislative History above:

H.R. 367, the Pay Our Coast Guard Parity Act of 2019.

H.R. 1322, To require a report on the effects of climate change on the Coast Guard, and for other purposes.

H.R. 3409, the Coast Guard Authorization of 2019.

H.R. 4719, the Funding Instruction for Safety, Health, and Security Avoids Fishing Emergencies Act.

H.R. 5139, the Stop Sexual Assault and Harassment in Transportation Act.

H.R. 5430, the United States-Mexico-Canada Agreement Implementation Act.

S. 1982, the Save Our Seas 2.0 Act.

### LEGISLATIVE AND OVERSIGHT ACTIVITIES

#### U.S. Maritime and Shipbuilding Industries

On March 6, 2019, the Subcommittee held a hearing entitled "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness." This hearing provided Members an opportunity to examine the state of the U.S. flag Maritime Industry. The Subcommittee received testimony from RDAM John Nadeau, Assistant Commandant for Prevention Policy, United States Coast Guard; RDAM Mark H. Buzby (USN Ret.), Administrator, Maritime Administration, Department of Transportation; RDAM Michael A. Alfultis, President, Maritime College, State University of New York; Ms. Jennifer A. Carpenter, Executive President and Chief Operating Officer, The American Waterways Operators; Mr. John E. Crowley, Jr., President, National Association of Waterfront Employers; Mr. Michael G. Rob-

erts, Senior Vice President and General Counsel, Crowley Maritime, *testifying on behalf of American Maritime Partnership*; and Mr. Augustin Tellez, Executive Vice President, Seafarers International Union, *testifying behalf of American Maritime Officers, Masters, Mates and Pilots, and The Seafarers International Union*.

**Arctic Vulnerabilities**

On May 8, 2019, the Subcommittee held a hearing entitled "The Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic." This hearing examined the findings and recommendations of the U.S. Committee on the Marine Transportation System entitled "Revising Near-Term Recommendations to the Prioritize Needs in the U.S. Arctic." The Subcommittee received testimony from ADM Charles W. Ray, Vice Commandant, United States Coast Guard; Rear Admiral Shepard Smith, Director, Office of Coast Survey, National Oceanic and Atmospheric Administration, Department of Commerce; COL Phillip J. Borders, Commander, District Alaska, U.S. Army Corps of Engineers; Ms. Heather A. Conley, Senior Vice President, Europe, Eurasia, and the Arctic, Center for Strategic and International Studies; Ms. Abbie Tingstad, Senior Physical Scientist, RAND Corporation; ADM Thad W. Allen (Ret.), Senior Executive Advisor, Booz Allen Hamilton; and Hon. Mead Treadwell, Co-Chair, Polar Institute, Woodrow Wilson Center.

**Fiscal Year 2020 Budget**

On May 21, 2019, the Subcommittee held a hearing entitled "Review of Fiscal Year 2020 Budget for the Coast Guard and Maritime Transportation Programs." The Subcommittee examined the fiscal year (FY) 2020 budget requests for the Coast Guard and Maritime Transportation Programs. The Subcommittee received testimony from ADM Karl P. Schultz, Commandant, U.S. Coast Guard; MCPOCG Jason M. Vanderhaden, Master Chief Perry Officer U.S. Coast Guard; Rear Admiral Mark H. Buzby (Ret.), Administrator, Maritime Administration, Department of Transportation; and Hon. Michael A. Khouri, Chairman, Federal Maritime Commission.

**Western Hemisphere Drug Interdictions**

On June 4, 2019, the Subcommittee held a hearing entitled "Western Hemisphere Drug Interdictions: Why Maintaining Coast Guard Operations Matter." The Subcommittee examined the Federal Government's efforts to confront transnational drug smuggling and stem the flow of illegal drugs to the United States. The Subcommittee received testimony from Mr. Thomas W. Padden, United States Interdiction Coordinator, Office of National Drug Control Policy, Executive Office of the President; VADM Daniel B. Abel, Deputy Commandant for Operations, United States Coast Guard; and Rear Admiral Steven D. Poulin, Director of Operations, United States Southern Command.

### Short Sea Shipping

On June 19, 2019, the Subcommittee held a hearing entitled "Short Sea Shipping: Rebuilding America's Maritime Industry." The Subcommittee examined the state of short sea shipping in the United States—commercial freight between domestic US ports. The Subcommittee received testimony from Rear Admiral Mark H. Buzby, (USN–Ret.), Administrator, Maritime Administration; Mr. Jon Nass, Chief Executive Officer, Maine Port Authority; Mr. James Weakley, President, Lake Carriers' Associations; and Mr. Larry Willis, President, Transportation Trades Department, AFL–CIO.

### Port Infrastructure

On September 25, 2019, the Subcommittee held a hearing entitled "Coast Guard and Port Infrastructure: Built to Last?" This hearing examined shore side infrastructure and the impacts of sea level rise and natural hazards on maritime commerce and coastal infrastructure. The Subcommittee received testimony from Rear Admiral Nathan Moore, Assistant Commandant for Engineering and Logistics Officer, U.S. Coast Guard; Mr. Nathan Anderson, Acting Director, Homeland Security and Justice, U.S. Government Accountability Office; Rear Admiral Ann C. Phillips (USN–Ret.), Special Assistant to the Governor for Coastal Adaption and Protection, Office to the Governor, Commonwealth of Virginia; Dr. Daniel Cox, CH2M Hill Professor in Civil Engineering, Oregon State University; and Mr. Sean Hecht, Co-Executive Director, Emmett Institute on Climate Change and the Environment, School of Law, University of California, Los Angeles.

### China's Maritime Silk Road Initiative

On October 17, 2019, the Subcommittee held a hearing entitled "China's Maritime Silk Road Initiative: Implications for the Global Maritime Supply Chain." The Subcommittee examined the People's Republic of China's 21st Century Maritime Silk Road Initiative, one component of a formal global development strategy to enhance their trade networks. The Subcommittee received testimony from Ms. Carolyn Bartholomew, Chairwoman, United States-China Economic and Security Review Commission; Mr. Chad Sbragia, Deputy Assistant Secretary of Defense for China, Office of the Secretary, Department of Defense; Lieutenant General Giovanni K. Tuck, Director for Logistics, J4, Joint Chiefs of Staff; Mr. Jonathan E. Hillman, Director, Reconnecting Asia Project, Center for Strategic and International Studies; Mr. Jeffrey D. Becker, Research Program Director, Indo-Pacific Security Affairs, Center for Naval Analysis; and Ms. Kathleen Walsh, Associate Professor, National Security Affairs, Naval War College.

### Commercial and Passenger Vessel Safety

On November 14, 2019, the Subcommittee held a hearing entitled "Commercial and Passenger Vessel Safety: Challenges and Opportunities." This hearing examined maritime vessel safety; the effectiveness and implementation of safety legislation such as the

*Cruise Vessel Security and Safety Act* as well as the *Hamm Alert Maritime Safety Act*. The Subcommittee received testimony from Rear Admiral Richard V. Timme, Assistant Commandant for Prevention Policy, U.S. Coast Guard; Hon. Richard Balzano, Deputy Administrator, U.S. Maritime Administration; Mr. Brian Curtis, Director, Office of Marine Safety, National Transportation Safety Board; VADM Brian Salerno (Ret.-USCG), Senior Vice President, Maritime Policy, Cruise Lines International Association; Mr. Adam W. Moilanen, Vice President, Health, Safety, Quality and Environment, American Bureau of Shipping; Mr. Aaron Smith, President and Chief Executive Officer, Offshore Marine Service Association; and Ms. Colleen Stephens, Vice President, Passenger Vessel Association.

**Carbon-Free Maritime Industry**

On January 14, 2020, the Subcommittee held a hearing entitled "The Path to a Carbon-Free Maritime Industry: Investments and Innovation." This hearing focused on new developments in sustainable shipping technologies and international emissions standards established to decarbonize the maritime industry. The Subcommittee received testimony from Mr. Joshua Berger, Governor's Maritime Sector Lead, State of Washington; Mr. John W. Butler, President and Chief Executive Officer, World Shipping Council; Dr. B. Lee Kindberg, Head, Environment and Sustainability, Maersk Line / Maersk Agency, USA; Mr. Peter Bryn, Technical Solutions Manager, North America, ABB Marine and Ports; and Ms. Kathy Metcalf, President and Chief Executive Officer, Chamber of Shipping of America.

**International Role of the USCG**

On March 10, 2020, the Subcommittee held a hearing entitled "The International Role of the United State Coast Guard." This hearing examined the world-wide impact of the United States Coast Guard and its capabilities. The Subcommittee received testimony from VADM Daniel B. Abel, Deputy Commandant for Operations, U.S. Coast Guard, Department of Homeland Security; Hon. David Balton, Senior Fellow, Polar Institute, the Woodrow Wilson International Center for Scholars; Dr. Stephen E. Flynn, Founding Director, Global Resilience Institute, Northeastern University; and Amy E. Searight, PhD, Senior Adviser and Director, Southeast Asia Program, Center for Strategic and International Studies.

**COVID–19**

On May 8, 2020, the Members of the Committee conducted a Member briefing entitled "The Impacts of the COVID–19 Pandemic on Maritime Transportation" with the Administrator of the Maritime Administration.

On May 29, 2020, the Subcommittee held a hearing entitled "The Status of the U.S. Maritime Supply Chain During the COVID–19 Pandemic." The Subcommittee examined the state of the U.S. Maritime Supply Chain during the COVID–19 Pandemic. The Subcommittee received testimony from Mr. Christopher J. Connor, President and Chief Executive Officer, The American Association of

Port Authorities; Mr. Michael G. Roberts, Senior Vice President, Crowley Maritime, *testifying on behalf of the American Maritime Partnership*; Ms. Jennifer A. Carpenter, President and Chief Operating Officer, The American Waterways Operators; Ms. Lauren K. Brand, President, National Association of Waterfront Employers; and Mr. Eric P. Ebeling, President and Chief Operating Officer, American Roll-On-Roll-Off Carrier, *testifying on behalf of USA Maritime*.

## OVERSIGHT LETTERS

### Jones Act

On February 6, 2019, the Chairs and Ranking Members of the Committee and the Subcommittee on Coast Guard and Maritime Transportation sent a letter to the Secretary of Homeland Security expressing opposition to a request from the Governor of Puerto Rico to waive the Jones Act for ten years to allow foreign tankers to move liquid natural gas (LNG) to the island.

### Coast Guard Offshore Patrol Cutter

On November 25, 2019, the Chairs and Ranking Members of the Committee and the Subcommittee on Coast Guard and Maritime Transportation sent a letter to the Acting Secretary of Homeland Security (DHS) expressing concern over DHS' proposal to give Eastern Shipbuilding Group (ESG) extraordinary relief from its fixed price contract for the construction of the Coast Guard's Offshore Patrol Cutter (OPC).

### Ligado Networks

On April 17, 2020, the Chairs of the Committee and the Subcommittee on Coast Guard and Maritime Transportation sent a letter to the Chair of the Federal Communications Commission requesting both withdrawal of the draft order and rejection of Ligado Networks' application for a license modification to facilitate 5G and Internet of Things services in the United States.

### Coast Guard Training

On August 26, 2020, the Chairs of the Committee and the Subcommittee on Coast Guard and Maritime Transportation sent a letter to the Commandant of the Coast Guard (USCG) requesting a review of USCG certified training materials after the Chairs learned of an offensive mnemonic device circulating in such material.

### COVID–19 and Cruise Ships

On May 1, 2020, the Chair of the Committee and the Subcommittee on Coast Guard and Maritime Transportation sent letters to the Carnival Corporation, the Centers for Disease Control and Prevention (CDC) and the U.S. Coast Guard relating to the knowledge of and response to the COVID–19 outbreak. On October 13, 2020, the Chair of the Subcommittee on Coast Guard and Maritime Transportation sent a letter to the CDC requesting additional

documents from them amid new reporting that the Trump Administration intervened in a decision on when cruise ships can safely resume sailings.

### Coast Guard Unmanned Systems

On December 10, 2020, the Chairs and Ranking Members of the Full Committee and the Subcommittee on Coast Guard and Maritime Transportation sent a letter to the Commandant of the Coast Guard urging the adoption of the National Academy of Sciences' (NAS) report on unmanned systems. The NAS report, Leveraging Unmanned Systems for Coast Guard Missions: A Strategic Imperative, assessed and made recommendations on the Coast Guard's ability to improve marine domain awareness using unmanned systems.

### Cruise Line Safety and COVID–19 Response

On December 10, 2020, the Chairs and Ranking Members of the Full Committee and the Subcommittee on Coast Guard and Maritime Transportation sent a letter to the Secretary of Health and Human Services and the Director of the Centers for Disease Control and Prevention requesting records regarding the actions taken by both the Carnival Corporation and the CDC in response to the threat of COVID–19 on cruise ships.

## SUBCOMMITTEE HEARINGS HELD

116–4 "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness." March 6, 2019.

116–14 "The Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic." May 8, 2019.

116–17 "Review of Fiscal Year 2020 Budget for the Coast Guard and Maritime Transportation Programs." May 21, 2019.

116–19 "Western Hemisphere Drug Interdictions: Why Maintaining Coast Guard Operations Matter." June 4, 2019.

116–23 "Short Sea Shipping: Rebuilding America's Maritime Industry." June 19, 2019.

116–34 "Coast Guard and Port Infrastructure: Built to Last?" September 25, 2019.

116–37 "China's Maritime Silk Road Initiative: Implications for the Global Maritime Supply Chain." October 17, 2019.

116–43 "Commercial and Passenger Vessel Safety: Challenges and Opportunities." November 14, 2019.

116–47 "The Path to a Carbon-Free Maritime Industry: Investments and Innovation." January 15, 2020.

116–58 "The International Role of the United State Coast Guard." March 10, 2020.

116–60 "The Status of the U.S. Maritime Supply Chain During the COVID–19 Pandemic." May 29, 2020.

## ACTIVITIES OF THE SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS, AND EMERGENCY MANAGEMENT

DINA TITUS, Nevada, *Chair*
JOHN KATKO, New York, *Ranking Member*

(9–7)

DEBBIE MUCARSEL-POWELL, Florida
SHARICE DAVIDS, Kansas
*ELEANOR HOLMES NORTON, District of Columbia*
HENRY C. "HANK" JOHNSON, JR., Georgia
JOHN GARAMENDI, California
ANTHONY G. BROWN, Maryland
LIZZIE FLETCHER, Texas, *Vice Chair*
PETER A. DEFAZIO, Oregon (*Ex Officio*)
GARY J. PALMER, Alabama
*JENNIFFER GONZÁLEZ COLÓN, Puerto Rico*
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
MIKE GARCIA, California
SAM GRAVES, Missouri (*Ex Officio*)

The Subcommittee held 10 hearings, received testimony from 39 witnesses, and discharged 33 measures.

### LEGISLATIVE ACTIVITIES

Legislative activities occurred on the following measures referred to the Subcommittee. See Legislative History above:

H.R. 639, To amend section 327 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act to clarify that National Urban Search and Rescue Response System task forces may include Federal employees.

H.R. 1306, the *Federal Disaster Assistance Coordination Act*.

H.R. 1307, the *Post-Disaster Assistance Online Accountability Act*.

H.R. 1311, To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to ensure that unmet needs after a major disaster are met.

H.R. 1318, To direct the Library of Congress to obtain a stain glassed panel depicting the seal of the District of Columbia and install the panel among the stained glass panels depicting the seals of States which overlook the Main Reading Room of the Library of Congress Thomas Jefferson Building.

H.R. 1980, the *Smithsonian Women's History Museum Act*.

H.R. 1984, the *Disclosing Aid Spent to Ensure Relief Act*.

H.R. 2242, to amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include certain services in the definition of critical services, and for other purposes.

H.R. 2420, the *National Museum of the American Latino Act*.

H.R. 2502, the *Transparency in Federal Buildings Projects Act of 2019*.

H.R. 2548, the *Hazard Eligibility and Local Projects Act*.

H.R. 2914, the *Housing Survivors of Major Disasters Act of 2020*.

H.R. 3500, the *Federal Advance Contracts Enhancement Act*.

H.R. 4347 the *Preparedness and Risk Management for Extreme Weather Patterns Assuring Resilience and Effectiveness Act of 2019*.

H.R. 4358, the *Preliminary Damage Assessment Improvement Act of 2019*.

H.R. 2914, the *Housing Survivors of Major Disasters Act of 2019*.

H.R. 5430, the *United States-Mexico-Canada Agreement Implementation Act*.

H.R. 3779, the *Resilience Revolving Loan Fund Act of 2019*.

H.R. 5919, the *National Children's Museum Act*.

H.R. 5953, the *Preventing Disaster Revictimization Act*.

H.R. 6096, the *Reliable Emergency Alert Distribution Improvement Act of 2020*.

H.R. 5047, the *GSA Lease Transparency Act of 2019*.

H.R. 5756, the *Resiliency Enhancement Act of 2020*.

H.R. 8266, the *FEMA Assistance Relief Act of 2020*.

H.R. 8326, the *Child Care is Economic Development Act of 2020*.

H. Res. 756, the *Moving Our Democracy and Congressional Operations Towards Modernization Resolution*.

H. Res. 1253, Designating room H–150 of the United States Capitol as "The Joseph H. Rainey Room" to honor the historic life, career, and legacy of Representative Joseph Rainey of South Carolina on the 150th anniversary of his seating as a member of the House of Representatives.

H.J. Res. 46, Relating to a national emergency declared by the President on February 15, 2019.

H. Con. Res. 16, Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition.

H. Con. Res. 19, Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.

H. Con. Res. 37, Expressing support for designation of October 28 as "Honoring the Nation's First Responders Day".

H. Con. Res. 90, Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition.

S. 1869, the *Secure Federal LEASEs Act*.

## LEGISLATIVE AND OVERSIGHT ACTIVITIES

### Economic Development Administration

On April 9, 2019, the Subcommittee held a hearing entitled "Building Prosperity: EDA's Role in Economic Development and Recovery." The Subcommittee heard from stakeholders on the importance of reauthorizing the Economic Development Administration (EDA), its programs and activities supporting economic growth in distressed communities, and the role EDA plays in disaster recovery. The Subcommittee received testimony from Hon. John Fleming, Assistant Secretary of Commerce for Economic Development, U.S. Department of Commerce; Mr. Kevin R. Byrd, Executive Director, New River Valley Regional Commission (Commonwealth of Virginia), *testifying on behalf of National Association of Development Organizations*; Hon. John Messner, Vice-Chairperson, District 1 Commissioner, Gunnison County, Colorado Board of Commissioners, *testifying on behalf of National Association of Counties*; Mr.

Rodrick T. Miller, Chief Executive Officer, Invest Puerto Rico, *testifying on behalf of International Economic Development Council*; and Mr. Mark Muro, Policy Director and Senior Fellow, Metropolitan Policy Program, Brookings Institution.

**Disaster Preparedness**

On May 22, 2019, the Subcommittee held a hearing entitled "Disaster Preparedness: DRRA Implementation and FEMA Readiness." The Subcommittee examined the Federal Emergency Management Agency (FEMA) and organizations working to fully implement the *Disaster Recovery Reform Act of 2018* (DRRA, Division D of Pub. L. 115–254); as well as emergency management workforce readiness. The Subcommittee received testimony from Dr. Daniel Kaniewski, Deputy Administrator for Resilience, Federal Emergency Management Agency, U.S. Department of Homeland Security; Ms. Sima Merick, Executive Director, Ohio Emergency Management Agency, *testifying on behalf of the National Emergency Management Association*; Mr. Nicholas L. Crossley, Director, Emergency Management and Homeland Security Agency, Hamilton County, Ohio, *testifying on behalf of the International Association of Emergency Managers*; Hon. James Gore, Supervisor, 4th District, Sonoma County, California, *testifying on behalf of the National Association of Counties*, Ms. Pamela S. Williams, Executive Director, BuildStrong Coalition; Mr. Alphonse Davis, Deputy Director, Engineering Extension Service, Texas A&M, *testifying on behalf of the National Domestic Preparedness Consortium*; and Mr. Randy Noel, President, Reve, Inc., *testifying on behalf of the National Association of Home Builders*.

**Efficiency in Buildings**

On June 11, 2019, the Subcommittee held a hearing entitled "Efficiency and Resiliency in Federal Building Design and Construction." The Subcommittee examined the General Services Administration's (GSA) guidance and best practices in the planning, design, and operation of Federal buildings with a focus on how GSA utilizes legislative targets and third-party certification programs such as LEED, ENERGY STAR, and Green Globes to meet its energy efficiency and sustainability goals. The Subcommittee received testimony from Mr. Kevin Kampschroer, Director, Office of Federal High-Performance Green Buildings, U.S. General Services Administration; Dr. Kevin G. Van Den Wymelenberg, Associate Professor, Director, Energy Studies in Building Laboratory, University of Oregon; Ms. Elizabeth Beardsley, Senior Policy Counsel, U.S. Green Building Council; and Mr. Mark Russell, *testifying on behalf of the Green Globes Accessor, Green Building Initiative*.

**Trump International Hotel / Old Post Office Building**

Throughout the 116th Congress, the Subcommittee examined the General Service Administration's management of the lease on the Old Post Office and the implications of the emoluments clause with respect to the President's interest in the property.

On September 25, 2019, the Subcommittee held a hearing entitled "Landlord and Tenant: The Trump Administration's Oversight

of the Trump International Hotel Lease." The Subcommittee received testimony from Hon. Carol Ochoa, Inspector General, U.S. General Services Administration; Mr. Daniel Mathews, Commissioner, Public Buildings Service, U.S. General Services Administration; Mr. Michael Foster, Legislative Attorney, Congressional Research Service, Library of Congress; Mr. Hans A. von Spakovsky, Senior Legislative Fellow, Edwin Meese, III, Center for Legal and Judicial Studies, The Heritage Foundation; Ms. Elizabeth "Liz" Hempowicz, Director, Public Policy, Project on Government Oversight; and Mr. Walter M. Shaub, Senior Adviser, Citizens for Responsibility and Ethics in Washington.

On October 24, 2019, the Chair of the Full Committee issued a subpoena to the Administrator of the General Services Administration documents related to the Old Post Office Lease and the Trump International Hotel.

On January 28, 2020, the Subcommittee held a hearing entitled "GSA Outleases and the Trump Old Post Office Hotel." The Subcommittee received testimony from Hon. Emily W. Murphy, Administrator, U.S. General Services Administration.

### Federal Disaster Recovery Efforts

Members of the Subcommittee received a briefing by representatives from the Department of Housing and Urban Development on October 18, 2019, on the Community Development Block Grant—Disaster Recovery program.

On October 22, 2019, the Subcommittee held a hearing entitled "An Assessment of Federal Recovery Efforts from Recent Disasters." The Subcommittee examined the Federal Government's disaster recovery programs and personnel as they work to help communities recover from several natural disasters. The Subcommittee received testimony from Mr. Jeffrey Byard, Associate Administrator, Office of Response and Recovery, Federal Emergency Management Agency, Department of Homeland Security; Mr. Dennis Alvord, Deputy Assistant Secretary, Economic Development Administration, U.S. Department of Commerce; Mr. Chris P. Currie, Director, Homeland Security and Justice, U.S. Government Accountability Office; Mr. Mike Sprayberry, Director, Emergency Management, Department of Public Safety, State of North Carolina, *testifying on behalf of the National Emergency Management Association*; Hon. Fernando Gil-Enseñat, Secretary, Department of Housing, Commonwealth of Puerto Rico; Ms. Rhonda Wiley, Emergency Management/911 Director/Floodplain Administrator, Atchison County, State of Missouri; and Mr. Reese C. May, Chief Strategy and Innovation Officer, The Saint Bernard Project. The Department of Housing and Urban Development submitted a statement for the record.

### Smithsonian Institution

On November 13, 2019, the Subcommittee held a hearing entitled "Review of Smithsonian Institution Current Facilities and Future Space Needs." This hearing examined the Smithsonian Institution, its current facilities, and future needs. The Subcommittee

received testimony from Hon. Lonnie G. Bunch, III, Secretary, The Smithsonian Institution.

### Disaster Recovery Reform Act of 2018

On December 10, 2019, the Members of the Subcommittee held a roundtable entitled "DRRA at One: Stakeholder Perspectives." The roundtable provided Member an opportunity to discuss the implementation of the *Disaster Recovery Reform Act* (DRRA, Division D of Pub. L. 115–254) with stakeholders. The Members met with representatives from the Build Strong Coalition; the National Emergency Management Association; the International Association of Emergency Managers; Texas A&M University; the National Association of Mutual Insurance Companies; and the National Association of Home Builders.

### Animals in Disasters

On February 12, 2020, the Subcommittee held a hearing entitled "Animals in Disasters." This hearing discussed the impact of livestock, pets, and other animals impacted by natural disasters and the capabilities of the Federal Government to respond. The Subcommittee received testimony from Wesley T. Bissett, DVM, PhD, Director, Veterinary Emergency Team, College of Veterinary Medicine and Biomedical Sciences, Texas A&M University; R. Douglas Meckes, DVM, State Veterinarian, Department of Agriculture and Consumer Services, State of North Carolina; Ms. Teresa MacPherson, Canine Handler, Fire and Rescue Department/Virginia Task Force 1, Fairfax County, Virginia; and Mr. Richard Patch, Vice President, Federal Affairs, American Society for the Prevention of Cruelty to Animals.

### FEMA's Priorities

On March 11, 2020, the Subcommittee held a hearing entitled "FEMA's Priorities for 2020 and Beyond: Coordinating Mission and Vision." This hearing provided Members an opportunity to examine the President's budget request for fiscal year 2021 and discus the status of programs managed by the Federal Emergency Management Agency. The Subcommittee received testimony from Hon. Peter T. Gaynor, Administrator, Federal Emergency Management Agency, Department of Homeland Security.

### Vulnerable Populations in Disasters

On July 28, 2020, the Subcommittee held a hearing entitled "Experiences of Vulnerable Populations During Disaster." Members heard from witnesses who work to address hardships of vulnerable populations disproportionately impacted during disaster. The Subcommittee received testimony from Mr. Curtis Brown, State Coordinator of Emergency Management, Department of Emergency Management, Commonwealth of Virginia, *testifying on behalf of the Institute for Diversity and Inclusion in Emergency Management*; Mr. Chad Higdon, Chief Executive Officer, Second Hand Community Food Bank; Ms. Marcie Roth, Executive Director and Chief Executive Officer, World Institute on Disability; and Ms. Diane

Yentel, President and Chief Executive Officer, National Low Income Housing Coalition.

## OVERSIGHT LETTERS

### Old Post Office Building / Trump International Hotel

On January 22, 2019, the Chair of the Full Committee and Ms. Titus sent a letter to Administrator of the General Services Administration requesting additional responses to questions surrounding President Trump serving as both a landlord and tenant of the Old Post Office Building.

On September 10, 2019, the Chairs of the Full Committee and the Subcommittee on Economic Development, Public Buildings, and Emergency Management sent a letter to the Administrator of the General Services Administration requesting responses to questions surrounding President Trump serving as both a landlord and tenant of the Old Post Office Building.

On October 1, 2019, the Chairs of the Full Committee and the Subcommittee on Economic Development, Public Buildings, and Emergency Management sent a letter to the Administrator of the General Services Administration requesting an audit of the Trump International Hotel.

On October 18, 2019, the Chairs of the Full Committee and the Subcommittee on Economic Development, Public Buildings, and Emergency Management sent a letter to the Administrator of the General Services Administration requesting documents related to the Trump International Hotel. Subsequently, the Chair of the Committee issued a subpoena of the requested documents on October 24, 2019.

On December 23, 2019, the Chairs of the Full Committee and the Subcommittee on Economic Development, Public Buildings, and Emergency Management sent a letter to the Administrator of the General Services Administration requesting either additional documents, or an appearance before the Committee to respond to concerns relating to the Old Post Office Building lease and the Trump International Hotel.

On April 23, 2020, the Chairs of the Full Committee and the Subcommittee on Economic Development, Public Buildings, and Emergency Management sent a letter to the Administrator of the General Services Administration requesting information regarding reports that the Trump Organization is looking for rent relief for the Trump International Hotel lease of the taxpayer-owned Old Post Office Building.

### Federal Emergency Management Agency Recovery Efforts

On March 10, 2020, the Chair of the Committee, the Majority Leader, and six Members of the House sent a letter to the Administrator of the Federal Emergency Management Agency requesting approval of permanent repair or replacement assistance to help communities recover from recent natural disasters in Puerto Rico.

### COVID–19

On March 18, 2020, the Chairs of the Full Committee and the Subcommittee on Economic Development, Public Buildings, and Emergency Management sent a letter to the Assistant Secretary of Commerce for Economic Development requesting Economic Development Administration programs respond as quickly as possible to businesses impacted by the COVID–19 pandemic.

On April 22, 2020, the Chair of the Full Committee and the Ranking Member of the Senate Homeland Security and Governmental Affairs Committee sent a letter to the President requesting Federal Emergency Management Agency (FEMA) waive all cost-share requirements for States responding to the global COVID–19 pandemic.

On April 29, 2020, the Chairs of the Full Committee and the Subcommittee on Economic Development, Public Buildings, and Emergency Management sent a letter to the Administrator of the Federal Emergency Management Agency requesting information regarding accounts the agency was redirecting or re-prioritizing urgently-needed protective gear and medical equipment amid allegations of political influence from the White House. The letter further requested information about coordination with the private sector on sourcing and distributing supplies that are being shipped via taxpayer-funded cargo flights.

On August 14, 2020, the Chairs of the Committees on Transportation and Infrastructure and Armed Services and 68 Members of Congress sent a letter to the President requesting the immediate waiver of National Guard and FEMA cost-sharing requirements for all States and territories amid the COVID–19 pandemic response.

### Federal Emergency Management Agency Vacancies

On July 21, 2020, the Chairs of the Committees on Transportation and Infrastructure and Homeland Security; the Ranking Member of the Senate Committee on Homeland Security and Governmental Affairs; the Subcommittee Chairs of the Subcommittee on Economic Development, Public Buildings, and Emergency Management, and the Subcommittee on Emergency Preparedness, Response, and Recovery sent a letter to the Administrator of the Federal Emergency Management Agency (FEMA) expressing concerns over longstanding senior leadership vacancies at the Agency, including both Deputy Administrator roles, which have each been without permanent appointees for six months. The lawmakers also noted their disappointment with FEMA's compliance with its own succession plan, signed earlier this year by the Agency and approved by the Department of Homeland Security.

### Federal Courthouses and Architectural Style

On August 25, 2020, the Chair of the Subcommittee on Economic Development, Public Buildings, and Emergency Management sent a letter to the Administrator of the General Services Administration requesting information related to the solicitation request for courthouses in Florida and Alabama to be built in the "classic architectural style."

## MINORITY OVERSIGHT LETTERS

### Unneeded Federal Real Estate

On July 1, 2019, the Ranking Members of the Full Committee and Subcommittee on Economic Development, Public Buildings, and Emergency Management sent a letter to the Office of Management and Budget (OMB) regarding implementation of the *Federal Assets Sale and Transfer Act of 2016* (FASTA) requesting regular updates from OMB on progress and the activities of OMB in supporting the Public Buildings Reform Board.

### Building Resilient Infrastructure and Communities (BRIC) Funding

On October 15, 2020, the Full Committee Chair and Ranking Member, along with the Chair and Ranking Member of the Subcommittee sent a letter to the Federal Emergency Management Agency expressing concern the full 6 percent of overall disaster funding was not set aside for BRIC and encouraging the full amount of funding be available for predisaster mitigation.

## SUBCOMMITTEE HEARINGS HELD

116–11 "Building Prosperity: EDA's Role in Economic Development and Recovery" April 9, 2019.
116–18 "Disaster Preparedness: DRRA Implementation and FEMA Readiness." May 22, 2019.
116–20 "Efficiency and Resiliency in Federal Building Design and Construction." June 11, 2019.
116–33 "Landlord and Tenant: The Trump Administration's Oversight of the Trump International Hotel Lease." September 25, 2019.
116–38 "An Assessment of Federal Recovery Efforts from Recent Disasters." October 22, 2019.
116–42 "Review of Smithsonian Institution Current Facilities and Future Space Needs." November 13, 2019.
116–50 "GSA Outleases and the Trump Old Post Office Hotel." January 28, 2020.
116–54 "Animals in Disasters." February 12, 2020.
116–58 "FEMA's Priorities for 2020 and Beyond: Coordinating Mission and Vision." March 11, 2020.
116–62 "Experiences of Vulnerable Populations During Disaster." July 28, 2020.

## ACTIVITIES OF THE SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

ELEANOR HOLMES NORTON, District of Columbia, *Chair*
RODNEY DAVIS, Illinois, *Ranking Member*

(31–25)

EDDIE BERNICE JOHNSON, Texas
STEVE COHEN, Tennessee
JOHN GARAMENDI, California
HENRY C. "HANK" JOHNSON, JR., Georgia
JARED HUFFMAN, California
JULIA BROWNLEY, California
FREDERICA S. WILSON, Florida
ALAN S. LOWENTHAL, California
MARK DESAULNIER, California
SALUD O. CARBAJAL, California
ANTHONY G. BROWN, Maryland
ADRIANO ESPAILLAT, New York
TOM MALINOWSKI, New Jersey
GREG STANTON, Arizona
COLIN Z. ALLRED, Texas
SHARICE DAVIDS, Kansas
ABBY FINKENAUER, Iowa, *Vice Chair*
JESÚS G. GARCÍA, Illinois
ANTONIO DELGADO, New York
CHRIS PAPPAS, New Hampshire
ANGIE CRAIG, Minnesota
HARLEY ROUDA, California
GRACE F. NAPOLITANO, California
ALBIO SIRES, New Jersey
SEAN PATRICK MALONEY, New York
DONALD M. PAYNE, JR., New Jersey
DANIEL LIPINSKI, Illinois
DINA TITUS, Nevada
*STACEY E. PLASKETT, Virgin Islands*
PETER A. DEFAZIO, Oregon (*Ex Officio)*
DON YOUNG, Alaska
ERIC A. "RICK" CRAWFORD, Arkansas
BOB GIBBS, Ohio
DANIEL WEBSTER, Florida
THOMAS MASSIE, Kentucky
ROB WOODALL, Georgia
JOHN KATKO, New York
BRIAN BABIN, Texas
DAVID ROUZER, North Carolina
MIKE BOST, Illinois
DOUG LAMALFA, California
BRUCE WESTERMAN, Arkansas
LLOYD SMUCKER, Pennsylvania
MIKE GALLAGHER, Wisconsin
GARY J. PALMER, Alabama
BRIAN K. FITZPATRICK, Pennsylvania
TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
MIKE GARCIA, California
VACANCY
SAM GRAVES, Missouri (Ex Officio)

The Subcommittee held 9 hearings, received testimony from 55 witnesses, and discharged 6 measures.

## LEGISLATIVE ACTIVITIES

Legislative activities occurred on the following measures referred to the Subcommittee. See Legislative History above:

H.R. 2, the Investing in a New Vision for the Environment and Surface Transportation in America Act.

H.R. 831, the Reviving America's Scenic Byways Act of 2019.

H.R. 3245, the Restore the Harmony Way Bridge Act.

H.R. 4686, the Sami's Law.

H.R. 5139 the Stop Sexual Assault and Harassment in Transportation Act.

H.R. 5430, the United States-Mexico-Canada Agreement Implementation Act.

## LEGISLATIVE AND OVERSIGHT ACTIVITIES

### Surface Transportation

On March 13, 2019, the Subcommittee held a hearing entitled "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs." The Subcommittee examined if and how Federal-aid highway and Federal transit programs and policies need to change in order to meet current and future transportation challenges. The Subcommittee received testimony from Hon. Ron Nirenberg, Mayor, City of San Antonio, Texas, *testifying on behalf of the National League of Cities*; Mr. Roger M. Millar, Secretary, Department of Transportation, State of Washington, *testifying on behalf of the American Association of State Highway and Transportation Officials*; Mr. Darran Anderson, Director, Strategy and Innovation, Department of Transportation, State of Texas, *testifying on behalf of Texas Innovation Alliance*; Mr. John K. Clark, Executive Director, Transportation Learning Center; Ms. Therese W. McMillan, Executive Director, Metropolitan Transportation Commission, *testifying on behalf of the Association of Metropolitan Planning Organization*; Mr. Algernon Stanley, Vice President, Stanley Construction Company, Inc., *testifying on behalf of Associated General Contractors of America*; and Mr. Michael A. Terry, President and Chief Executive Officer, IndyGo-Indianapolis Public Transportation Corporation, *testifying on behalf of the American Public Transportation Association*.

### Roadway Safety

On April 9, 2019, the Subcommittee held a hearing entitled "Every Life Counts: Improving the Safety of Our Nation's Roadways." This hearing assessed the safety of our Nation's roads and learn what can be done to lower the number of traffic-related fatalities and injuries. The Subcommittee received testimony from Hon. Jennifer Homendy, Member, National Transportation Safety Board; Hon. Fred Jones, Vice Mayor, City of Neptune Beach, Florida, *testifying on behalf of Transportation for America*; Mr. Michael L. Brown, Chief of Police, City of Alexandria, Commonwealth of Virginia; Mr. Jay Bruemmer, Vice President, K & G Striping, Inc., *testifying on behalf of the American Traffic Safety Services Association*; Mr. Mike Sewell, Active Transportation Service Line Leader, Gresham Smith, *testifying on behalf of the League of American Bicyclists*; and Mr. Nicholas Smith, Interim President and Chief Executive Officer, The National Safety Council.

### Trucking Industry

On June 12, 2019, the Subcommittee held a hearing entitled "Under Pressure: The State of Trucking in America." The Members heard from stakeholders about current challenges faced by motor carriers, truck drivers, shippers, and brokers; and how these challenges impact safety, operations, jobs, and goods movement on our Nation's roads. The Subcommittee received testimony from Ms. Cathy Chase, President, Advocates for Highway and Auto Safety; Mr. Chris Spear, President and Chief Executive Officer, American Trucking Associations; Mr. Todd Spencer, President, Owner-Oper-

ator Independent Drivers Association; Mr. LaMont Byrd, Director, Health and Safety Department, International Brotherhood of Teamsters; Mr. Jason Craig, Director of Government Affairs, C.H. Robinson; Mr. Rodney Noble, Senior Director for Transportation Global Procurement, PepsiCo; Mr. Mark Savage, Deputy Chief, Colorado Highway Patrol, *testifying on behalf of the Commercial Vehicle Safety Alliance*; and Mr. Andy Young, Truck Safety Advocate.

**Mobility on Demand**

On June 25, 2019, the Members of the Subcommittee held a roundtable on "Examining the Role of Mobility on Demand (MO) in Surface Transportation Policy." The roundtable provided Members an opportunity to hear about new opportunities for and challenges faced by transit agencies, cities, and mobility providers related to MOD. Members met with representatives from the Community Transportation Association of America; District Department of Transportation; the Consumer Technology Association; the Tri-County Metropolitan Transportation District of Oregon (TriMet); Pinellas Suncoast Transit Authority (PSTA); and the Transportation Trades Department, AFL–CIO.

**Capital Investment Grant Program**

On July 16, 2019, the Subcommittee held a hearing entitled "Oversight of the Federal Transit Administration's Implementation of the Capital Investment Grant Program." This hearing examined how the Federal Transit Administration (FTA) is implementing the Capital Investment Grant (CIG) program in light of the Administration's FY 2018 and FY 2019 budget requests and the implication of reductions to this program. The Subcommittee received testimony from Hon. K. Jane Williams, Acting Administrator, Federal Transit Administration, Department of Transportation; Mr. Robert E. Alger, President and Chief Executive Officer, The Lane Construction Corporation, *testifying on behalf of the American Road & Transportation Builders Association*; Mr. Tom Gerend, Executive Director, The Kansas City Streetcar Authority; and Mr. Paul P. Skoutelas, President and Chief Executive Officer, American Public Transportation Association.

On July 16, 2019, the Committee on Transportation and Infrastructure Majority Staff released a report analyzing the progress of the Capital Investment Grant Program under the current Administration.

**School Bus Safety**

On July 25, 2019, the Subcommittee held a hearing entitled "Examining the Federal Role in Improving School Bus Safety." This hearing examined current school bus safety measures and to consider whether additional Federal safety requirements are warranted. The Subcommittee received testimony from Hon. Andrew J. McLean, Chair, Joint Standing Committee on Transportation, House of Representatives, State of Maine, *testifying on behalf of the National Conference of State Legislatures*; Hon. Brenda Sue Fulton, Chair and Chief Administrator, Motor Vehicle Commission, State of New Jersey; Mr. John Benish, Jr., President and Chief Oper-

ating Officer, Cook-Illinois Corporation, *testifying on behalf of the National School Transportation Association*; Mr. Matthew Condron, Secretary-Treasurer, Teamsters Local 384, Norristown, Pennsylvania; Ms. Anne S. Ferro, President and Chief Executive Officer, American Association of Motor Vehicle Administrators; and Kristin Poland, PhD, Deputy Director, Office of Highway Safety, National Transportation Safety Board.

**Congestion and Financing of America's Roads**

On September 11, 2019, the Subcommittee held a hearing entitled "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads." This hearing evaluated current Federal policies on tolls and demand management; the strategies States and cities use to address congestion and revenue gaps for surface transportation projects; and how new technologies may impact future congestion. The Subcommittee received testimony from Hon. Oliver Gilbert, III, Mayor, City of Miami Gardens and Chairman, Miami-Dade Transportation Planning Organization, State of Florida; Mr. Travis Brouwer, Assistant Director, Department of Transportation, State of Oregon; Ms. Tilly Chang, Executive Director, San Francisco County Transportation Authority, *testifying on behalf of the Intelligent Transportation Society of America*; Mr. Darren D. Hawkins, President and Chief Executive Officer, YRC Worldwide, Inc., *testifying on behalf of the American Trucking Associations*; Timothy J. Lomax, PhD, PE, Regents Fellow, Transportation Institute, Texas A&M; and Mr. Marc Scribner, Senior Fellow, Competitive Enterprise Institute.

**Transportation Network Companies**

On October 16, 2019, the Subcommittee held a hearing entitled "Examining the Future of Transportation Network Companies: Challenges and Opportunities." The Subcommittee heard from stakeholders about transportation network companies (TNCs); the role of cities and States in regulating TNC operations; and the impacts of this transportation model on mobility, other transportation options, drivers, and passengers. The Subcommittee received testimony from Hon. Christopher H. Smith, a Representative in Congress from the 4th District of New Jersey; Hon. Thomas R. Suozzi, a Representative in Congress from the 3rd District of New York; Hon. Karen Freeman-Wilson, Mayor, City of Gary, Indiana, *testifying on behalf of National League of Cities*; Mr. Jon W. Martz, Director, Government and Public Affairs, Commute with Enterprise; Mr. Paul A. Miller, Legislative Counsel, The Transportation Alliance; and Mr. Larry I. Willis, President, Transportation Trades Department, AFL–CIO.

**Freight Transportation**

On December 5, 2019, the Subcommittee on Highways and Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a joint hearing entitled "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation." The Subcommittees examined the importance of freight transportation, investment needed to support

freight transportation, and the ways in which demand for goods movement is growing and changing. The Subcommittees received testimony from Ms. Erin Aleman, Executive Director, Chicago Metropolitan Agency for Planning, *testifying on behalf of the Coalition for America's Gateways and Trade Corridors*; Mr. Charles "Chuck" Baker, President, American Short Line and Regional Railroad Association; Dr. Anne Victoria Goodchild, Founding Director, Supply Chain Transportation and Logistics Center, University of Washington; Mr. Ian J. Jefferies, President and Chief Executive Officer, Association of American Railroads; Mr. Jason Mathers, Director, Vehicles and Freight Strategy, Environmental Defense Fund; and Mr. Jim Tymon, Executive Director, American Association of State Highway and Transportation Officials.

### Federal Land Transportation

On February 6, 2020, the Subcommittee held a hearing entitled "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories." This hearing examined the current state of transportation infrastructure on tribal, Federal, and U.S. territorial lands and related policy issues for consideration in surface transportation reauthorization. The Subcommittee received testimony from Hon. Nelson Petty, Jr., Commissioner, Department of Public Works, U.S. Virgin Islands; Mr. Joe Garcia, Head Councilman, Ohkay Owingeh Tribal Council; Ms. Mary Beth Frank Clark, President, Intertribal Transportation Association; Mr. Christopher B. French, Deputy Chief, National Forest System, United States Forest Service, U.S. Department of Agriculture; Mr. Aron Reif, Transportation Program Manager, Office of Acquisition and Property Management, U.S. Department of the Interior; and Mr. Sergio "Satch" A. Pecori, Chief Executive Officer, Hanson Professional Services.

## OVERSIGHT LETTERS

### Secretary of Transportation Influence

On December 20, 2019, the Chair of the Committee sent a letter to the Inspector General of the Department of Transportation to investigate reports that the Secretary of Transportation and staff gave preferential treatment for discretionary grants.

### Spectrum Allocation

On November 22, 2019, the Chair of the Full Committee sent a letter to the Chair of the Federal Communications Commission regarding surface transportation safety (5.9 GHz band) and aviation safety (3.7 4.2 GHz spectrum).

On January 22, 2020, the Chair and Ranking Member of the Committee and 38 Members of the Committee sent a letter to the Chair of the Federal Communications Commission raising concerns with the plan to redirect more than half the 5.9 GHz spectrum band.

On October 30, 2020, the Chair and Ranking Member of the Committee sent a letter to the Comptroller General requesting a

study into the safety implication of reallocating the 5.9 gigahertz spectrum band.

## MINORITY OVERSIGHT LETTERS

### FCC Decision on 5.9GHz Safety Spectrum

On December 4, 2019, the Ranking Members of the Full Committee and the Subcommittee on Highways and Transit sent a letter to the Federal Communications Commission (FCC) asking for consideration of the transportation safety spectrum uses of this spectrum band over unlicensed uses of the spectrum.

## SUBCOMMITTEE HEARINGS HELD

116–7 "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs." March 13, 2019.

116–10 "Every Life Counts: Improving the Safety of Our Nation's Roadways." April 9, 2019.

116–21 "Under Pressure: The State of Trucking in America." June 12, 2019.

116–27 "Oversight of the Federal Transit Administration's Implementation of the Capital Investment Grant Program." July 16, 2019.

116–29 "Examining the Federal Role in Improving School Bus Safety." July 25, 2019.

116–30 "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads." September 11, 2019.

116–36 "Examining the Future of Transportation Network Companies: Challenges and Opportunities." October 16, 2019.

116–45 "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation." December 5, 2019. Joint with the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

116–52 "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories." February 6, 2020.

# ACTIVITIES OF THE SUBCOMMITTEE ON RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS

DANIEL LIPINSKI, Illinois, *Chair*
ERIC A. "RICK" CRAWFORD, Arkansas, *Ranking Member*

(19–15)

ALBIO SIRES, New Jersey
DONALD M. PAYNE, JR., New Jersey
LIZZIE FLETCHER, Texas
ANDRÉ CARSON, Indiana
FREDERICA S. WILSON, Florida
MARK DESAULNIER, California
STEPHEN F. LYNCH, Massachusetts
TOM MALINOWSKI, New Jersey
GRACE F. NAPOLITANO, California
STEVE COHEN, Tennessee
JESÚS G. GARCÍA, Illinois
*ELEANOR HOLMES NORTON, District of Columbia*
EDDIE BERNICE JOHNSON, Texas
ALAN S. LOWENTHAL, California
COLIN Z. ALLRED, Texas, *Vice Chair*
ANGIE CRAIG, Minnesota
CONOR LAMB, Pennsylvania
PETER A. DEFAZIO, Oregon *(ex officio)*
SCOTT PERRY, Pennsylvania
RODNEY DAVIS, Illinois
BRIAN BABIN, Texas
MIKE BOST, Illinois
RANDY K. WEBER, SR., Texas
DOUG LAMALFA, California
LLOYD SMUCKER, PENNSYLVANIA
BRIAN K. FITZPATRICK, Pennsylvania
TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
GREG PENCE, Indiana
VACANCY
SAM GRAVES, Missouri *(ex officio)*

The Subcommittee held 10 hearings, received testimony from 55 witnesses, and discharged 6 measures.

## LEGISLATIVE ACTIVITIES

Legislative activities occurred on the following measures referred to the Subcommittee. See Legislative History above:

H.R. 2, the *Investing in a New Vision for the Environment and Surface Transportation in America Act.*

H.R. 370, the *Pipeline and LNG Facility Cybersecurity Preparedness Act.*

H.R. 2726, the *Banning Smoking on Amtrak Act of 2019.*

H.R. 5120, the *SAFER Pipelines Act of 2019.*

H.R. 5139, the *Stop Sexual Assault and Harassment in Transportation Act.*

H.R. 5430, the *United States-Mexico-Canada Agreement Implementation Act.*

## LEGISLATIVE AND OVERSIGHT ACTIVITIES

### Pipeline Safety

On April 2, 2019, the Subcommittee held a hearing entitled "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs." This hearing examined the status of safety rulemakings previously mandated by Congress; the safety of the Nation's gas and hazardous liquid pipelines and facilities; and

how meet future needs. The Subcommittee received testimony from Hon. Lori Trahan, a Member in Congress from the 3rd District of Massachusetts; Hon. Seth Moulton, a Member in Congress from the 6th District of Massachusetts; Hon. Howard "Skip" Elliott, Administrator, Pipeline and Hazardous Materials Safety Administration; Hon. Jennifer Homendy, Board Member, National Transportation Safety Board; Mr. Carl Weimer, Executive Director, Pipeline Safety Trust; Mr. Andrew Black, President and Chief Executive Officer, Association of Oil Pipe Lines; Mr. Dan Eggleston, President and Chairman of the Board, International Association of Fire Chiefs; Mr. Richard B. Kuprewicz, President, Accufacts, Inc.; Mr. Robin Rorick, Vice President of Midstream and Industry Operations, American Petroleum Institute; and Mr. Elgie Holstein, Senior Director for Strategic Planning, Environmental Defense Fund.

**Rail Workforce**

On June 20, 2019, the Subcommittee held a hearing entitled "The State of the Rail Workforce." The State of the Rail Workforce." This hearing examined the rail workforce cutbacks and safety issues. The Subcommittee received testimony from Hon. Ronald L. Batory, Administrator, Federal Railroad Administration; Mr. Dennis R. Pierce, President, Brotherhood of Locomotive Engineers and Trainmen; Mr. John Previsich, President, Transportation Division, International Association of Sheet Metal, Air, Rail and Transportation Workers; Mr. Jerry C. Boles, President, Brotherhood of Railroad Signalmen; Mr. Andrew W. Sandberg, Assistant to the President , Directing General Chairman, District Lodge 19, International Association of Machinists and Aerospace Workers; and Mr. William Gonzalez, President, Amtrak Police Fraternal Order of Police Labor Committee.

**Railroad Shippers**

On July 25, 2019, the Subcommittee conducted a roundtable entitled "Railroad Shippers Roundtable". This roundtable provided Members an opportunity to learn from railroad shippers about the challenges they face in moving commodities by rail. The Members of the Subcommittee met with representatives from International Paper; Kinder Morgan Terminals; the National Grain and Feed Association; the National Industrial Transportation League; the American Chemistry Council; Seeler Industries; the Freight Rail Customer Alliance; and the Department of Applied Economics, University of Minnesota.

**Commuter Railroads**

In recent years, national commuter rail ridership has increased substantially. In 2017 alone, riders traveled 12.3 billion passenger miles, serviced by 29 agencies operating in 21 States. Ensuring the safety of commuter rail is the responsibility of the Federal Railroad Administration (FRA), which establishes minimum acceptable levels of railroad safety equipment and operating practices. While FRA regulates safety, Federal funding for commuter rail transportation is provided by the Federal Transit Administration (FTA).

Commuter rail is characterized as providing regional passenger rail service; however, how the service is provided varies.

On September 24, 2019, the Subcommittee held a hearing entitled "Challenges and Opportunities for Commuter Railroads." The Subcommittee received testimony from Mr. Paul P. Skoutelas, President and Chief Executive Officer, American Public Transportation Association; Mr. Jim Derwinski, Chief Executive Officer / Executive Director, Metra; Mr. Peter M. Rogoff, Chief Executive Officer, Sound Transit; and Ms. Stephanie N. Wiggins, Chief Executive Officer, Southern California Regional Rail Authority (SCRRA)—Metrolink.

### Amtrak

On November 13, 2019, the Subcommittee held a hearing entitled "Amtrak Now and Into the Future." The hearing examined service changes implemented by Amtrak and the needs of the Nation's intercity passenger railroad to sustain and strengthen its existing network. The Subcommittee received testimony from Mr. Richard Anderson, President and Chief Executive Officer, Amtrak; Hon. Nancy Nathanson, State Representative, State of Oregon; Mr. Greg Regan, Secretary-Treasurer, Transportation Trades Department, AFL–CIO; Ms. Stacey Mortensen, Executive Director, San Joaquin Regional Rail Commission; Mr. Jack Dinsdale, National Vice President, Transportation Communications International Union; Mr. Jim Mathews, President and Chief Executive Officer, Rail Passengers Association; and Mr. Robert W. Guy, Illinois State Director, Transportation Division, Sheet Metal Air Rail Transportation.

### Freight Transportation

On December 5, 2019, the Subcommittee on Highways and Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a joint hearing entitled "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation." The Subcommittees examined the importance of freight transportation, investment needed to support freight transportation, and the ways in which demand for goods movement is growing and changing. The Subcommittees received testimony from Ms. Erin Aleman, Executive Director, Chicago Metropolitan Agency for Planning, *testifying on behalf of the Coalition for America's Gateways and Trade Corridors;* Mr. Charles "Chuck" Baker, President, American Short Line and Regional Railroad Association; Dr. Anne Victoria Goodchild, Founding Director, Supply Chain Transportation and Logistics Center, University of Washington; Mr. Ian J. Jefferies, President and Chief Executive Officer, Association of American Railroads; Mr. Jason Mathers, Director, Vehicles and Freight Strategy, Environmental Defense Fund; and Mr. Jim Tymon, Executive Director, American Association of State Highway and Transportation Officials.

### Grade Crossings

On February 5, 2020, the Subcommittee held a hearing entitled "Tracking Toward Zero: Improving Grade Crossing Safety and Ad-

dressing Community Concerns." This hearing examined the current challenges affecting highway-railroad grade crossing safety; trespassing and suicide incidents; blocked grade crossings; and efforts to mitigate safety and societal concerns of these issues. The Subcommittee received testimony from Mr. Karl Alexy, Associate Administrator, Railroad Safety and Chief Safety Officer, Federal Railroad Administration; Mr. Brian Vercruysse, Rail Safety Program Administrator, Commerce Commission, State of Illinois; Mr. Mark Christoffels, Chief Executive Officer and Chief Engineer, Alameda Corridor-East Construction Authority, *testifying on behalf of the San Gabriel Valley Council of Governments;* Ms. Rachel Maleh, Executive Director, Operation Lifesaver, Inc.; Hon. Matthew O'Shea, Alderman, 19th Ward, City of Chicago, Illinois; and Mr. Jason A. Morris, Assistant Vice President, Safety and Environment, Norfolk Southern Corporation.

### Rail Networks

On March 4, 2020, the Subcommittee held a hearing entitled "Funding a Robust Freight and Passenger Rail Network." This hearing examined the benefits of freight and passenger rail; the current state of the rail network; and the need for continued investment through Federal programs. The Subcommittee received testimony from Mr. Stephen J. Gardner, Senior Executive Vice President and Chief Operating and Commercial Officer, National Railroad Passenger Corporation (Amtrak); Hon. Sandra Bury, Mayor, Village of Oak Lawn, Illinois; Mr. Kevin S. Corbett, President and Chief Operating Officer, NJ TRANSIT Corporation; Mr. Robert J. Shanahan, Jr., Assistant to the President, Brotherhood of Maintenance of Way Employees Division, International Brotherhood of Teamsters; Mr. Kevin Artl, President and Chief Operating Officer, American Council of Engineering Companies of Illinois; and Mr. Ian Jefferies, President, Association of American Railroads.

### Amtrak's Response to COVID–19

On September 9, 2020, the Subcommittee held a hybrid hearing entitled "Amtrak's Response to COVID–19." This hearing examined the effects of the COVID–19 pandemic on Amtrak; and Amtrak's response, including workforce cuts and reductions in train service. The Subcommittee received testimony from Mr. William Flynn, President and Chief Executive Officer, Amtrak; Mr. Arthur Maratea, National President, Transportation Communication Union, International Association of Machinists and Aerospace Workers; Ms. Amy Griffin, President, America Local 1460, Transport Workers Union of America and Mr. Jim Mathews, President and Chief Executive Officer, Rail Passengers Association.

### Surface Transportation Board and the Passenger Rail System

On November 18, 2020, the Subcommittee held a hybrid hearing entitled "Examining the Surface Transportation Board's Role in Ensuring a Robust Passenger Rail System." The Subcommittee received testimony from Ms. Ann D. Begeman, Chair, Surface Trans-

portation Board; Mr. Martin J. Oberman, Vice Chair, Surface Transportation Board; Mr. Stephen J. Gardner, Senior Executive Vice President, National Railroad Passenger Corporation (Amtrak); Ms. Romayne C. Brown, Chair of the Board of Directors, Metra, Chicago, Illinois; Mr. Paul P. Skoutelas, President and Chief Executive Officer, American Public Transportation Association; Mr. Ian J. Jefferies, President and Chief Executive Officer, Association of American Railroads; and Mr. Randal O'Toole, Senior Fellow, Cato Institute.

## OVERSIGHT LETTERS

### Amtrak

On June 19, 2019, the Chairs of the Committee and the Subcommittee on Railroads, Pipelines, and Hazardous Materials sent a letter to the President and Chief Executive Officer of Amtrak expressing concerns over possible cuts to Amtrak's Police Department which would result in fewer security forces on duty.

On September 8, 2020, the Chairs of the Committee and the Subcommittee on Railroads, Pipelines, and Hazardous Materials, and Ms. Wexton, sent a letter to the President and Chief Executive Officer of Amtrak expressing concern over the decision to issue a Request for Proposal for eCommerce and Mobile Development that would allow certain work to be offshored.

### Liquified Natural Gas by Rail

On June 28, 2019, the Chair of the Full Committee and Mr. Malinowski sent a letter to the Administrator of the Pipeline and Hazardous Materials Safety Administration requesting an extension of the public comment period for at least an additional 30 days on the special permit it is considering that would allow the movement of liquefied natural gas (LNG) by rail in Florida. A follow-up letter was sent on August 8, 2019.

On December 18, 2019, the Chairs of the Committee and the Subcommittee on Railroads, Pipelines, and Hazardous Materials sent a letter to the Administrator of the Pipeline and Hazardous Materials Safety Administration requesting immediate action be taken to conduct a thorough analysis of the potential impacts of transporting liquefied natural gas (LNG) by rail tank car. The letter was sent in response to a Notice of Proposed Rulemaking published by the Pipeline and Hazardous Materials Safety Administration in late October 2019 relating to the transportation of LNG.

### Highway-Railroad Grade Crossings

On September 18, 2019, the Chairs of the Committee and the Subcommittee on Railroads, Pipelines, and Hazardous Materials sent letters to 12 companies seeking information on what steps they have taken to incorporate data into their navigation services, applications, and devices that can help prevent accidents at highway-railroad at-grade crossings. The companies include: Apple; Google; HERE; INRIX; MapQuest; Microsoft; Omnitracs; OpenStreetMap; Sensys Networks; StreetLight Data; Teletrac Navman; and United Parcel Service.

### Keystone Pipeline

On November 18, 2019, the Chairs of the Committees on Transportation and Infrastructure and Energy and Commerce; and Subcommittee Chairs of the Subcommittee on Railroads, Pipelines, and Hazardous Materials and the Subcommittee on Energy, sent a letter to the Comptroller General of the United States requesting a review of the operator of the Keystone Pipeline System and the Pipelines and Hazardous Materials Safety Administration. The request comes on the heels of a crude oil spill in Edinburg, North Dakota, the third major spill from the pipeline in three years.

### Climate Change

On January 16, 2020, the Chair of the Committee sent a letter to the President and CEO of the Association of American Railroads (AAR) requesting clarification to an article published in *The Atlantic,* which suggested AAR's commitment to combatting climate change is a farce and that in reality, AAR's members help finance campaigns to deny the realities of climate change.

## MINORITY OVERSIGHT LETTERS

### Rail Infrastructure and Safety Programs

On March 10, 2020, the Full Committee Ranking Member submitted comments to a proposed rule issued by the Council on Environmental Quality updating the regulations underlying the National Environmental Policy Act (NEPA).

On May 28, 2020, the Full Committee Ranking Member and Ranking Member of the Subcommittee on Railroads, Pipelines, and Hazardous Materials submitted comments to the Federal Railroad Administration (FRA) regarding a proposed rule establishing standards and metrics, including for measuring customer on time performance (OTP).

### Amtrak

On July 22, 2020, the Ranking Member of the Subcommittee on Railroads, Pipelines, and Hazardous Materials sent a letter to Amtrak seeking information regarding Amtrak's recent request for waiver of its Buy America requirement to purchase foreign equipment.

On October 20, 2020, the Ranking Member of the Subcommittee on Railroads, Pipelines, and Hazardous Materials and three other members sent a letter to Amtrak seeking information regarding the Biden presidential campaign's use of Amtrak's very limited resources to campaign during the COVID–19 pandemic.

### Surface Transportation Board (STB)

On May 21, 2020, the Full Committee Ranking Member and Ranking Member of the Subcommittee on Railroads, Pipelines, and Hazardous Materials submitted comments regarding a determination of the relationship between the ICCTA and Clean Water Act.

## SUBCOMMITTEE HEARINGS HELD

116–9 "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs." April 2, 2019.
116–24 "The State of Rail Workforce." June 20, 2019.
116–32 "Challenges and Opportunities for Commuter Railroads." September 24, 2019.
116–41 "Amtrak Now and Into the Future." November 13, 2019.
116–45 "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation." December 5, 2019. Joint with the Subcommittee on Highways and Transit.
116–51 "Tracking Toward Zero: Improving Grade Crossing Safety and Addressing Community Concerns." February 5, 2020.
116–57 "Funding a Robust Freight and Passenger Rail Network." March 4, 2020.
116–63 "Amtrak's Response to COVID–19." September 9, 2020.

## ACTIVITIES OF THE SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

GRACE F. NAPOLITANO, California, *Chair*
BRUCE WESTERMAN, Arkansas, *Ranking Member*

(18–14)

DEBBIE MUCARSEL-POWELL, Florida, *Vice Chair*
EDDIE BERNICE JOHNSON, Texas
JOHN GARAMENDI, California
JARED HUFFMAN, California
ALAN S. LOWENTHAL, California
SALUD O. CARBAJAL, California
ADRIANO ESPAILLAT, New York
LIZZIE FLETCHER, Texas
ABBY FINKENAUER, Iowa
ANTONIO DELGADO, New York
CHRIS PAPPAS, New Hampshire
ANGIE CRAIG, Minnesota
HARLEY ROUDA, California
FREDERICA S. WILSON, Florida
STEPHEN F. LYNCH, Massachusetts
TOM MALINOWSKI, New Jersey
PETER A. DEFAZIO, Oregon *(ex officio)*
DANIEL WEBSTER, Florida
THOMAS MASSIE, Kentucky
ROB WOODALL, Georgia
BRIAN BABIN, Texas
GARRET GRAVES, Louisiana
DAVID ROUZER, North Carolina
MIKE BOST, Illinois
RANDY K. WEBER, SR., Texas
DOUG LAMALFA, California
BRIAN J. MAST, Florida
GARY J. PALMER, Alabama
*JENNIFFER GONZÁLEZ-COLÓN, Puerto Rico*
SAM GRAVES, Missouri *(ex officio)*

The Subcommittee held 10 hearings, received testimony from 101 witnesses, and discharged 18 measures.

### LEGISLATIVE ACTIVITIES

Legislative activities occurred on the following measures referred to the Subcommittee. See Legislative History above:

H.R. 535, the *PFAS Action Act of 2019.*

H.R. 1132, the *San Francisco Bay Restoration Act.*

H.R. 1331, the *Local Water Protection Act.*

H.R. 1497, the *Water Quality Protection and Job Creation Act of 2019.*

H.R. 1620, the *Chesapeake Bay Program Reauthorization Act.*

H.R. 2247, the *Promoting United Government Efforts To Save Our Sound Act.*

H.R. 2440, the *Full Utilization of the Harbor Maintenance Trust Fund Act.*

H.R. 2695, To rename the Success Dam in Tulare County, California, as the Richard L. Schafer Dam.

H.R. 3245, the *Restore the Harmony Way Bridge Act.*

H.R. 4031, the *Great Lakes Restoration Initiative Act of 2019.*

H.R. 4044, the *Protect and Restore America's Estuaries Act.*

H.R. 4275, to amend the Federal Water Pollution Control Act to reauthorize the Lake Pontchartrain Basin Restoration Program, and for other purposes.

H.R. 4470, To rename the Saint Lawrence Seaway Development Corporation the Great Lakes St. Lawrence Seaway Development Corporation.

H.R. 4611, the *Ocean Pollution Reduction Act II.*

H.R. 5430, the *United States-Mexico-Canada Agreement Implementation Act.*

H.R. 5912, the *Expedited Delivery of Airport Infrastructure Act of 2020.*

H.R. 7575, the *Water Resources Development Act of 2020.*

S. 1811, A bill to make technical corrections to the America's Water Infrastructure Act of 2018, and for other purposes. (*Water Resources Development Act of 2020*).

## LEGISLATIVE AND OVERSIGHT ACTIVITIES

### Clean Water State Revolving Fund

On March 7, 2019, the Subcommittee held a hearing entitled "The Clean Water State Revolving Fund: How Federal Infrastructure Investment Can Help Communities Modernize Water Infrastructure and Address Affordability Challenges." This hearing examined the current state of the Nation's clean water systems and the backlog of clean water infrastructure needs and the infrastructure affordability challenges facing communities and American households. The Subcommittee received testimony from Hon. David A. Condon, Mayor, City of Spokane, Washington, *testifying on behalf of United States Conference of Mayors;* Mr. John Mokszycki, Water and Sewer Superintendent, Town of Greenport, New York, on behalf of The National Rural Water Association; Ms. Catherine Coleman Flowers, Rural Development Manager, The Equal Justice Initiative; Ms. Maureen Taylor, State Chairperson, Michigan Welfare Rights Organization; Mr. Andrew Kricun, Executive Director and Chief Engineer, Camden County Municipal Utilities Authority, Camden, New Jersey, *testifying on behalf of The National Association of Clean Water Agencies;* and Ms. Jill Witkowski Heaps, Assistant Professor of Law, Vermont Law School.

### Harbor Maintenance Trust Fund

On April 10, 2019, the Subcommittee held a hearing entitled "The Cost of Doing Nothing: Why Full Utilization of the Harbor Maintenance Trust Fund and Investment in our Nation's Waterways Matter." This hearing examined the role that ports, harbors, and inland waterways play in our communities and their economies. The hearing also examined the importance of full utilization of the Harbor Maintenance Trust Fund (HMTF) for its authorized purposes—namely, the maintenance dredging of authorized commercial coastal and inland harbors. The Subcommittee received testimony from Mr. Richard (Rick) Goche, Commissioner, Port of Bandon, Bandon, Oregon; Mr. Eugene D. Seroka, Executive Director, Port of Los Angeles; Ms. Bonnie Brady, Executive Director, Long Island Commercial Fishing Association; Mr. Kevin Ross, First Vice President, The National Corn Growers Association; Ms. Phyllis Harden, Executive Assistant, Pine Bluff Sand and Gravel Co.; Mr. Peter H. Stephaich, Chairman, Campbell Transportation Com-

pany, *testifying on behalf of the Waterways Council, Inc.;* and Ms. Kirsten Wallace, Executive Director, Upper Mississippi River Basin Association.

### America's Iconic Waterways

On June 25, 2019, the Subcommittee held a hearing entitled "Protecting and Restoring America's Iconic Waters." This hearing examined the successes, challenges, and need for continued funding for restoration efforts related to the Chesapeake Bay, the Great Lakes, San Francisco Bay, Puget Sound, Lake Pontchartrain Basin, and the National Estuary Program. The Subcommittee received testimony from Mr. Preston D. Cole, Secretary, Wisconsin Department of Natural Resources; Mr. Dave Pine, Supervisor, District 1, San Mateo County Board of Supervisors and Chair of the San Francisco Bay Restoration Authority Governing Board; Ms. Laura Blackmore, Executive Director, Puget Sound Partnership; Mr. William C. Baker, President, Chesapeake Bay Foundation; Mr. Tom Ford, Director, Santa Monica Bay National Estuary Program, The Bay Foundation; and Ms. Kristi Trail, Executive Director, Lake Pontchartrain Basin Foundation.

### Water Resources Development Act

On July 10, 2019, the Subcommittee held a hearing entitled "Water Resources Development Acts: Status of Implementation and Assessing Future Needs." This hearing examined the Army Corps of Engineers implementation of the recent Water Resources Development Acts (WRDA) enacted in 2014, 2016, and 2018. The Subcommittee received testimony from Hon. Rickey Dale "R.D." James, Assistant Secretary of the Army (Civil Works), Department of the Army; MG Scott A. Spellmon, Deputy Commanding General for Civil and Emergency Operations, United States Army Corps of Engineers, Department of the Army; Mr. Rob Innis, Plant Manager, Sparrows Point, LafargeHolcim, *testifying on behalf of the Waterways Council Inc.;* Mr. Chad Berginnis, Executive Director, Association of State Floodplain Managers; Mr. Tom Waters, Chairman, Missouri Levee and Drainage District Association; Ms. Julie Hill-Gabriel, Vice President for Water Conservation, The National Audubon Society; Mr. Derek Brockbank, Executive Director, American Shore and Beach Preservation Association; and F. Martin (Marty) Ralph, PhD., Director, Center for Western Weather and Water Extremes, Scripps Institution of Oceanography at UC San Diego.

On October 18–19, 2019, the Members of the Subcommittee conducted a site visit and held a roundtable in Islamorada, Florida on "America's Water Resources Infrastructure: Concepts for the Next Water Resources Development Act." During the roundtable Members heard from the City of Islamorada, Florida; a Florida State Representative; the Florida Department of Environmental Protection; Florida Ports Council; the Everglades Foundation; the South Florida Water Management District; and Florida International University. The Members also toured the Everglades and examined Army Corps facilities.

On November 19, 2019, the Subcommittee held a hearing entitled "Concepts for the Next Water Resources Development Act: Pro-

moting Resiliency of Our Nation's Water Resources Infrastructure." The Subcommittee received testimony from BG Gerald E. Galloway, Glenn L. Martin Institute Professor of Engineering, University of Maryland; Rear Admiral Ann Phillips (Ret.), Special Assistant to the Governor for Coastal Adaption and Protection, Office of the Governor, Commonwealth of Virginia; Mr. Ricardo S. Pineda, Supervising Engineer, Water Resources, Division of Flood Management, Department of Water Resources, State of California, testifying on behalf of the Association of State Floodplain Managers; Dr. Louis Gritzo, Vice President, FM Global Research Manager; Ms. Melissa Samet, Senior Water Resources Counsel, National Wildlife Federation; and Ms. Julie A. Ufner, President, National Waterways Conference.

On January 9, 2020, the Subcommittee held a hearing entitled "Proposals for a Water Resources Development Act of 2020." The Subcommittee received testimony from Hon. Rickey Dale "R.D." James, Assistant Secretary of the Army (Civil Works), Office of the Assistant Secretary of the Army—Civil Works, Department of the Army and Lt Gen Todd T. Semonite, Chief of Engineers and Commanding General, Corps of Engineers, U.S. Army, Department of Defense.

On February 27, 2020, the Subcommittee held a hearing entitled "Proposals for a Water Resources Development Act of 2020: Members" Day Hearing." The Subcommittee received testimony from Hon. Roger W. Marshall, a Representative in Congress from the 1st District of Kansas; Hon. Bill Flores, a Representative in Congress from the 17th District of Texas; Hon. Ed Case, a Representative in Congress from the 1st District of Hawaii; Hon. W. Gregory Steube, a Representative in Congress from the 17th District of Florida; Hon. William R. Keating, a Representative in Congress from the 9th District of Massachusetts; Hon. Pramila Jayapal, a Representative in Congress from the 7th District of Washington; Hon. Filemon Vela, a Representative in Congress from the 34th District of Texas; Hon. Nanette Diaz Barragán, a Representative in Congress from the 44th District of California; Hon. Marcy Kaptur, a Representative in Congress from the 9th District of Ohio; Hon. Joseph D. Morelle, a Representative in Congress from the 25th District of New York.

Hon. Derek Kilmer, a Representative in Congress from the 6th District of Washington; Hon. Kurt Schrader, a Representative in Congress from the 5th District of Oregon; Hon. Doris O. Matsui, a Representative in Congress from the 6th District of California; Hon. Elissa Slotkin, a Representative in Congress from the 8th District of Michigan; Hon. Greg Gianforte, a Representative-at-Large in Congress from Montana; Hon. Bradley Scott Schneider, a Representative in Congress from the 10th District of Illinois; Hon. Michael Waltz, a Representative in Congress from the 6th District of Florida; Hon. Robert C. "Bobby" Scott, a Representative in Congress from the 3rd District of Virginia; Hon. Earl L. "Buddy" Carter, a Representative in Congress from the 1st District of Georgia; Hon. Adam B. Schiff, a Representative in Congress from the 28th District of California.

Hon. Glenn Thompson, a Representative in Congress from the 15th District of Pennsylvania; Hon. James Comer, a Representative

in Congress from the 1st District of Kentucky; Hon. Fred Keller, a Representative in Congress from the 12th District of Pennsylvania; Hon. Bill Foster, a Representative in Congress from the 11th District of Illinois; Hon. Brian Higgins, a Representative in Congress from the 26th District of New York; Hon. Linda T. Sánchez, a Representative in Congress from the 38th District of California; Hon. Jim Cooper, a Representative in Congress from the 5th District of Tennessee; Hon. Bryan Steil, a Representative in Congress from the 1st District of Wisconsin; Hon. Bill Huizenga, a Representative in Congress from the 2nd District of Michigan; Hon. Clay Higgins, a Representative in Congress from the 3rd District of Louisiana.

Hon. Bill Posey, a Representative in Congress from the 8th District of Florida; Hon. Jeff Fortenberry, a Representative in Congress from the 1st District of Nebraska; Hon. Rick W. Allen, a Representative in Congress from the 12th District of Georgia; Hon. Mikie Sherrill, a Representative in Congress from the 11th District of New Jersey; Hon. Emanuel Cleaver, a Representative in Congress from the 5th District of Missouri; Hon. Jackie Speier, a Representative in Congress from the 14th District of California; Hon. Josh Gottheimer, a Representative in Congress from the 5th District of New Jersey; Hon. Jimmy Gomez, a Representative in Congress from the 34th District of California; Hon. Robert J. Wittman, a Representative in Congress from the 1st District of Virginia; Hon. Mike Johnson, a Representative in Congress from the 4th District of Louisiana; Hon. Veronica Escobar, a Representative in Congress from the 16th District of Texas.

Hon. Cynthia Axne, a Representative in Congress from the 3rd District of Iowa; Hon. Pete Olson, a Representative in Congress from the 22nd District of; Hon. Michael Cloud, a Representative in Congress from the 27th District of Texas; Hon. Anthony Gonzalez, a Representative in Congress from the 16th District of Ohio; Hon. Tom O'Halleran, a Representative in Congress from the 1st District of Arizona; and Hon. Donna E. Shalala, a Representative in Congress from the 27th District of Florida.

On March 6, 2020, the Members of the Subcommittee conducted a site visit and held a roundtable in Los Angeles, California on "America's Water Resources Infrastructure: Concepts for the Next Water Resources Development Act (WRDA)." During the roundtable Members heard from representatives from the City of Los Angeles; the Metropolitan Water District of Southern California; the LA County Department of Public Works; Orange County; the San Gabriel Valley Water Association; and the Water Replenishment District of Southern California. The Members also toured the Whittier Narrows Dam and the Ports of Los Angeles and Long Beach.

**Clean Water Act**

On September 18, 2019, the Subcommittee held a hearing entitled "The Administration's Priorities and Policy Initiatives Under the Clean Water Act." This hearing examined the Environmental Protection Agency and stakeholders' views on the Administration's priorities and policy initiatives under the Clean Water Act. The Subcommittee received testimony from Hon. Dave Ross, Assistant Administrator, Office of Water, U.S. Environmental Protection

Agency; Ms. Maia Bellon, Director, Department of Ecology, State of Washington; Ms. Becky W. Keogh, Secretary, Department of Energy and Environment, and Director, Division of Environmental Quality, State of Arkansas; Mr. Ken Kopocis, Associate Professor, College of Law, American University; Mr. Michael Hickey, Hoosick Falls, New York; Ms. Pam Nixon, President, People Concerned About Chemical Safety; and Mr. Geoffrey R. Gisler, Senior Attorney, Southern Environmental Law Center.

### Pebble Mine Project

On October 23, 2019, the Subcommittee held a hearing entitled "The Pebble Mine Project: Process and Potential Impacts." This hearing examined the application process and potential economic and environmental impacts of the proposed Pebble Mine Project, located in the Bristol Bay Watershed, Alaska. The Subcommittee received testimony from Mr. Dennis J. McLerran, Attorney, Cascadia Law Group; Mr. Tom Collier, Chief Executive Officer, The Pebble Partnership; Mr. Richard K. Borden, Owner, Midgard Environmental Services, LLC; Ms. Alannah Hurley, Executive Director, United Tribes of Bristol Bay; Mr. Brian Kraft, Owner, Alaska Sportsmen's Lodge; Mr. Mark Niver, Fisherman, Surrender Salmon Co.; and Ms. Anisa Kamadoli Costa, Chief Sustainability Officer, Tiffany & Co.

### Everglades Restoration Plan and Water Management in Florida

On September 24, 2020, the Subcommittee held a hearing entitled "The Comprehensive Everglades Restoration Plan and Water Management in Florida." This hearing examined water management and operations as part of the Comprehensive Everglades Restoration Plan, as well as current challenges to the system including water quality, cyanobacteria blooms, and impacts to the Everglades National Park and the Florida Bay estuary. The Subcommittee received testimony from Mr. Noah Valenstein, Secretary, Department of Environmental Protection, State of Florida; Hon. Chauncey P. Goss, Chairman, South Florida Water Management District Governing Board; Ms. Elizabeth Jolin, Captain, The Bay and Reef Company of the Florida Keys; Mr. Gary Ritter, Assistant Director, Government and Community Affairs, Florida Farm Bureau Federation; and Ms. Shannon A. Estenoz, Vice President, Policy and Public Affairs, The Everglades Foundation.

## OVERSIGHT LETTERS

### Border Wall Funding

On January 16, 2019, the Chairs of the Committees on Transportation and Infrastructure and Appropriations; the Chair-designate for the Subcommittee on Energy and Water Development, and Related Agencies (Appropriations), and Rep. Napolitano sent a letter to the President questioning the statutory authority to use disaster funding for border wall construction, specifically the authority to transfer unobligated disaster funding of the U.S. Army Corps of Engineers towards the border wall.

### Government Shutdown

On January 29, 2019, Chairs of the Committee and the Subcommittee on Water Resources and Environment sent a letter to Acting Administrator of the Environmental Protection Agency requesting information on impacts of the recent government shutdown, and the subsequent lapse in appropriations.

### Waters of the United States

On February 12, 2019, the Chairs of the Committee and the Subcommittee on Water Resources and Environment, and 160 Members, sent letters to the Environmental Protection Agency and Army Corps of Engineers requesting an extension of the comment period for the proposed rule to replace the 2015 Clean Water Rule (WOTUS).

On April 8, 2019, the Chair of the Committee sent a letter to the Administrator of the Environmental Protection Agency requesting information related to the Agency's interpretation of Section 401 of the *Federal Water Pollution Control Act Amendments of 1972,* more commonly known as the *Clean Water Act.*

On July 30, 2019, the Chairs of the Committee and the Subcommittee on Water Resources and Environment; and the Ranking Members of the Senate Committee on Environment and Public Works and the Subcommittee on Fisheries, Water, and Wildlife, sent a letter to the Administrator of the Environmental Protection Agency and the Assistant Secretary of the Army (Civil Works) expressing concerns with the Administration's weakening of Clean Water Act protections over the Nation's waters.

### Pebble Mine

On November 18, 2019, the Chair of the Committee sent a letter to the Army Corps of Engineers (Corps), expressing his concerns with the Corps' review of the *Clean Water Act* permit for the development of an open pit mine to be constructed in the Bristol Bay watershed, Alaska, known as Pebble Mine.

On June 29, 2020, the Chair of the Committee sent a letter to the U.S. Army Corps of Engineers requesting an extension of the finalization of the Environmental Impact Statement as it relates to the Pebble Mine Project, due to concerns over lack of consolation and communication with local tribes and communities.

On September 1, 2020, the Chairs of the Committee and the Subcommittee on Water, Oceans, and Wildlife Subcommittee of the Committee on Natural Resources sent a letter to the Administrator of the Environmental Protection Agency Administrator requesting he use his authority to veto the Final Environmental Impact Statement for the proposed Pebble Mine on the grounds that the project would have significant negative impacts on Bristol Bay, Alaska.

On November 20, 2020, the Chairs of the Committee and the Subcommittee sent letters to the U.S. Army Corps of Engineers and the Chief Executive Officer of the Pebble Limited Partnership requesting records relating to the operation of the Pebble Mine.

### National Environmental Policy Act

On January 21, 2020, the Chairs of the Committee on Transportation and Infrastructure and Natural Resources; the Ranking Member of the Senate Committee on the Environment and Public Works; 123 Representatives and 41 Senators, sent a letter to the Council on Environmental Quality to extend the public comment period for the Trump Administration's proposed rule to fundamentally rewrite the *National Environmental Policy Act* regulations. The members stressed that this unprecedented rewrite of existing regulations must be carefully considered by all parties who will be affected, including disadvantaged and tribal communities.

### Coal Ash

On August 18, 2020, the Chairs of the Committee and the Subcommittee on Water Resources and Environment sent a letter to the Administrator of the Environmental Protection Agency criticizing the finalization of a rule that would rollback protections on the disposal of coal ash from coal-fired power plants. A second letter was sent on October 27, 2020.

### Environmental Protection Agency Records

On September 8, 2020, Chairs of the Committee and the Subcommittee on Water Resources and Environment sent a letter to the Inspector General of the National Archives and Records Administration (NARA) requesting a comprehensive, independent investigation into reports that the Environmental Protection Agency may have illegally destroyed records and intentionally deceived NARA about their destruction.

### Navigable Waterways

On October 1, 2020, the Chairs of the Committee and the Subcommittee on Water Resources and Environment sent a letter to the Assistant Secretary of the Army for Civil Works expressing concern with the Administration's actions to remove Federal protections over the Nation's rivers, lakes, streams, and wetlands through implementation of its Navigable Waters Protection rule.

## SUBCOMMITTEE HEARINGS HELD

116–5 "The Clean Water State Revolving Fund: How Federal Infrastructure Investment Can Help Communities Modernize Water Infrastructure and Address Affordability Challenges." March 7, 2019.

116–12 "The Cost of Doing Nothing: Why Full Utilization of the Harbor Maintenance Trust Fund and Investment in Our Nation's Waterways Matter." April 10, 2019.

116–25 "Protecting and Restoring America's Iconic Waters." June 25, 2019.

116–26 "Water Resources Development Acts: Status of Implementation and Assessing Future Needs." July 10, 2019.

116–31 "The Administration's Priorities and Policy Initiatives Under the Clean Water Act." September 18, 2019.

116–39 "The Pebble Mine Project: Process and Potential Impacts." October 23, 2019.
116–47 "Proposals for a Water Resources Development Act of 2020." January 9, 2020
116–55 "Proposals for a Water Resources Development Act of 2020: Members" Day Hearing." February 27, 2020.
116–65 "The Comprehensive Everglades Restoration Plan and Water Management in Florida." September 24, 2020.

## APPENDIX I—RULES OF THE COMMITTEE

The Committee adopted the Rules of the Committee on February 7, 2019. The Rules were amended by the Committee on February 26, 2020, to reflect a modification to the size and ratio of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

### Rule I. General Provisions

(a) APPLICABILITY OF HOUSE RULES.—

(1) IN GENERAL.—The Rules of the House are the rules of the Committee and its subcommittees so far as applicable, except that a motion to recess from day to day, and a motion to dispense with the first reading (in full) of a bill or resolution, if printed copies are available, are non-debatable privileged motions in the Committee and its subcommittees.

(2) SUBCOMMITTEES.—Each subcommittee is part of the Committee, and is subject to the authority and direction of the Committee and its rules so far as applicable.

(3) INCORPORATION OF HOUSE RULE ON COMMITTEE PROCEDURE.—Rule XI of the Rules of the House, which pertains entirely to Committee procedure, is incorporated and made a part of the rules of the Committee to the extent applicable. Pursuant to clause 2(a)(3) of Rule XI of the Rules of the House, the Chair of the Committee is authorized to offer a motion under clause 1 of Rule XXII of the Rules of the House whenever the Chair considers it appropriate.

(b) PUBLICATION OF RULES.—Pursuant to clause 2(a) of Rule XI of the Rules of the House, the Committee's rules shall be publicly available in electronic form and published in the Congressional Record not later than 60 days after the Chair is elected in each odd-numbered year.

(c) VICE CHAIR.—The Chair shall appoint a vice chair of the Committee and of each subcommittee. If the Chair of the Committee or subcommittee is not present at any meeting of the Committee or subcommittee, as the case may be, the vice chair shall preside. If the vice chair is not present, the ranking member of the majority party on the Committee or subcommittee who is present shall preside at that meeting.

### Rule II. Regular, Additional, and Special Meetings

(a) REGULAR MEETINGS.—Regular meetings of the Committee shall be held on the last Wednesday of every month to transact its business unless such day is a holiday, or the House is in recess or is adjourned, in which case the Chair shall determine the regular meeting day of the Committee for that month. A regular meeting of the Committee may be dispensed with if, in the judgment of the

Chair, there is no need for the meeting. This paragraph shall not apply to meetings of any subcommittee.

(b) ADDITIONAL MEETINGS.—The Chair may call and convene, as he or she considers necessary, additional meetings of the Committee for the consideration of any bill or resolution pending before the Committee or for the conduct of other committee business. The Committee shall meet for such purpose pursuant to the call of the Chair.

(c) SPECIAL MEETINGS.—If at least three members of the Committee desire that a special meeting of the Committee be called by the Chair, those members may file in the offices of the Committee their written request to the Chair for that special meeting. Such request shall specify the measure or matter to be considered. Immediately upon the filing of the request, the clerk of the Committee shall notify the Chair of the filing of the request. If, within 3 calendar days after the filing of the request, the Chair does not call the requested special meeting to be held within 7 calendar days after the filing of the request, a majority of the members of the Committee may file in the offices of the Committee their written notice that a special meeting of the Committee will be held, specifying the date and hour thereof, and the measure or matter to be considered at that special meeting. The Committee shall meet on that date and hour. Immediately upon the filing of the notice, the clerk of the Committee shall notify all members of the Committee that such meeting will be held and inform them of its date and hour and the measure or matter to be considered; and only the measure or matter specified in that notice may be considered at that special meeting. Such notice shall also be made publicly available in electronic form and shall be deemed to satisfy paragraph (d)(1).

(d) NOTICE.—

(1) MINIMUM NOTICE PERIOD.—Pursuant to clause 2(g)(3) of Rule XI of the Rules of the House, the Chair shall make a public announcement of the date, place, and subject matter of a Committee or subcommittee meeting, which may not commence earlier than the third calendar day (excluding Saturdays, Sundays, or legal holidays except when the House is in session on such a day) on which members have notice thereof.

(2) CHANGES IN MEETING TIMES.—A meeting may commence sooner than announced if the Chair, with concurrence of the ranking minority member, determines there is good cause to begin the meeting sooner or the Committee or subcommittee so determines by majority vote, a quorum being present for the transaction of business. The Chair shall make a public announcement of the meeting time change at the earliest possible opportunity.

(3) NOTIFICATION OF DAILY DIGEST CLERK.—The clerk of the Committee shall notify the Daily Digest Clerk of the Congressional Record as soon as possible after a public announcement of a time change for a Committee or subcommittee meeting is made under this paragraph.

(e) PROHIBITION ON SITTING DURING JOINT SESSION.—The Committee may not sit during a joint session of the House and Senate

or during a recess when a joint meeting of the House and Senate is in progress.

**Rule III. Meetings and Hearings Generally**

(a) MINIMUM PERIOD FOR AVAILABILITY OF COMMITTEE MARKUP TEXT.—Pursuant to clause 2(g)(4) of Rule XI of the Rules of the House, the Chair shall make publicly available, in electronic form, the text of any legislation to be marked up at least 24 hours prior to the commencement of a meeting for the markup of legislation, or at the time of a meeting announcement under paragraph (d)(2) of Committee Rule II if made within 24 hours before such meeting.

(b) OPEN MEETINGS.—Each meeting for the transaction of business, including the markup of legislation, and each hearing of the Committee or a subcommittee shall be open to the public, except as provided by clause 2(g) of Rule XI of the Rules of the House.

(c) MEETINGS TO BEGIN PROMPTLY.—Each meeting or hearing of the Committee shall begin promptly at the time so stipulated in the public announcement of the meeting or hearing.

(d) ADDRESSING THE COMMITTEE.—Except as provided under paragraph (e) of Committee Rule VI, a Committee member may address the Committee or a subcommittee on any bill, motion, or other matter under consideration—

(1) only when recognized by the Chair for that purpose; and

(2) only for 5 minutes, or for a period of time designated by the Chair with concurrence of the ranking minority member, until such time as each member of the Committee or subcommittee who so desires has had an opportunity to address the Committee or subcommittee.

A member shall be limited in his or her remarks to the subject matter under consideration. The Chair shall enforce this paragraph.

(e) PARTICIPATION OF MEMBERS IN SUBCOMMITTEE MEETINGS AND HEARINGS.—All members of the Committee who are not members of a particular subcommittee may, by unanimous consent of the members of such subcommittee, participate in any subcommittee meeting or hearing. However, a member who is not a member of the subcommittee may not vote on any matter before the subcommittee, be counted for purposes of establishing a quorum, or raise points of order.

(f) MEMBER DAY HEARING.—Pursuant to section 103(j) of House Resolution 6, the Committee shall hold a hearing at which it receives testimony from members, delegates, and the Resident Commissioner on proposed legislation within the Committee's jurisdiction.

(g) BROADCASTING.—Whenever a meeting for the transaction of business, including the markup of legislation, or a hearing is open to the public, that meeting or hearing shall be open to coverage by television, radio, and still photography in accordance with clause 4 of Rule XI of the Rules of the House. Operation and use of any Committee Internet broadcast system shall be fair and nonpartisan and in accordance with clause 4(b) of Rule XI of the Rules of the House and all other applicable rules of the Committee and the House. Further, pursuant to clause 2(e)(5) of Rule XI of the Rules of the House, the Committee shall provide audio and video cov-

erage of each hearing or meeting for the transaction of business in a manner that allows the public to easily listen to and view the proceedings. The Committee shall also maintain the recordings of such coverage in a manner that is easily accessible to the public.

(h) ACCESS TO THE DAIS AND LOUNGES.—Access to the hearing rooms' daises and to the lounges adjacent to the Committee hearing rooms shall be limited to Members of Congress and employees of Congress during a meeting or hearing of the Committee unless specifically permitted by the Chair or ranking minority member.

(i) USE OF CELLULAR TELEPHONES.—During a hearing, mark-up, or other meeting of the Committee, ringing or audible sounds or conversational use of cellular telephones or other electronic devices is prohibited in the Committee room.

(j) AVAILABILITY OF TEXT OF AMENDMENTS IN ELECTRONIC FORM.—Pursuant to clause 2(e) of Rule XI of the Rules of the House, not later than 24 hours after the adoption of any amendment to a measure or matter considered by the Committee, the Chair shall cause the text of the amendment to be made publicly available in electronic form.

**Rule IV. Power to Sit and Act; Power to Conduct Investigations; Oaths; Subpoena Power**

(a) AUTHORITY TO SIT AND ACT.—For the purpose of carrying out any of its functions and duties under Rules X and XI of the Rules of the House, the Committee and each of its subcommittees, is authorized (subject to paragraph (d)(1))—

(1) to sit and act at such times and places within the United States whether the House is in session, has recessed, or has adjourned and to hold such hearings; and

(2) to require, by subpoena or otherwise, the attendance and testimony of such witnesses and the production of such books, records, correspondence, memorandums, papers, and documents, as it deems necessary.

(b) AUTHORITY TO CONDUCT INVESTIGATIONS.—

(1) IN GENERAL.—The Committee is authorized at any time to conduct such investigations and studies as it may consider necessary or appropriate in the exercise of its responsibilities under Rule X of the Rules of the House and (subject to the adoption of expense resolutions as required by Rule X, clause 6 of the Rules of the House) to incur expenses (including travel expenses) in connection therewith.

(2) MAJOR INVESTIGATIONS BY SUBCOMMITTEES.—A subcommittee may not begin a major investigation without approval of a majority of such subcommittee.

(c) OATHS.—The Chair, or any member designated by the Chair, may administer oaths to any witness.

(d) ISSUANCE OF SUBPOENAS.—

(1) IN GENERAL.—A subpoena may be issued by the Committee or subcommittee under paragraph (a)(2) in the conduct of any investigation or activity or series of investigations or activities, only when authorized by a majority of the members voting, a majority being present. Such authorized subpoenas shall be signed by the Chair of the Committee or by any member designated by the Committee. If a specific request for a

subpoena has not been previously rejected by either the Committee or subcommittee, the Chair of the Committee, after consultation with the ranking minority member of the Committee, may authorize and issue a subpoena under paragraph (a)(2) in the conduct of any investigation or activity or series of investigations or activities, and such subpoena shall for all purposes be deemed a subpoena issued by the Committee. As soon as practicable after a subpoena is issued under this rule, the Chair shall notify all members of the Committee of such action.

(2) ENFORCEMENT.—Compliance with any subpoena issued by the Committee or subcommittee under paragraph (a)(2) may be enforced only as authorized or directed by the House.

(e) EXPENSES OF SUBPOENAED WITNESSES.—Each witness who has been subpoenaed, upon the completion of his or her testimony before the Committee or any subcommittee, may report to the offices of the Committee, and there sign appropriate vouchers for travel allowances and attendance fees. If hearings are held in cities other than Washington, D.C., the witness may contact the counsel of the Committee, or his or her representative, before leaving the hearing room.

(f) DEPOSITION AUTHORITY.—Pursuant to section 103(a) of House Resolution 6 and subject to the regulations issued by the Chair of the committee on Rules and printed in the Congressional Record, the Chair of the Committee, upon consultation with the ranking minority member, may order the taking of depositions, including pursuant to a subpoena, by a member or counsel of such committee subject to regulations issued by the Chair of the Committee on Rules.

**Rule V. Quorums and Record Votes; Postponement of Votes**

(a) WORKING QUORUM.—One-third of the members of the Committee or a subcommittee shall constitute a quorum for taking any action other than the closing of a meeting pursuant to clauses 2(g) and 2(k)(5) of Rule XI of the Rules of the House, the authorizing of a subpoena pursuant to paragraph (d) of Committee Rule IV, the reporting of a measure or recommendation pursuant to paragraph (b)(1) of Committee Rule VII, and the actions described in paragraphs (b), (c) and (d) of this rule.

(b) QUORUM FOR REPORTING.—A majority of the members of the Committee or a subcommittee shall constitute a quorum for the reporting of a measure or recommendation.

(c) APPROVAL OF CERTAIN MATTERS.—A majority of the members of the Committee or a subcommittee shall constitute a quorum for approval of a resolution concerning any of the following actions:

(1) A prospectus for construction, alteration, purchase or acquisition of a public building or the lease of space as required by section 3307 of title 40, United States Code.

(2) Survey investigation of a proposed project for navigation, flood control, and other purposes by the Corps of Engineers (section 4 of the Rivers and Harbors Act of March 4, 1913, 33 U.S.C. 542).

(3) Construction of a water resources development project by the Corps of Engineers with an estimated Federal cost not ex-

ceeding $15,000,000 (section 201 of the Flood Control Act of 1965).

(4) Deletion of water quality storage in a Federal reservoir project where the benefits attributable to water quality are 15 percent or more but not greater than 25 percent of the total project benefits (section 65 of the Water Resources Development Act of 1974).

(5) Authorization of a Natural Resources Conservation Service watershed project involving any single structure of more than 4,000 acre feet of total capacity (section 2 of P.L. 566, 83rd Congress).

(d) QUORUM FOR TAKING TESTIMONY.—Two members of the Committee or subcommittee shall constitute a quorum for the purpose of taking testimony and receiving evidence.

(e) RECORD VOTES.—A record vote may be demanded by one-fifth of the members present.

(f) POSTPONEMENT OF VOTES.—

(1) IN GENERAL.—In accordance with clause 2(h)(4) of Rule XI of the Rules of the House, the Chair of the Committee or a subcommittee, after consultation with the ranking minority member of the Committee or subcommittee, may—

(A) postpone further proceedings when a record vote is ordered on the question of approving a measure or matter or on adopting an amendment; and

(B) resume proceedings on a postponed question at any time after reasonable notice.

(2) RESUMPTION OF PROCEEDINGS.—When proceedings resume on a postponed question, notwithstanding any intervening order for the previous question, an underlying proposition shall remain subject to further debate or amendment to the same extent as when the question was postponed.

(g) AVAILABILITY OF RECORD VOTES IN ELECTRONIC FORM.—Pursuant to clause 2(e)(1)(B)(i) of Rule XI of the Rules of the House, the Chair shall make the result of any record vote publicly available for inspection at reasonable times in the offices of the Committee and in electronic form within 48 hours of such record vote.

## Rule VI. Hearing Procedures

(a) ANNOUNCEMENT OF HEARING.—

(1) MINIMUM NOTICE PERIOD.—Pursuant to clause 2(g)(3) of Rule XI of the Rules of the House, the Chair shall make a public announcement of the date, place, and subject matter of a Committee or subcommittee hearing, which may not commence earlier than the one week after such notice.

(2) CHANGES IN HEARING TIMES.—A hearing may commence sooner than announced if the Chair, with concurrence of the ranking minority member, determines there is good cause to begin the hearing sooner or the Committee so determines by majority vote, a quorum being present for the transaction of business. The Chair shall make a public announcement of the hearing time change at the earliest possible opportunity.

(3) NOTIFICATION OF DAILY DIGEST CLERK.—The clerk of the Committee shall notify the Daily Digest Clerk of the Congressional Record as soon as possible after a public announcement

of a time change for a Committee or subcommittee hearing is made under this paragraph.

(b) WRITTEN STATEMENT; ORAL TESTIMONY.—

(1) FILING OF STATEMENT.—So far as practicable, each witness who is to appear before the Committee or a subcommittee shall file with the clerk of the Committee or subcommittee, at least 2 working days before the day of his or her appearance, a written statement of proposed testimony. The Chair, with the concurrence of the ranking minority member, may take the following actions for failure to comply with this requirement: (A) exclude such witness' written testimony from the hearing record; (B) bar such witness' oral presentation of the testimony; or (C) both (A) and (B). Each witness shall limit his or her oral presentation to a summary of the written statement.

(2) TRUTH IN TESTIMONY INFORMATION.—Pursuant to clause 2(g)(5) of Rule XI of the Rules of the House, in the case of a witness appearing in a nongovernmental capacity, a written statement of proposed testimony shall include a curriculum vitae and a disclosure of the amount and source of each Federal grant (or subgrant thereof) or contract (or subcontract thereof), or the amount and country of origin of any contract or payment originating with a foreign government, received during the current calendar year or either of the two previous calendar years by the witness or by an entity represented by the witness and related to the subject matter of the hearing.

(3) AVAILABILITY OF INFORMATION IN ELECTRONIC FORM.—Statements filed under this paragraph, with appropriate redaction to protect the privacy of the witness, shall be made publicly available in electronic form not later than one day after the witness appears.

(c) MINORITY WITNESSES.—When any hearing is conducted by the Committee or any subcommittee upon any measure or matter, the minority party members on the Committee or subcommittee shall be entitled, upon request to the Chair by a majority of those minority members before the completion of such hearing, to call witnesses selected by the minority to testify with respect to that measure or matter during at least one day of hearing thereon.

(d) SUMMARY OF SUBJECT MATTER.—Upon announcement of a hearing, to the extent practicable, the Committee shall make available immediately to all members of the Committee a concise summary of the subject matter (including legislative reports and other material) under consideration. In addition, upon announcement of a hearing and subsequently as they are received, the Chair shall make available to the members of the Committee any official reports from departments and agencies on such matter.

(e) OPENING STATEMENTS; QUESTIONING OF WITNESSES.—

(1) OPENING STATEMENTS.—

(A) CHAIR AND RANKING MEMBER.—At a hearing of the Full Committee, the Chair and ranking minority member of the Committee shall each be entitled to present an oral opening statement of five minutes. At a hearing of a subcommittee, the Chair and ranking minority member of the Committee and the Chair and ranking minority member of

the subcommittee shall each be entitled to present an opening statement for five minutes.

(B) OTHER MEMBERS.—At a hearing of the Full Committee or a subcommittee, other members of the Committee or subcommittee, as appropriate, may submit written opening statements for the record. The Chair presiding over the hearing may permit oral opening statements by other members of the Committee or subcommittee, as appropriate, with the concurrence of the ranking minority member.

(2) QUESTIONING OF WITNESSES.—The questioning of witnesses in Committee and subcommittee hearings shall be initiated by the Chair, followed by the ranking minority member and all other members alternating between the majority and minority parties. In recognizing members to question witnesses in this fashion, the Chair shall take into consideration the ratio of the majority to minority members present and shall establish the order of recognition for questioning in such a manner as not to disadvantage the members of the majority nor the members of the minority. The Chair may accomplish this by recognizing two majority members for each minority member recognized.

(f) PROCEDURES FOR QUESTIONS.—

(1) IN GENERAL.—A Committee member may question a witness at a hearing—

(A) only when recognized by the Chair for that purpose; and

(B) subject to subparagraphs (2) and (3), only for 5 minutes until such time as each member of the Committee or subcommittee who so desires has had an opportunity to question the witness.

A member shall be limited in his or her remarks to the subject matter under consideration. The Chair shall enforce this subparagraph.

(2) EXTENDED QUESTIONING OF WITNESSES BY MEMBERS.—The Chair of the Committee or a subcommittee, with the concurrence of the ranking minority member, or the Committee or subcommittee by motion, may permit a specified number of its members to question a witness for longer than 5 minutes. The time for extended questioning of a witness under this subdivision shall be equal for the majority party and minority party and may not exceed one hour in the aggregate.

(3) EXTENDED QUESTIONING OF WITNESSES BY STAFF.—The Chair of the Committee or a subcommittee, with the concurrence of the ranking minority member, or the Committee or subcommittee by motion, may permit Committee staff for its majority and minority party members to question a witness for equal specified periods. The time for extended questioning of a witness under this subdivision shall be equal for the majority party and minority party and may not exceed one hour in the aggregate.

(4) RIGHT TO QUESTION WITNESSES FOLLOWING EXTENDED QUESTIONING.—Nothing in subparagraph (2) or (3) affects the right of a member (other than a member designated under sub-

paragraph (2)) to question a witness for 5 minutes in accordance with subparagraph (1)(B) after the questioning permitted under subparagraph (2) or (3).

(g) ADDITIONAL HEARING PROCEDURES.—Clause 2(k) of Rule XI of the Rules of the House (relating to additional rules for hearings) applies to hearings of the Committee and its subcommittees.

## Rule VII. Procedures for Reporting Bills, Resolutions, and Reports

(a) FILING OF REPORTS.—

(1) IN GENERAL.—The Chair of the Committee shall report promptly to the House any measure or matter approved by the Committee and take necessary steps to bring the measure or matter to a vote.

(2) REQUESTS FOR REPORTING.—The report of the Committee on a measure or matter which has been approved by the Committee shall be filed within 7 calendar days (exclusive of days on which the House is not in session) after the day on which there has been filed with the clerk of the Committee a written request, signed by a majority of the members of the Committee, for the reporting of that measure or matter. Upon the filing of any such request, the clerk of the Committee shall transmit immediately to the Chair of the Committee notice of the filing of that request.

(b) QUORUM; RECORD VOTES.—

(1) QUORUM.—No measure, matter, or recommendation shall be reported from the Committee unless a majority of the Committee was actually present.

(2) RECORD VOTES.—With respect to each record vote on a motion to report any measure or matter of a public character, and on any amendment offered to the measure or matter, the total number of votes cast for and against, and the names of those members voting for and against, shall be included in the Committee report on the measure or matter.

(c) REQUIRED MATTERS.—The report of the Committee on a measure or matter which has been approved by the Committee shall include the items required to be included by the rules and orders of the House applicable in the One Hundred Sixteenth Congress.

(d) ADDITIONAL VIEWS.—If, at the time of approval of any measure or matter by the Committee, any member of the Committee gives notice of intention to file supplemental, minority, additional, or dissenting views, all members shall be entitled to not less than two additional calendar days after the day of such notice (excluding Saturdays, Sundays, and legal holidays) in which to file such written and signed views in accordance with clause 2(l) of Rule XI of the Rules of the House.

(e) ACTIVITIES REPORT.—

(1) IN GENERAL.—Not later than January 2 of each odd numbered year, the Committee shall submit to the House a report on the activities of the Committee.

(2) CONTENTS.—The report shall include—

(A) separate sections summarizing the legislative and oversight activities of the Committee under Rules X and XI of the Rules of the House during the Congress;

(B) a summary of the oversight plan submitted by the Committee under clause 2(d) of Rule X of the Rules of the House;

(C) a summary of the actions taken and recommendations made with respect to the oversight plan specified in subdivision (B);

(D) a summary of any additional oversight activities undertaken by the Committee and any recommendations made or actions taken thereon; and

(E) a delineation of any hearings held pursuant to clauses 2(n), (o), or (p) of Rule XI of the Rules of the House.

(3) FILING.—After an adjournment sine die of the last regular session of a Congress, or after December 15 of an even numbered year, whichever occurs first, the Chair may file the report described in subparagraph (1) with the Clerk of the House at any time and without approval of the Committee, provided that—

(A) a copy of the report has been available to each member of the Committee for at least seven calendar days; and

(B) the report includes any supplemental, minority, additional, or dissenting views submitted by a member of the Committee.

(f) OTHER COMMITTEE MATERIALS.—

(1) IN GENERAL.—All Committee and subcommittee prints, reports, documents, or other materials, not otherwise provided for under this rule, that purport to express publicly the views of the Committee or any of its subcommittees or members of the Committee or its subcommittees shall be approved by the Committee or the subcommittee prior to printing and distribution and any member shall be given an opportunity to have views included as part of such material prior to printing, release, and distribution in accordance with paragraph (d) of this rule.

(2) DOCUMENTS CONTAINING VIEWS OTHER THAN MEMBER VIEWS.—A Committee or subcommittee document containing views other than those of members of the Committee or subcommittee shall not be published without approval of the Committee or subcommittee.

(3) DISCLAIMER.—All Committee or subcommittee reports printed pursuant to legislative study or investigation and not approved by a majority vote of the Committee or subcommittee, as appropriate, shall contain the following disclaimer on the cover of such report: "This report has not been officially adopted by the Committee on Transportation and Infrastructure (or pertinent subcommittee thereof) and may not therefore necessarily reflect the views of its members.".

(4) COMPILATIONS OF LAWS.—To the maximum extent practicable, the Committee shall publish a compilation of laws under the jurisdiction of each subcommittee.

(g) AVAILABILITY OF PUBLICATIONS.—Pursuant to clause 2(e)(4) of Rule XI of the Rules of the House, the Committee shall make its

publications available in electronic form to the maximum extent feasible.

## Rule VIII. Establishment of Subcommittees; Size and Party Ratios

(a) ESTABLISHMENT.—There shall be 6 standing subcommittees. These subcommittees, with the following sizes (including delegates) and majority/minority ratios, are:

(1) Subcommittee on Aviation (39 Members: 22 Majority and 17 Minority).

(2) Subcommittee on Coast Guard and Maritime Transportation (16 Members: 9 Majority and 7 Minority).

(3) Subcommittee on Economic Development, Public Buildings, and Emergency Management (16 Members: 9 Majority and 7 Minority).[1]

(4) Subcommittee on Highways and Transit (56 Members: 31 Majority and 25 Minority).

(5) Subcommittee on Railroads, Pipelines, and Hazardous Materials (34 Members: 19 Majority and 15 Minority).

(6) Subcommittee on Water Resources and Environment (32 Members: 18 Majority and 14 Minority).

(b) EX OFFICIO MEMBERS.—The Chair and ranking minority member of the Committee shall serve as ex officio voting members on each subcommittee.

(c) RATIOS.—On each subcommittee there shall be a ratio of majority party members to minority party members which shall be no less favorable to the majority party than the ratio for the Full Committee. In calculating the ratio of majority party members to minority party members, there shall be included the ex officio members of the subcommittees.

## Rule IX. Powers and Duties of Subcommittees

(a) AUTHORITY TO SIT.—Each subcommittee is authorized to meet, hold hearings, receive evidence, and report to the Full Committee on all matters referred to it or under its jurisdiction. Subcommittee chairmen shall set dates for hearings and meetings of their respective subcommittees after consultation with the Chair and other subcommittee chairmen with a view toward avoiding simultaneous scheduling of Full Committee and subcommittee meetings or hearings whenever possible.

(b) CONSIDERATION BY COMMITTEE.—Each bill, resolution, or other matter favorably reported by a subcommittee shall automatically be placed upon the agenda of the Committee. Any such matter reported by a subcommittee shall not be considered by the Committee unless it has been delivered to the offices of all members of the Committee at least 48 hours before the meeting, unless the Chair determines that the matter is of such urgency that it should be given early consideration. Where practicable, such matters shall be accompanied by a comparison with present law and a section-by-section analysis.

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[1] As adopted on February 7, 2019, this line read: "(3) Subcommittee on Economic Development, Public Buildings, and Emergency Management (15 Members: 9 Majority and 6 Minority)." The line was modified on February 26, 2020.

**Rule X. Referral of Legislation to Subcommittees**

(a) GENERAL REQUIREMENT.—Except where the Chair of the Committee determines, in consultation with the majority members of the Committee, that consideration is to be by the Full Committee, each bill, resolution, investigation, or other matter which relates to a subject listed under the jurisdiction of any subcommittee established in Committee Rule VIII referred to or initiated by the Full Committee shall be referred by the Chair to all subcommittees of appropriate jurisdiction within two weeks. All bills shall be referred to the subcommittee of proper jurisdiction without regard to whether the author is or is not a member of the subcommittee.

(b) RECALL FROM SUBCOMMITTEE.—A bill, resolution, or other matter referred to a subcommittee in accordance with this rule may be recalled therefrom at any time by a vote of a majority of the members of the Committee voting, a quorum being present, for the Committee's direct consideration or for reference to another subcommittee.

(c) MULTIPLE REFERRALS.—In carrying out this rule with respect to any matter, the Chair may refer the matter simultaneously to two or more subcommittees for concurrent consideration or for consideration in sequence (subject to appropriate time limitations in the case of any subcommittee after the first), or divide the matter into two or more parts (reflecting different subjects and jurisdictions) and refer each such part to a different subcommittee, or make such other provisions as he or she considers appropriate.

**Rule XI. Recommendation of Conferees**

The Chair of the Committee shall recommend to the Speaker as conferees the names of those members (1) of the majority party selected by the Chair, and (2) of the minority party selected by the ranking minority member of the Committee. Recommendations of conferees to the Speaker shall provide a ratio of majority party members to minority party members which shall be no less favorable to the majority party than the ratio for the Committee.

**Rule XII. Oversight**

(a) PURPOSE.—The Committee shall carry out oversight responsibilities as provided in this rule in order to assist the House in—

(1) its analysis, appraisal, and evaluation of—

(A) the application, administration, execution, and effectiveness of the laws enacted by the Congress; or

(B) conditions and circumstances which may indicate the necessity or desirability of enacting new or additional legislation; and

(2) its formulation, consideration, and enactment of such modifications or changes in those laws, and of such additional legislation, as may be necessary or appropriate.

(b) OVERSIGHT PLAN.—Not later than March 1 of the first session of each Congress, the Chair shall submit to the Committee on Oversight and Reform and the Committee on House Administration its oversight plan for that Congress in accordance with clause 2(d)(1) of Rule X of the Rules of the House.

(c) REVIEW OF LAWS AND PROGRAMS.—The Committee and the appropriate subcommittees shall cooperatively review and study, on a continuing basis, the application, administration, execution, and effectiveness of those laws, or parts of laws, the subject matter of which is within the jurisdiction of the Committee, and the organization and operation of the Federal agencies and entities having responsibilities in or for the administration and execution thereof, in order to determine whether such laws and the programs thereunder are being implemented and carried out in accordance with the intent of the Congress and whether such programs should be continued, curtailed, or eliminated. In addition, the Committee and the appropriate subcommittees shall cooperatively review and study any conditions or circumstances which may indicate the necessity or desirability of enacting new or additional legislation within the jurisdiction of the Committee (whether or not any bill or resolution has been introduced with respect thereto), and shall on a continuing basis undertake future research and forecasting on matters within the jurisdiction of the Committee.

(d) REVIEW OF TAX POLICIES.—The Committee and the appropriate subcommittees shall cooperatively review and study on a continuing basis the impact or probable impact of tax policies affecting subjects within the jurisdiction of the Committee.

**Rule XIII. Review of Continuing Programs; Budget Act Provisions**

(a) ENSURING ANNUAL APPROPRIATIONS.—The Committee shall, in its consideration of all bills and joint resolutions of a public character within its jurisdiction, ensure that appropriations for continuing programs and activities of the Federal Government and the District of Columbia government will be made annually to the maximum extent feasible and consistent with the nature, requirements, and objectives of the programs and activities involved.

(b) REVIEW OF MULTI-YEAR APPROPRIATIONS.—The Committee shall review, from time to time, each continuing program within its jurisdiction for which appropriations are not made annually in order to ascertain whether such program could be modified so that appropriations therefore would be made annually.

(c) VIEWS AND ESTIMATES.—In accordance with clause 4(f)(1) of Rule X of the Rules of the House, the Committee shall submit to the Committee on the Budget—

(1) its views and estimates with respect to all matters to be set forth in the concurrent resolution on the budget for the ensuing fiscal year which are within its jurisdiction or functions; and

(2) an estimate of the total amount of new budget authority, and budget outlays resulting therefrom, to be provided or authorized in all bills and resolutions within its jurisdiction which it intends to be effective during that fiscal year.

(d) BUDGET ALLOCATIONS.—As soon as practicable after a concurrent resolution on the budget for any fiscal year is agreed to, the Committee (after consulting with the appropriate committee or committees of the Senate) shall subdivide any allocations made to it in the joint explanatory statement accompanying the conference report on such resolution, and promptly report such subdivisions to

the House, in the manner provided by section 302 of the Congressional Budget Act of 1974.

(e) RECONCILIATION.—Whenever the Committee is directed in a concurrent resolution on the budget to determine and recommend changes in laws, bills, or resolutions under the reconciliation process, it shall promptly make such determination and recommendations, and report a reconciliation bill or resolution (or both) to the House or submit such recommendations to the Committee on the Budget, in accordance with the Congressional Budget Act of 1974.

**Rule XIX. Records**

(a) KEEPING OF RECORDS.—The Committee shall keep a complete record of all Committee action which shall include—

(1) in the case of any meeting or hearing transcripts, a substantially verbatim account of remarks actually made during the proceedings, subject only to technical, grammatical, and typographical corrections authorized by the person making the remarks involved; and

(2) a record of the votes on any question on which a record vote is taken.

(b) PUBLIC INSPECTION.—The result of each such record vote shall be made available by the Committee for inspection by the public at reasonable times in the offices of the Committee. Information so available for public inspection shall include a description of the amendment, motion, order, or other proposition and the name of each member voting for and each member voting against such amendment, motion, order, or proposition, and the names of those members present but not voting.

(c) PROPERTY OF THE HOUSE.—All Committee records (including hearings, data, charts, and files) shall be kept separate and distinct from the congressional office records of the member serving as Chair of the Committee; and such records shall be the property of the House and all members of the House shall have access thereto.

(d) AVAILABILITY OF ARCHIVED RECORDS.—The records of the Committee at the National Archives and Records Administration shall be made available for public use in accordance with Rule VII of the Rules of the House. The Chair shall notify the ranking minority member of the Committee of any decision, pursuant to clause 3(b)(3) or clause 4(b) of such rule, to withhold a record otherwise available, and the matter shall be presented to the Committee for a determination on written request of any member of the Committee.

(e) AUTHORITY TO PRINT.—The Committee is authorized to have printed and bound testimony and other data presented at hearings held by the Committee. All costs of stenographic services and transcripts in connection with any meeting or hearing of the Committee shall be paid as provided in clause 1(c) of Rule XI of the House.

**Rule XV. Committee Budgets**

(a) BIENNIAL BUDGET.—The Chair, in consultation with the chair of each subcommittee, the majority members of the Committee, and the minority members of the Committee, shall, for each Congress, prepare a consolidated Committee budget. Such budget shall in-

clude necessary amounts for staff personnel, necessary travel, investigation, and other expenses of the Committee.

(b) ADDITIONAL EXPENSES.—Authorization for the payment of additional or unforeseen Committee expenses may be procured by one or more additional expense resolutions processed in the same manner as set out herein.

(c) TRAVEL REQUESTS.—The Chair or any chair of a subcommittee may initiate necessary travel requests as provided in Committee Rule XVII within the limits of the consolidated budget as approved by the House and the Chair may execute necessary vouchers thereof.

(d) MONTHLY REPORTS.—Once monthly, the Chair shall submit to the Committee on House Administration, in writing, a full and detailed accounting of all expenditures made during the period since the last such accounting from the amount budgeted to the Committee. Such report shall show the amount and purpose of such expenditure and the budget to which such expenditure is attributed. A copy of such monthly report shall be available in the Committee office for review by members of the Committee.

**Rule XVI. Committee Staff**

(a) APPOINTMENT BY CHAIR.—The Chair shall appoint and determine the remuneration of, and may remove, the employees of the Committee not assigned to the minority. The staff of the Committee not assigned to the minority shall be under the general supervision and direction of the Chair, who shall establish and assign the duties and responsibilities of such staff members and delegate such authority as he or she determines appropriate.

(b) APPOINTMENT BY RANKING MINORITY MEMBER.—The ranking minority member of the Committee shall appoint and determine the remuneration of, and may remove, the staff assigned to the minority within the budget approved for such purposes. The staff assigned to the minority shall be under the general supervision and direction of the ranking minority member of the Committee who may delegate such authority as he or she determines appropriate.

(c) INTENTION REGARDING STAFF.—It is intended that the skills and experience of all members of the Committee staff shall be available to all members of the Committee.

**Rule XVII. Travel of Members and Staff**

(a) APPROVAL.—Consistent with the primary expense resolution and such additional expense resolutions as may have been approved, the provisions of this rule shall govern travel of Committee members and staff. Travel to be reimbursed from funds set aside for the Committee for any member or any staff member shall be paid only upon the prior authorization of the Chair. Travel shall be authorized by the Chair for any member and any staff member in connection with the attendance of hearings conducted by the Committee or any subcommittee and meetings, conferences, and investigations which involve activities or subject matter under the general jurisdiction of the Committee. Before such authorization is given there shall be submitted to the Chair in writing the following:

(1) The purpose of the travel.

(2) The dates during which the travel is to be made and the date or dates of the event for which the travel is being made.

(3) The location of the event for which the travel is to be made.

(4) The names of members and staff seeking authorization.

(b) SUBCOMMITTEE TRAVEL.—In the case of travel of members and staff of a subcommittee to hearings, meetings, conferences, and investigations involving activities or subject matter under the legislative assignment of such subcommittee, prior authorization must be obtained from the subcommittee chair and the Chair. Such prior authorization shall be given by the Chair only upon the representation by the chair of such subcommittee in writing setting forth those items enumerated in subparagraphs (1), (2), (3), and (4) of paragraph (a) and that there has been a compliance where applicable with Committee Rule VI.

(c) TRAVEL OUTSIDE THE UNITED STATES.—

(1) IN GENERAL.—In the case of travel outside the United States of members and staff of the Committee or of a subcommittee for the purpose of conducting hearings, investigations, studies, or attending meetings and conferences involving activities or subject matter under the legislative assignment of the Committee or pertinent subcommittee, prior authorization must be obtained from the Chair, or, in the case of a subcommittee from the subcommittee chair and the Chair. Before such authorization is given there shall be submitted to the Chair, in writing, a request for such authorization. Each request, which shall be filed in a manner that allows for a reasonable period of time for review before such travel is scheduled to begin, shall include the following:

(A) The purpose of the travel.

(B) The dates during which the travel will occur.

(C) The names of the countries to be visited and the length of time to be spent in each.

(D) An agenda of anticipated activities for each country for which travel is authorized together with a description of the purpose to be served and the areas of Committee jurisdiction involved.

(E) The names of members and staff for whom authorization is sought.

(2) INITIATION OF REQUESTS.—Requests for travel outside the United States may be initiated by the Chair or the chair of a subcommittee (except that individuals may submit a request to the Chair for the purpose of attending a conference or meeting) and shall be limited to members and permanent employees of the Committee.

(d) REPORTS BY MEMBERS AND STAFF.—Within 15 legislative days from the conclusion of any hearing, investigation, study, meeting, or conference for which travel has been authorized pursuant to this rule, each member and staff member involved in such travel shall submit a written report to the Chair covering the activities and other pertinent observations or information gained as a result of such travel.

(e) APPLICABILITY OF LAWS, RULES, POLICIES.—Members and staff of the Committee performing authorized travel on official

business shall be governed by applicable laws, resolutions, or regulations of the House and of the Committees on House Administration and Ethics pertaining to such travel, and by the travel policy of the Committee.

**Rule XVIII. Committee Panels**

(a) DESIGNATION.—In accordance with clause 5(b)(2)(C) of Rule X of the Rules of the House, the Chair of the Committee, with the concurrence of the ranking minority member, may designate a panel of the Committee consisting of members of the Committee to inquire into and take testimony on a matter or matters that fall within the jurisdiction of more than one subcommittee and to report to the Committee.

(b) DURATION.—No panel designated under paragraph (a) shall continue in existence for more than six months after the date of the designation.

(c) PARTY RATIOS AND APPOINTMENT.—The ratio of majority members to minority members on a panel designated under paragraph (a) shall be as close as practicable to the ratio of the Full Committee. All majority members of the panels shall be appointed by the Chair of the Committee, and all minority members shall be appointed by the ranking minority member of the Committee. The Chair of the Committee shall choose one of the majority members so appointed to serve as Chair of the panel. The ranking minority member of the Committee shall similarly choose the ranking minority member of the panel.

(d) EX OFFICIO MEMBERS.—The Chair and ranking minority member of the Committee may serve as ex-officio members of a panel designated under paragraph (a). The Chair and ranking minority member are authorized to vote on matters that arise before the panel and shall be counted to satisfy the quorum requirement for any purpose.

(e) JURISDICTION.—No panel designated under paragraph (a) shall have legislative jurisdiction.

(f) APPLICABILITY OF COMMITTEE RULES.—A panel designated under paragraph (a) shall be subject to all Committee Rules herein.

## APPENDIX II—OVERSIGHT PLAN

In accordance with Rule XI, clause 1(2)(d)(1) which requires each Committee to submit to the House of Representatives not later than January 2, of each odd-numbered year, a report on the activities of that committee under Rule X and Rule XI during the Congress ending on January 3 of such year. Clause 1(2)(d)(3) of Rule XI also requires that such report include a summary of the action taken and recommendations made with respect to each such plan; and a summary of any additional oversight activities undertaken by the Committee, and any recommendations made or actions taken thereon.

Part A of this section contains the Committee on Transportation and Infrastructure Oversight Plan for the 116th Congress which the Full Committee considered and adopted by voice vote on February 7, 2019, a quorum being present.

Part B of this section contains a summary of the actions taken by the Committee on Transportation and Infrastructure to implement the Oversight Plan for the 116th Congress and the recommendations made with respect to this plan. Part B also contains a summary of the additional oversight activities undertaken by the Committee, and the recommendations made or actions taken thereon.

## PART A

## OVERSIGHT PLAN FOR THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE—116TH CONGRESS

In accordance with Rule X of the House of Representatives, the Committee on Transportation and Infrastructure is responsible for determining whether laws and programs within its jurisdiction are being implemented according to Congressional intent and whether they should be continued, changed, or eliminated. In the 116th Congress, the Committee will review the activities of government agencies and entities within its jurisdiction and the public and private interests they affect or regulate. As appropriate, the Committee will investigate options to improve the overall performance and operation of the agencies and entities it oversees, promote reform and cost savings, and eliminate fraud, wasteful spending, abuse, and mismanagement where possible. The Committee will also evaluate the administration's yearly budget requests with respect to programs and activities within the Committee's jurisdiction. In all of its oversight activities, the Committee will be guided by reference to the public interest and will ensure that the agencies under its jurisdiction remain accountable to the people of the United States.

The oversight and investigation functions are vested at the Full Committee level. Oversight and investigation activities will be co-

ordinated between the Full Committee and the Subcommittees. This structure will facilitate oversight of issues that cut across the jurisdiction of several Subcommittees. The Committee will continue to exercise its oversight duties through its own staff, as well as through work performed at the Committee's request by the Government Accountability Office (GAO) and the various Inspectors General (IG) within their respective agencies and departments. Oversight activities will include hearings, briefings, correspondence, reports, media releases, and public statements.

The GAO provides Congress a biennial update on high-risk programs, which are Federal programs and operations that the GAO considers to be at high risk for waste, fraud, abuse, mismanagement, or in need of broad reform. Consistent with the Rules of the House of Representatives, the Committee will hold hearings on the programs within the Committee's jurisdiction on GAO's "high-risk" list. The rules also require the Committee to hold at least one hearing every 120 days on "waste, fraud, abuse, or mismanagement in Government programs which that committee may authorize." These hearings will focus on "the most egregious instances of waste, fraud, abuse, or mismanagement," as documented by any report that the Committee has received from an IG or GAO. Finally, the Committee will hold hearings if any agency has received disclaimers on its agency financial statements.

## Subcommittee on Aviation

1. Implementation of the FAA Reauthorization Act of 2018

The *FAA Reauthorization Act of 2018* (P.L. 115–254; FAARA) was signed into law on October 5, 2018. This Act authorizes funding for the Federal Aviation Administration (FAA) through fiscal year 2023, and contains numerous provisions to enhance aviation safety; strengthen consumer protections for airline passengers; support U.S. aviation manufacturing; improve airport infrastructure; increase and develop the U.S. aviation workforce; and advance the safe and efficient integration of unmanned aircraft systems (UAS) into the National Airspace System, among other things. The Subcommittee will closely oversee the efforts of the FAA and the DOT to implement the provisions of FAARA.

2. Implementation of the FAA Extension, Safety, and Security Act of 2016

The *FAA Extension, Safety, and Security Act of 2016* (P.L. 114–190) was signed into law on July 15, 2016. This short-term extension of FAA programs contained a number of safety-critical and time-sensitive reforms, several of which the FAA has yet to implement. The Subcommittee will continue to closely oversee the FAA's efforts to implement the remaining mandates contained in the Act.

3. Implementation of the FAA Modernization and Reform Act of 2012

The *FAA Modernization and Reform Act of 2012* (P.L. 112–95; FMRA) was signed into law on February 14, 2012. This Act re-

formed and revised FAA safety programs, air traffic control modernization efforts, and operations of the FAA. The Subcommittee will continue to closely oversee the FAA's efforts to implement the remaining mandates contained in the FMRA.

4. Safety Programs

During the last several Congresses, the Subcommittee held numerous safety hearings and will continue its oversight in the 116th Congress. Maintaining a safe and efficient aviation system is critical to the aviation industry, passengers, and the U.S. economy, including job creation and U.S. competitiveness in the global marketplace. Issues to be addressed include: commercial airline safety, general aviation safety, repair stations, the FAA's drug and alcohol and medical testing programs, key safety agreements, the safe integration of UAS and urban air mobility concepts, commercial space transportation safety, pilot and controller training, airport and runway safety, losses of separation between aircraft, the FAA's enforcement and certification activities, the transportation of hazardous materials and dangerous goods, and the FAA's voluntary reporting and data-sharing and assessment programs.

5. Investment in Aviation Infrastructure

America's airports are part of a global aviation system, and as such they must remain safe and efficient in order to compete as global hubs of air commerce. Over the next five years, the FAA estimates a need for $35.1 billion in projects eligible for Airport Improvement Program (AIP) grants—an increase of seven percent (or $2.4 billion) since the agency's 2016 estimate. Congress has authorized $3.35 billion in annual AIP funding since fiscal year 2012. The FAARA extended that same authorization level through fiscal year 2023, meaning the program will not have received additional funding for 12 years. AIP grants meet approximately half of the FAA's identified airport development needs. The statutorily-authorized passenger facility charge (PFC) is a user fee that an airport sponsor, subject to FAA-approval, may choose to levy on most enplaned passengers. PFCs generated an additional $3.28 billion for airport development in 2017. The PFC has been capped at $4.50 per segment and $18 per round trip since 2000. Given that airports have capital needs and debt servicing costs beyond those identified by the FAA, airports must supplement their AIP grants and PFC receipts through other sources of revenue or financing. The Subcommittee will conduct oversight regarding airport financing and the FAA's administration of the AIP, and will explore legislative options for increasing financial investment in U.S. airport infrastructure, including possible adjustments to the PFC.

6. Airline Competition, Financial Position, and Customer Service

The aviation marketplace has gone through many changes, including a period of consolidation resulting in the four largest U.S. carriers representing more than two-thirds of the total U.S. domestic market. The Office of the Secretary within the DOT is responsible for economic oversight of the airline industry, including ensuring that air carriers do not engage in unfair and deceptive practices

and that certain business agreements among air carriers do not result in harmful effects. The Subcommittee will continue to examine opportunities to improve the airline industry's competitiveness, review recently established regulations to ensure the aviation system remains safe and accessible to the traveling public, and provide oversight of Congressionally-mandated consumer protections for airline passengers.

7. U.S. Aviation Workforce

The U.S. aviation industry has identified projected workforce shortages and experienced difficulties in recruiting the next generation of aviation workers, including pilots, flight attendants, maintenance technicians, and other aviation professions. To ensure the U.S. remains competitive globally, the Subcommittee will monitor the levels and anticipated levels of employment in the aviation sector and explore ways to encourage or facilitate the recruitment, development, maintenance, and diversification of the U.S. aviation workforce, while maintaining or improving aviation safety.

8. Oversight of the Commercial Space Industry

The mission of the FAA's Office of Commercial Space Transportation is to ensure protection of the public, property, and the national security and foreign policy interests of the U.S. during commercial launch or reentry activities, and to encourage, facilitate, and promote U.S. commercial space transportation. The Subcommittee will continue to monitor the status and future of the U.S. commercial space transportation industry, efforts by the National Space Council to streamline and reform current commercial space regulations, and the role of the FAA in providing safety oversight of the industry.

9. Evaluation of FAA's Nextgen Air Traffic Control Modernization

The FAA is working to modernize the air traffic control system through implementation of the Next Generation Air Transportation System (NextGen). NextGen is intended to increase airspace system efficiency; reduce noise exposure, emissions, and fuel burn; improve safety; increase accuracy and reliability in equipment and software used for navigation and air traffic control; and maintain the capacity for future technology enhancements. As the FAA works to implement NextGen, the Subcommittee will continue to closely monitor and examine the FAA's efforts to implement NextGen, including efforts to establish performance metrics, meet deadlines, stay within budget, ensure an appropriate level of aircraft equipage with NextGen avionics, and pursue solutions to identified challenges.

10. Cybersecurity of the National Airspace System

The FAA's modernization of air traffic control technology and the aviation industry's increasing use of innovative new technologies in its aircraft fleet necessitates robust aviation cybersecurity efforts. Ensuring the cybersecurity of aviation systems is of critical importance to the safety of aircraft. The *FAA Extension, Safety, and Se-*

*curity Act of 2016* directed the FAA to implement a strategic framework for cybersecurity and the FAARA requires the FAA to review and assess, and update as appropriate, this strategic framework. The Subcommittee will continue its oversight of the cybersecurity activities of the FAA and other relevant stakeholders to ensure appropriate steps are being taken to address cyber-threats, to confirm the FAA's strategic framework for cybersecurity is effectively employed, and to ensure that the supremacy of the FAA in aviation safety matters is maintained.

### 11. Oversight of Implementation and Deployment of Counter-UAS Authority

Congress authorized the Department of Defense and Department of Energy to operate counter-UAS equipment to detect, interdict, or neutralize UAS that pose a threat to the safety or security of certain facilities and assets in the U.S. in the *National Defense Authorization Act (NDAA) for Fiscal Year 2017* (P.L. 114–328) and *the NDAA for Fiscal Year 2018* (P.L. 115–91). The FAARA granted similar authority to the Department of Justice, Department of Homeland Security, and U.S. Coast Guard to deploy counter-UAS equipment to protect critical assets and facilities within the agencies' purview. The introduction of systems originally designed for use in combat areas into the National Airspace System poses unique safety challenges, particularly in complex or crowded airspace. The Subcommittee will closely oversee the agencies' implementation of their respective counter-UAS authorities to ensure close and continued coordination with the FAA to reduce impacts on U.S. airspace and to ensure the safety of civil aviation.

### 12. National Transportation Safety Board

The FAARA also authorizes National Transportation Safety Board programs through fiscal year 2022. The bill includes, among other things, provisions aimed at improving transparency of the Board's investigations and enhancing public understanding of the Board's safety recommendations. The Subcommittee will closely oversee the Board's efforts to implement the provisions of the FAARA and evaluate whether the changes to the Board's programs and practices achieve their intended objectives.

## Subcommittee on Coast Guard and Maritime Transportation

### 1. Maritime Budget Oversight

The Subcommittee has broad authority over the programs and activities of the U.S. Coast Guard codified under titles 14 and 46 United States Code, and other statutes. The *Frank LoBiondo Coast Guard Authorization Act of 2018* (P.L. 115–282) authorized discretionary Coast Guard funding levels of $10.06 billion in fiscal year 2018 and $10.64 billion in fiscal year 2019. For fiscal year 2019, funding for the Coast Guard Reserve and the Coast Guard's environmental compliance and restoration activities were consolidated

within the overall operations account to conform to the Department of Homeland Security (DHS) budget requirements.

The Subcommittee also has jurisdiction also over the Federal Maritime Commission (FMC) and the non-defense programs of the Maritime Administration (MARAD). The FMC is responsible for the economic regulation of U.S. waterborne foreign commerce and unfair shipping practices. The MARAD oversees several programs related to defense readiness, as well as programs designed to promote and develop the domestic merchant marine and shipbuilding industries. Title VII of P.L. 115–282 authorized funding for the FMC of $28.01 million in fiscal year 2018 and $28.54 million in fiscal year 2019. Regarding authorized funding for the MARAD, subtitle A of title XXXV of the *John S. McCain National Defense Authorization Act for Fiscal Year 2019* (P.L. 115–282) provided $840.2 million for fiscal year 2019 to support all the MARAD's activities, including $300 million for the program to recapitalize the fleet of state maritime academy training vessels.

In the 116th Congress, the Subcommittee will hold hearings on the President's fiscal year 2020 and 2021 budget requests and consider legislation to authorize the Coast Guard for fiscal years 2020 and 2021. The Subcommittee will continue its efforts to explore options to improve Coast Guard operations, to address the estimated $2.6 billion backlog in Coast Guard unmet needs for shore side infrastructure and deferred maintenance, and make improvements to laws governing maritime transportation and the U.S. merchant marine. In addition, the Subcommittee will continue to conduct oversight of the functions and activities of the FMC and the MARAD, especially the FMC's implementation of amendments to the Shipping Act contained in title VII of P.L. 115–282, and the MARAD's activities to promote job growth in the maritime and shipbuilding sectors and expansion in the U.S. flag fleet.

### 2. Coast Guard Acquisitions

The Coast Guard is currently undergoing a major recapitalization of its oceangoing assets. The recapitalization will replace or modernize more than 90 ships and 200 aircraft used to carry out the Service's missions beyond near coastal waters. It will also replace antiquated command, control, and communications systems. The program continues to face serious challenges related to schedule and budget, although recent appropriations bills have provided additional resources. The longer these acquisition programs drag out, the longer existing legacy assets must remain in service. In many cases, these assets are at or well beyond their projected service lives and are increasingly more difficult and expensive to maintain. The Subcommittee is concerned that delays in new asset acquisition, competing demands from shore side infrastructure and other Coast Guard cutter capital needs—including recapitalization of the Service's polar icebreaker fleet, and the cost of legacy asset maintenance—threaten the ability of the Service to complete this recapitalization and avoid serious gaps in readiness and operational capability.

In the 116th Congress, the Subcommittee will continue to review closely the ongoing programs of record, especially the status of the $12.1 billion Offshore Patrol Cutter acquisition—the most expen-

sive segment. Notably, the Subcommittee will examine what, if any, impact the substantial damage to facilities at Eastern Shipbuilding caused by Hurricane Michael when it made landfall at Panama City, Florida, in October 2018, might have on the planned delivery schedule of the lead ship. In addition, the Subcommittee will consider what changes to these programs may be needed to ensure that the men and women of the Coast Guard have the best equipment possible at the best value for the taxpayer.

The Subcommittee will also examine how to meet the Coast Guard's operating needs for which no program of record yet exists.

### 3. Arctic

The U.S. Arctic, as defined in statute, include the U.S. Exclusive Economic Zone (EEZ) north of the Aleutian Islands. Three Arctic seas—the Bering, the Chukchi, and the Beaufort—border Alaska. Historically, these seas have been frozen and non-navigable for more than half the year. The U.S. Arctic contains 568,000 square nautical miles (SNM) for which less than half is considered "navigationally significant." Vessel traffic between the North Atlantic and the North Pacific through the Arctic requires transit through the Bering Strait, located along the U.S. boundary with Russia. The Coast Guard has been gathering data on vessel transits in the U.S. Arctic since 2008, and the Service uses the annual transit count as a general indicator of Arctic vessel activity. In the past decade, the overall trend is towards increasing maritime activity. While all areas of the Arctic are seeing increased vessel activity, the Northern Sea Route along the Eurasian Arctic coast continues to account for the bulk of Arctic shipping activity.

While U.S. agencies have a physical presence and substantial interests in the Arctic, the Coast Guard's experience, material assets, and installations located throughout Alaska, establish it as a key maritime operational presence in the U.S. Arctic. However, with no assets permanently stationed in the Arctic, the Service must operate seasonally, usually by employing mobile command and control platforms and establishing seasonal air and communications capabilities by deploying and/or leasing assets and facilities. The Homeland Security Operational Analysis Center views this strategy as inadequate. The Center identified four major gaps in Coast Guard Arctic Capabilities, including unreliable communications, lack of adequate maritime domain awareness, scarcity of available assets and supporting infrastructure, and institutional difficulty to identify, articulate, and close capability gaps.

The Subcommittee remains concerned that the Coast Guard is ill prepared to cope with current operational demands in the Arctic, let alone react quickly should operational activities in the region need to surge suddenly or if warming accelerates at a rate more rapid than climate model projections. In the 116th Congress, the Subcommittee will continue its oversight of maritime transportation related activities and challenges in the evolving Arctic maritime environment; assess the practical implications for U.S. security, maritime, and geopolitical interests; and review the Coast Guard's 2018–2022 Strategic Plan, and the Service's Arctic Strategy, to determine if the potential for greater Arctic activity has been given appropriate consideration.

### 4. Coast Guard Mission Balance/Performance

The Subcommittee continues to have concerns regarding the Coast Guard's ability to carry out its traditional transportation-related missions, including marine safety; search and rescue; aids to navigation; living marine resources; marine environmental protection; and ice operations. Since September 11, 2001, significant additional resources have gone to the Service's homeland security activities, including ports, waterways, and coastal security; drug interdiction; migrant interdiction; defense readiness; and other law enforcement. Traditional transportation related missions, though they have grown as maritime commerce has grown, have not fared as well and have been under-resourced. Resources and man-hours devoted to these missions remain well below pre-September 11, 2001, funding levels, and in the case of marine safety, lack of funding has substantially reduced the Service's core competence.

In the 116th Congress, the Subcommittee will continue its oversight of Coast Guard mission balance to ensure the Service qualitatively and quantitatively reviews its many missions; establishes and justifies performance measures; identifies and responds to exigencies that divert resources among missions; and plans how best to allocate limited resources appropriately among its many missions.

### 5. Maritime Domain Awareness

The effort to know what is happening at all times on the ocean, coastal and interior waters of the United States, and aboard the vessels that transit in or through waters under U.S. jurisdiction, is referred to as Maritime Domain Awareness (MDA). The successful gathering, interpretation, and distribution of MDA data is critical to promote and ensure maritime safety, homeland security, and the efficiency and reliability of the U.S. maritime supply chain.

The Coast Guard relies on several new and developing technologies to acquire, manage, and disseminate interoperable MDA information. The Subcommittee remains concerned with the Coast Guard's apparent inability to assess, or disinterest in, new technologies, such as unmanned autonomous aerial and underwater vehicles, in order to acquire MDA information in a more cost-effective manner with greater accuracy and efficiency. As such, in the 115th Congress the Subcommittee passed legislation directing the Coast Guard to establish a Blue Technology Center of Expertise (title III of P.L. 115–265) to promote awareness within the Coast Guard of the range and diversity of Blue Technologies and their potential to enhance Coast Guard mission readiness, operational performance, and regulation of such technologies. Additionally, Congress directed the Coast Guard in the *Frank LoBiondo Coast Guard Authorization Act of 2018* (section 812, P.L. 115–282) to enter into an agreement with the National Academy of Sciences to complete an assessment of available unmanned, autonomous, or remotely controlled maritime domain awareness technologies for use by the Coast Guard.

In the 116th Congress, the Subcommittee will continue its oversight of the Service's ongoing efforts to assess, develop, and implement new MDA technologies, including the Service's progress in implementing the two new MDA initiatives passed by the 115th

Congress. The Subcommittee will continue its oversight to ensure that Coast Guard operations utilize the best available MDA information, and that MDA data are gathered in a timely, reliable manner, to provide a high return on investment for the taxpayer and maritime stakeholders.

### 6. Coast Guard Prevention and Response Activities

The Coast Guard plays major roles in response to oil spills and natural disasters such as hurricanes and flood events. The Service was the federal On-Scene Coordinator and National Incident Commander for the 2010 DEEPWATER HORIZON spill in the Gulf of Mexico. The Coast Guard was a first responder to Hurricanes Katrina and Rita, which devastated New Orleans and the Mississippi River Delta in 2005. In addition, in 2016 the Coast Guard responded to severe flood events in Louisiana and North Carolina, and more recently in 2017 the Coast Guard responded to a series of three devastating hurricanes (Harvey, Irma, and Maria) that ravaged portions of the Southeast United States, Puerto Rico, and the U.S. Virgin Islands.

In addition, the Coast Guard enforces domestically the implementation of the National Invasive Species Act, and internationally, U.S. compliance with a convention to prevent vessels from dumping invasive species inadvertently into U.S. waters through the discharge of ballast water. Due to a 2008 federal court decision, discharge of ballast water and other "discharges incidental to the normal operation of vessels" such as bilge water, deck wash, and air conditioning condensate, are now regulated under the *Clean Water Act* (CWA) by the Environmental Protection Agency (EPA). Title IX of P.L. 115–282 amended the CWA to establish a new comprehensive authority to allow both the EPA and the Coast Guard to regulate vessel discharges, finally providing a uniform national standard for ballast water discharges in U.S. waters, including the Great Lakes.

In the 116th Congress, the Subcommittee will conduct oversight on the Coast Guard's crisis prevention and response capabilities. Oil spills, natural disasters, and mass migration events each can over-extend the Coast Guard's prevention and response capabilities. The Subcommittee will conduct oversight on Coast Guard prevention and response programs, including its existing regulations authorizing the use of Alternative Planning Criteria and adequacy and availability of response assets identified in vessel response plans. The Subcommittee also will work with the Water Resources and Environment Subcommittee to conduct oversight of the EPA's and the Coast Guard's implementation of the new vessel discharge authority. Moreover, the Subcommittee will work to determine if existing response vessel requirements included in vessel response plans are sufficient to meet all contingencies, or whether there is a need for further revisions to tighten requirements to protect the marine environment.

### 7. Short Sea Shipping

Short sea shipping is the waterborne movement of commercial freight between two ports in the U.S. or between ports in the U.S.

and Canada. At present, the most highly developed water freight transportation systems in the U.S. operate on the Mississippi River, the Great Lakes, and along the international St. Lawrence Seaway, most often carrying agricultural products and other raw bulk materials. However, the MARAD has found these routes are under-utilized and carry approximately 13 percent of total freight tonnage in the U.S. By comparison, nearly 70 percent of freight tonnage transported in the U.S. travels across roadways. To promote short sea shipping in the U.S., the Congress established the Marine Highway Program, Chapter 556 of title 46, United States Code.

The Subcommittee continues to recognize that revitalization of our marine highways has the potential to reduce congestion on our highways, improve air quality, and create new maritime industry jobs for Americans. Section 405 of the *Coast Guard and Maritime Transportation Act of 2012* (P.L. 112–213) expanded the scope of the program beyond reducing landside congestion to efforts that generate public benefits by increasing the utilization or efficiency of domestic freight or passenger transportation on Marine Highway Routes between U.S. ports. *The National Defense Authorization Act for Fiscal Year 2016* (P.L. 114–92) expanded the definition of short sea shipping to include additional discrete cargo types or freight vehicles carried aboard commuter ferries.

The Subcommittee in the 116th Congress will examine potential options for addressing factors inhibiting the cost-competitiveness and expanded use of short sea shipping in the United States. Further, the Subcommittee will evaluate how marine highways could stimulate job creation for maritime workers, both those who work on vessels or labor on the waterfront.

### 8. Coast Guard Marine Safety Activities

The Coast Guard's Marine Board of Inquiry report detailing the circumstances surrounding the October 1, 2015, sinking of the U.S. flag commercial vessel EL FARO was scathing in its criticism of the Coast Guard's failure to sustain its marine safety proficiencies and policy framework to guarantee the effectiveness of vessel inspections and surveys. Additionally, the report documented problems with the Alternative Compliance Program and the Service's growing reliance on the use of classification societies to maintain surveys and inspections of U.S. flag vessels. Congress enacted title II of S. 3508, the *Hamm Alert Maritime Safety Act of 2018* (P.L. 115–265), to make several important maritime safety improvements. Provisions in the bill drew from three principal sources: recommendations contained in the Marine Board's report; recommendations contained in a separate corollary report prepared by the National Transportation Safety Board; and recommendations contained in the Final Action Memorandum (FAM) issued by then-Commandant, Admiral Paul F. Zukunft.

During the 116th Congress, the Subcommittee will conduct oversight of the Coast Guard to determine the progress made in implementing the *Hamm Act* and the recommendations contained in the FAM. Additionally, the Subcommittee will want to assess the Coast Guard's oversight of recognized organizations operating on behalf of the Coast Guard under the Alternate Compliance Program to de-

termine if changes are required to ensure accountability, transparency, and effectiveness in the implementation and oversight of this delegated marine safety function.

### 9. National Maritime Strategy

Section 603 of the *Howard Coble Coast Guard and Maritime Transportation Act of 2014* (P.L. 114–120) directed the Secretary of Transportation, in consultation with the Commandant of the Coast Guard, to develop and transmit to Congress a National Maritime Strategy (Strategy) no later than 60 days after the date of enactment. The law directed this comprehensive strategy to include recommendations to increase the competitiveness and use of U.S.-flag vessels in the U.S. foreign trade; enhance shipbuilding; ensure federal agency compliance with cargo preference requirements; and increase the use of short sea shipping in the United States. Congress is still waiting to receive the Strategy. Per section 3513 of subtitle A of title XXXV of P.L. 115–232, February 13, 2020, is now the new deadline to submit a Strategy to Congress.

The Subcommittee in the 116th Congress will continue its oversight of the MARAD and other agencies within the Committee on the Marine Transportation System (established under 46 U.S.C. chapter 555), to ascertain the status of the administration's development of a National Maritime Strategy. In addition, the Subcommittee will seek to determine the administration's timeline for completion. Moreover, the Subcommittee will assess whether this strategy will promote and expand economic opportunities for U.S.-flag carriers and related marine industries and sustain a stable pool of U.S. merchant mariners.

### 10. Status of the U.S. Merchant Marine

The Subcommittee remains concerned with the downward trend in the number of licensed and unlicensed U.S. mariners and a potential spike in attrition when many seafarers soon reach retirement age. The recruitment, training, and retention of credentialed U.S. mariners is necessary to not only maintain a U.S. flag presence on the high seas and in the U.S. domestic coastwise trade, but also to maintain a sufficient number of seafarers to operate vessels deployed for military sealift during times of national emergency.

In the 116th Congress, the Subcommittee will continue its oversight of the issues involved in the current estimated deficit of 1,800 licensed merchant mariners and explore potential options to expand the U.S. maritime workforce. The Subcommittee will also look at credentialing requirements for U.S. seafarers, including recent Coast Guard enforcement of mariner credential requirements for non-maritime, industrial workers on vessels. Furthermore, the Subcommittee will continue its oversight of the Administration's Military to Mariner initiative to assess progress in building viable pathways for separating service members within the commercial maritime industry.

## Subcommittee on Economic Development, Public Buildings, and Emergency Management

### 1. Emergency Management

The Subcommittee will continue to examine and evaluate the Nation's ability to prevent, prepare for, mitigate against, respond to, and recover from disasters and emergencies of all types including terrorism. In the 116th Congress, continued oversight will be needed as states continue to be affected by and recover from prior disasters. In addition, the Subcommittee will continue its oversight of the Federal Emergency Management Agency's (FEMA's) implementation of reforms and additional authorities under the *Disaster Recovery Reform Act* (Division D of P.L. 115–254), the *Sandy Recovery Improvement Act of 2013* (P.L. 113–2), and the *Post-Katrina Emergency Management Reform Act of 2006* (P.L. 109–295).

The Subcommittee intends to continue its comprehensive review and assessment of how federal disaster assistance has evolved over the past several decades and its continued effectiveness. The purpose is to examine how to make the U.S. more resilient to future disasters in consideration of the changing climate, which agencies provide assistance and how that money is spent, what guidance or controls are in place for the effective use of assistance, and the appropriate role for federal, state, tribal, and local governments. The Subcommittee will also examine FEMA's roles and authorities related to earthquake hazards to ensure that the U.S. is prepared for the risks that it faces.

### 2. Border Security

During the 114th Congress, the Subcommittee conducted oversight of land ports of entry (LPOEs) construction and the implementation of a Public Private Partnership program created as part of the *Fiscal Year 2014 Consolidated Appropriations Act* (P.L. 113–76). Additional legislation was moved to make changes and modifications of that program in the 114th Congress. The Subcommittee will continue its oversight of LPOE construction projects, the implementation of the Public Private Partnership program and examine additional ways in which private dollars could be leveraged.

### 3. Leasing

During the 114th and 115th Congresses, the Subcommittee held hearings and roundtables identifying the large number of General Services Administration (GSA) leases expiring in the next five years and examining the GSA's process for addressing them. The GSA currently leases 195 million rentable square feet—more than half of the GSA's total space inventory. The cost of leasing space accounts for more than half of the GSA's Federal Buildings Fund (FBF) annual expenses, totaling more than $5.4 billion annually. Over the next five years, more than 50% of the GSA's leased space will expire, creating an opportunity to significantly reduce leasing costs to the taxpayer. The Subcommittee will continue its oversight of GSA leasing and how it manages the replacement of expiring leases with good deals for the taxpayer.

In the 114th Congress, the Subcommittee conducted oversight by requesting a GAO review of agencies with independent leasing authorities and holding a hearing focusing on how agencies with such authorities were managing them. In addition, questions about how the Department of Veterans Affairs (VA) has used its leasing authority resulted in the VA procurement of leases for its outpatient clinics and centers through the GSA's leasing authorities. In addition, other agencies with independent leasing authorities have been found to have exceeded the limitations of such authorities resulting in potential violations of the *Anti-Deficiency Act* (ADA). Because of these ongoing issues surrounding independent leasing authorities, the Subcommittee will continue its oversight of leases and the use of leasing authorities outside of the GSA.

### 4. Real Property Management

The management of federal real property has been on the GAO's "High Risk" list since 2003 due to a number of mismanagement issues including the overreliance on costly leasing to meet long-term space needs and underused or vacant space. In addition, with nearly half of the GSA's assets over 50 years old, the GSA has faced challenges maintaining a balanced inventory, draining federal resources and costing more to maintain old buildings that are often inefficient. While commercial leasing may be advisable in many cases, the GSA is often driven to costly operating leases when ownership may be less costly to the taxpayer. The Office of Management and Budget's (OMB's) budget scorekeeping rules are key drivers on "own versus lease" asset decision-making. Current budget scorekeeping rules generally leave the GSA with only two options for meeting the federal government's general purpose space needs: direct appropriations for new construction or long-term leases.

During the 114th and 115th Congresses, the Subcommittee held roundtables and hearings on how public-private partnerships could be used as alternative methods of financing space. In addition, the Committee established a public private partnership (P3) panel that explored the use of P3s across various types of infrastructure, including public buildings. The P3 Panel recommended, among other things: (1) review and modify budgetary scoring rules for commercially leased office space to enable operating lease treatment of long-term leases and fixed-priced, below market purchase options; and (2) fully utilize existing lease authorities and the OMB budgetary scoring procedures to proceed with long-term ground lease and lease back arrangements where the federal government retains ownership of leasehold improvements at the end of the ground-lease term. P3s can be one of the tools used to improve the management of the Public Building Service real estate portfolio.

In 2013, the OMB issued a directive to agencies called "Freeze the Footprint" and later modified the directive in 2015 to shrink the space footprint. That directive requires agencies to reduce their amount of office and warehouse space to FY2012 levels. The Subcommittee will continue to conduct investigations and oversight of the GSA's management of its real property portfolio and examine ways to ensure cost-effective choices continue to be made. In addition, the Subcommittee will work to ensure the GSA maximizes the

utilization of existing space, renegotiates existing leases to reduce costs, and sells under-used or vacant properties, which will generate revenue. Finally, the 114th Congress passed the *Federal Assets Sale and Transfer Act of 2016* (FASTA; P.L. 114–287) which established a new, centralized process for disposing of unneeded space in the federal real estate portfolio. The Subcommittee will work to ensure the GSA works closely with the Public Buildings Reform Board created by FASTA to help all other federal agencies develop a list of disposal recommendations, which could include the sale, transfer, conveyance, consolidation, or outlease of any unneeded space. The Subcommittee will also work to ensure other requirements included in FASTA are appropriately implemented.

5. Capital Investment and Leasing Program (CILP)

As part of the Committee's annual work to review and authorize the GSA's requests for authority to repair, alter, construct, and lease property for use by federal agencies, the Subcommittee will review each prospectus presented to the Committee and recommend approval only after the Subcommittee is satisfied that the requests are cost-effective and in the best interest of the federal government. The Subcommittee will work aggressively with the GSA and tenant agencies to shrink the space footprint where appropriate.

6. Federal Courthouses

In June of 2010, the GAO issued a report on the federal courthouse program and found that of the 33 courthouses built since 2000, there was 3.56 million square feet of extra space, costing the taxpayer $835 million plus $51 million annually to operate and maintain. Since that time, the Judiciary has developed a new review process to identify the need for new courthouses. In 2013, the Committee requested the Judiciary apply the new process to the courthouses on its 5-Year Courthouse Plan. The Judiciary completed the process in late 2014 and issued an updated Plan in 2015. The Judiciary received funding for courthouse construction for several projects in fiscal years 2018 and 2019. The Judiciary is also in the process of updating its Design Guide for courthouses which could impact the cost and size of courthouses. The Subcommittee will engage with the Judiciary during this process to ensure such updates are appropriate. The Subcommittee will also closely oversee the progress made on authorized courthouses to ensure they are constructed within the limitations placed upon them by the Committee, including courtroom sharing by judges and staying below or within budget.

7. Federal Protective Service (FPS)

As a part of the *Homeland Security Act of 2002* (P.L. 107–296), the Federal Protective Service was transferred from the Public Buildings Service of the GSA to the Department of Homeland Security (DHS). However, responsibility for the protection of federal buildings generally remains with the FPS within the DHS. The Subcommittee will continue to monitor and review the policies, procedures, and requirements of security at public buildings. The Sub-

committee will also continue to monitor the use of the FPS's law enforcement authority, including delegations of such authority to other agencies, to ensure resources are appropriately focused on securing federal buildings.

### 8. Major Development Projects

The Federal Bureau of Investigation (FBI) headquarters consolidation project was authorized in the 114th Congress. The Committee refused to provide the GSA and the FBI a blank check, but set clear limitations on costs and other parameters to ensure the project would meet the needs of the FBI, shrink its space by 33 percent, and minimize costs to the taxpayer. The project did not receive funding in the 115th Congress. Subsequently, a new strategy to demolish and rebuild the building at its current location in downtown Washington, D.C. was provided to the Senate Committee on Environment and Public Works, which was a departure from the original plan to locate the FBI headquarters in the Washington, D.C. suburbs. The Subcommittee plans to conduct oversight of the project to ensure it remains as cost efficient as possible, is located in a secure location, and results in a full consolidation of the FBI headquarters.

The Subcommittee also plans to conduct close review and oversight of several other major development projects, including: (1) the development of the headquarters for the Department of Homeland Security on the St. Elizabeths campus; (2) redevelopment of the Department of Labor headquarters building, particularly examining how the GSA is utilizing its exchange authority in this context; and (3) the purchase of the Department of Transportation Headquarters building.

### 9. Architect of the Capitol

The subcommittee will continue ongoing oversight of projects being undertaken by the Architect of the Capitol pursuant to the Master Plan for the Capitol Complex, including renovation of the Cannon House Office building. Consistent oversight will ensure proper prioritization and cost savings.

### 10. Smithsonian Institution Facilities

The Subcommittee will continue its oversight of projects undertaken by the Smithsonian Institution, including the renovation, acquisition, construction, and use of local and remote museums, research, and storage facilities of the Institution. The Subcommittee will continue to oversee cost-effective solutions to the Smithsonian's space needs such as leveraging private dollars and disposal or effective reuse of underused assets.

### 11. John F. Kennedy Center for the Performing Arts

As a part of its ongoing oversight of the Kennedy Center's programs, the Subcommittee will regularly review the construction, alteration, and modernization activities of the Kennedy Center that are conducted using federal funds to ensure appropriate management and cost savings.

12. Economic Development

In the 115th Congress, the Subcommittee worked to reauthorize several of the economic development programs under its jurisdiction. For the 116th Congress, the Subcommittee will continue to work to reauthorize and enhance additional programs to ensure these programs are targeted, effective, and remain focused on their core missions. In addition, the Subcommittee will continue its oversight of the disaster relief funds appropriated for the Economic Development Administration programs to assist communities impacted by disasters recover.

13. Old Post Office Building

The Subcommittee will examine how the GSA is addressing the management and administration of the Old Post Office (OPO) lease agreement with the Trump Old Post Office LLC in light of the 2016 presidential election. The lease agreement contains a clause that bars elected officials from being "admitted to any share or part of this Lease, or to any benefit that may arise therefrom . . ."

For the past two years, the Subcommittee has engaged with the GSA regarding how the agency addressed any potential conflicts of interest associated with the lease agreement given the election. These engagements with the GSA are ongoing and the Subcommittee will continue to seek substantive information regarding the lease agreement. The Subcommittee also plans to continue to investigate and report on the GSA's management and administration of the OPO lease agreement since the presidential election.

## Subcommittee on Highways and Transit

1. Surface Transportation Investment—Current and Future Needs

Bringing the Nation's crumbling transportation infrastructure to a state of good repair, upgrading bridges, improving road quality, addressing capacity needs, and ensuring access to reliable transit options will require substantial investment. According to the Department of Transportation (DOT), we need to invest $1.7 trillion at all levels of government over the next 10 years to bring roads, bridges, and transit systems to a state of good repair and to expand capacity. At the same time, transportation investments made today must meet the needs of the future. This includes utilizing new technologies and incorporating innovative mobility solutions to move people and goods more safely and efficiently. This also includes building stronger, more resilient transportation networks to withstand rising sea levels, the changing climate, and seismic events; and reducing transportation greenhouse gas emissions. The Subcommittee will probe surface transportation investment needs and emerging policy areas in preparation for a long-term reauthorization bill.

2. Sustainability of Surface Transportation Funding

Federal highway, highway safety, and public transportation programs are funded through federal excise taxes levied on motor fuels and on various highway-related products such as tires and

heavy trucks. Revenues from these user fees are deposited into the Highway Trust Fund (HTF) and may be used only for eligible transportation projects and activities. By fiscal year 2021, revenues credited to the Highway Account and Mass Transit Account of the HTF will be insufficient to meet its obligations, according to projections by the Congressional Budget Office. Congress has not raised the federal fuel tax in 25 years, and improved vehicle fuel efficiency has further eroded federal revenues. Beginning in fiscal year 2008, this combination has led to a gap in the HTF between revenues and expenditures. As a result, Congress has transferred approximately $144 billion from the general fund of the Treasury and other sources into the HTF to maintain the solvency of the HTF. The Subcommittee will continue to monitor the status and solvency of the HTF, its ability to fund currently authorized programs and to meet future surface transportation investment needs, and examine other options to provide robust funding to meet future needs.

### 3. Ensuring a Qualified Transportation Workforce

The Subcommittee will examine workforce trends in the transportation and construction industries, as well as evaluate policies to invest in human capital through worker training and other programs within its jurisdiction to prepare the next generation of transportation workers. As more automation occurs in transportation, the Subcommittee will also monitor the potential impact on workers that will be affected.

### 4. Restoring the Congressional Intent of the Capital Investment Grant Program

The Fixing *America's Surface Transportation Act* (FAST Act; P.L. 114–94) authorized $2.3 billion for each of fiscal years 2016–2020 for the Capital Investment Grant (CIG) program. Recent presidential budget requests propose phasing out the CIG program. Congress has rejected these proposals by continuing to appropriate funding for the CIG program above the $2.3 billion authorized amount. In addition, concerns have been raised about the Federal Transit Administration's (FTA) implementation of the CIG program. The Subcommittee will examine the FTA's implementation of the CIG program to ensure that it adheres to Congressional intent and examine concerns raised about that implementation, including administrative delays and related cost escalations.

### 5. Motor Carrier Oversight

The Subcommittee will monitor prominent motor carrier issues including assessing the safety fitness of truck and bus companies, compliance with hours of service regulations, and will consider options to improve safety of commercial motor vehicles. The Subcommittee will also examine issues related to or affecting commercial motor vehicle drivers including attracting and retaining qualified drivers, the impact of congestion and detention time, and training requirements for new drivers entering the industry.

6. Rolling Stock Procurement Reform

The Subcommittee will examine ways to improve the procurement process for rolling stock with the goal of reducing costs to enable taxpayer dollars to go further and expanding the public benefits of the procurement process. Specifically, the Subcommittee will examine *Buy America* requirements, explore ways to assist small transit agencies with the procurement process, and streamline the No/Low bus procurement process, among other areas.

7. Improving the Safety of U.S. Roadways Which Endure 37,000 Fatalities a Year

The National Priority Safety Programs provide grants to eligible states in order to address specific highway safety challenges such as impaired driving, pedestrian and bicycling fatalities, and distracted driving and younger drivers. The Subcommittee will examine the performance of each program and consider changes to the programs to boost their effectiveness at reducing fatalities.

8. FAST Act Implementation

The *FAST Act*, enacted on December 4, 2015, reauthorized federal surface transportation programs through fiscal year 2020. In the 116th Congress, the Subcommittee will continue to oversee implementation of the *FAST Act* by the DOT.

## Subcommittee on Railroads, Pipelines, and Hazardous Materials

1. Rail Infrastructure and Safety Programs

The *Passenger Rail Reform and Investment Act of 2015* (PRRIA), enacted as title XI of the FAST Act (P.L. 114–94), reauthorized Amtrak and programs administered by the Federal Railroad Administration (FRA). PRRIA restructured and consolidated the grant programs administered by the FRA to include Consolidated Rail Infrastructure and Safety Improvement Grants for passenger and freight rail projects that improve safety, reliability or efficiency; Federal Partnership for State of Good Repair Grants for capital grants to reduce the state-of-good-repair backlog for assets used to provide intercity passenger rail service; and Restoration and Enhancement Grants for operating assistance grants to initiate, restore, or enhance intercity passenger rail service. PRRIA authorized a total of $2.2 billion for these programs for fiscal years 2016 through 2020. PRRIA also made several improvements to the Railroad Rehabilitation and Improvement Financing (RRIF) program, which provides long-term, low-interest loans and loan guarantees for railroad-related improvements. While this program is authorized to provide up to $35 billion in lending, the FRA has executed only about $5.4 billion in loans; $29.6 billion is currently available in credit authority. The Subcommittee will conduct oversight of the grant and loan programs and the ongoing construction of projects throughout the country as grantees build-out their projects.

PRRIA also addressed the safety, efficiency, and reliability of the rail industry. The Act included several provisions to improve safety

at highway-rail grade crossings, including a requirement that all states develop highway-rail grade crossing safety action plans. The Act emphasized the safety of intercity passenger and commuter rail operations, with requirements that carriers develop action plans to ensure compliance with speed limits on curves and in bridges and tunnels; that the Secretary of Transportation evaluate track inspection regulations on high-density commuter railroad lines; and that audio and image recording devices be installed in passenger train locomotives. The Subcommittee will conduct oversight of the FRA's safety programs and the changes enacted as part of the Act.

The work at the FRA to implement the *Rail Safety Improvement Act of 2008* (P.L. 110–432) continues, in particular the Act's requirement for the installation of positive train control (PTC) systems by December 31, 2015, on rail routes carrying passengers or poisonous or toxic-by-inhalation hazardous materials.

In October 2015, the *Positive Train Control Enforcement and Implementation Act of 2015*, enacted as part of the *Surface Transportation Extension Act of 2015* (P.L. 114–73), extended the deadline for installation of PTC to December 31, 2018. At the discretion of the Secretary of Transportation, the deadline may be extended for individual railroads for up to two additional years. The Act requires each rail carrier to report annually to the DOT on its progress toward implementing PTC systems. PRRIA also made available $199 million from the Mass Transit Account of the Highway Trust Fund for discretionary grants to public transit agencies and state and local governments to assist them with the costs of installing PTC.

The Subcommittee will conduct oversight of the FRA's safety programs, including the FRA's progress toward implementing the requirements of the *Rail Safety Improvement Act of 2008*, grants issued for implementation of PTC, and railroad progress toward meeting the final deadline for implementation of PTC.

### 2. Amtrak

PRRIA reauthorized Amtrak, Amtrak's Office of the Inspector General, and the Northeast Corridor Commission through fiscal year 2020. The Act changed the authorization structure of Amtrak by providing funding by "lines of business" (specifically the Northeast Corridor and the National Network) rather than providing separate grants for operating and capital/debt service activities. The Act also reformed Amtrak's operations, budgeting, and planning processes to reflect the lines-of-business approach. PRRIA also established a State-Supported Route Advisory Committee to help remedy issues pertaining to cost allocation on state-supported routes. The Subcommittee will conduct oversight of Amtrak, Amtrak's Office of the Inspector General, the Northeast Corridor Commission, and the State-Supported Route Advisory Committee as well as implementation of the 2008 and 2015 Acts.

### 3. Surface Transportation Board (STB)

The *Surface Transportation Board Reauthorization Act of 2015* (P.L. 110–114) reauthorized the STB for the first time since the agency was created in 1995. The Act expanded the Board from

three to five members; set expedited timetables for consideration of rate complaints; authorized the STB to initiate investigations on its own initiative; modified the voluntary arbitration process for small rate disputes; and made other changes to improve the STB's efficiency and responsiveness. The Subcommittee will conduct oversight of the STB and its implementation of the reauthorization Act.

4. Pipeline Safety Programs

Congress reauthorized the Pipeline and Hazardous Materials Safety Administration's (PHMSA) pipeline safety program through fiscal year 2019 in the *Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2016* (PIPES Act; P.L. 114–183). The PIPES Act will ensure the agency completes its responsibilities under the *Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011*; provided for a number of assessments of the current safety program; included the establishment of minimum standards for underground natural gas storage systems and liquefied natural gas facilities; provided the PHMSA with emergency order authority to impose emergency restrictions, prohibitions, and safety measures on owners and operators of pipeline facilities to abate imminent hazards; and reformed the PHMSA to be a more dynamic, data-driven regulator. The Subcommittee will conduct oversight of the Office of Pipeline Safety at the PHMSA and its implementation of the 2016 and 2011 Acts.

5. Hazardous Materials Safety Programs

The *Hazardous Material Transportation Safety Improvement Act of 2015*, enacted as Title VII of the FAST Act (P.L. 114–94), reauthorized the hazardous materials safety program administered by the PHMSA. The Act included a number of provisions to enhance the safety of hazardous materials transportation, with a significant focus on the transportation of flammable liquids, including crude oil and ethanol, by rail. The Act requires all new tank cars to be equipped with thermal blankets and protection for top fittings; mandates that all DOT–111 tank cars in flammable liquids service be retrofitted in accordance with new DOT standards; requires railroads to provide States and local responders with advanced notification and information on high-hazard flammable trains; and authorizes grant funding to assist communities in preparing for and responding to hazardous materials accidents. The Subcommittee will continue oversight of the PHMSA's hazardous materials safety program.

## Subcommittee on Water Resources and Environment

1. Clean Water Act and Water Infrastructure Programs

The *Clean Water Act* (CWA) was enacted in 1972 to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." The CWA established the basic structure for regulating the discharge of pollutants into the waters of the U.S., provided the Environmental Protection Agency (EPA) with authority

to establish nationwide standards for water pollution control programs that are implemented either by the EPA or approved states, funded the construction of wastewater treatment projects, and recognized the need to address nonpoint sources of pollution.

While the CWA has made significant progress in addressing water quality impairments, continued improvement of water quality will likely require a combination of regulatory and non-regulatory approaches, as well as continued investment in the implementation of water quality-related and water infrastructure programs. The Subcommittee's oversight will focus on issues related to implementation of the CWA, both by federal agencies and approved states, as well as the need for additional water infrastructure investment.

The Subcommittee will conduct oversight of the implementation of various regulatory and non-regulatory programs under the CWA, including how the EPA and the Army Corps of Engineers (Corps) implement and enforce these programs in conjunction with approved states, and trends on the effectiveness of the CWA to improve local water quality. This includes oversight of issues involving the establishment and implementation of water quality standards and total maximum daily loads; the development and application of new or revised effluent limitations; compliance with and enforcement of the permitting programs of the CWA under section 402 (point source discharges of pollutants under the National Pollutant Discharge Elimination System (NPDES) permit program) and section 404 (permitting of discharges of dredged or fill materials); and how the EPA and the Corps assert federal jurisdiction and make jurisdictional determinations under the CWA. Oversight also will include an examination of federal and state policies and efforts to address the presence of nutrients, harmful algal blooms, and other contaminants in waters under the CWA and other federal statutes, the impact of CWA-associated releases on waters that may be used as a source of drinking water as well as combined and sanitary sewer overflows, stormwater, certain agricultural activities, and nonpoint sources of pollution.

Continued investments in U.S. water-related infrastructure should: (1) prioritize the creation of American jobs and the utilization of American-made products; (2) support a healthy and sustainable economy and environment; and (3) protect public health and safety. In furtherance of these points, the Subcommittee will conduct oversight of wastewater treatment and water pollution control funding issues, including levels and sources of funding and management of grant and loan programs; opportunities for utilities to increase their overall efficiency and resiliency; wastewater security; and infrastructure needs. The Subcommittee will also examine local affordability concerns, including whether and how existing CWA infrastructure financing authorities are utilized by different types of communities, and whether additional federal resources can and should be targeted to address local affordability concerns. The Subcommittee may also examine how existing CWA financing authorities serve to address the water infrastructure needs of small, rural, tribal, and low-income communities.

Further, the Subcommittee will continue to review the EPA's implementation of integrated approaches to municipal stormwater

and wastewater management through the EPA's integrated planning approach framework, as well as on the utilization of green infrastructure and nature-based approaches to addressing local water quality concerns as well as other local quality-of-life benefits. The Subcommittee may investigate whether non-regulatory approaches, such as water quality trading and other market-based approaches, and other innovative approaches undertaken by state and local governments, could result in improvements to the environment.

### 2. Army Corps of Engineers Water Resources Program

The Subcommittee will review efforts to improve the efficiency and effectiveness of the civil works program of the Corps, including the planning, authorization, and implementation of water resources development projects, and the Corps' efforts to improve the resiliency and sustainability of civil works projects in the short- and long-term. The Subcommittee will also examine the financing and maintenance of harbor and inland waterways infrastructure and efforts towards full-utilization of annual harbor maintenance trust fund collections for the maintenance of large, medium, and small (emerging) harbors; the backlog of uninitiated Corps construction projects or deferred Corps maintenance projects; and asset management of projects in the Corps' operation and maintenance account, including existing and future levels of service. The Subcommittee may review the effect of recent changes in the process for funding the Corps' civil works projects, including increased usage of non-federal sponsor funds through advanced or contributed funds, or through use of sections 203 and 204 of the *Water Resources Development Act of 1986* (P.L. 99–662), on the Corps' civil works missions. The Subcommittee will also review the Corps implementation of provisions of recently enacted water resources development acts, including the *Water Resources Development Act of 2018* (P.L. 115–270).

Continued investments in U.S. water-related infrastructure should: (1) prioritize the creation of American jobs and the utilization of American-made products; (2) support a healthy and sustainable economy and environment; and (3) protect public health and safety. The Subcommittee will focus on getting projects built efficiently, cost effectively, and in a resilient and sustainable manner, delivering long-term project benefits to the public while also ensuring compliance with existing planning and environmental laws.

### 3. EPA—Superfund/Comprehensive Environmental Response, Compensation, and Liability Act and Brownfields

The Superfund program under the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA; P.L. 96–510) is aimed at cleaning up land in the U.S. that has been contaminated by hazardous waste and poses a risk to human health and/or the environment. The Brownfields program was authorized under the *Brownfields Revitalization and Environmental Restoration Act* (title II of P.L. 107–118, which amended CERCLA). The Brownfields program is aimed at enhancing state, local, and private-sector cleanups of properties, the redevelopment or reuse of which may be complicated by the presence or potential presence of

a contaminant. Unaddressed brownfields and Superfund sites drive down property values and tax revenues, pose potential human health concerns, and can deter reinvestment in cities and towns. The Brownfields program protects from Superfund liability many parties engaged in voluntary brownfields cleanups, and supports state and local brownfields assessment and cleanup activities, and state voluntary cleanup programs. The Subcommittee's oversight will focus on issues related to implementation of the Superfund and Brownfields programs.

The Subcommittee will also review efforts to improve the efficiency and effectiveness of the contaminated site cleanup process, the process of assessing natural resources damages, and the efforts to hold responsible parties accountable, consistent with federal law. In addition, the Subcommittee will review the liability, financing, and settlement mechanisms and procedures under the current Superfund program, including the relation of funding sources and levels for the Superfund and Brownfields programs to current demands and needs. The Subcommittee will continue reviewing implementation of the EPA's brownfields program, including changes to the program enacted in the *BUILD Act* (P.L. 115–141).

The Subcommittee also will review the role of the states in conducting and financing cleanups, and review the relationships among the states, the EPA, and other federal entities in implementing the Superfund and Brownfields programs.

In addition, the GAO in 2017 added to its high-risk list the U.S. Government's environmental liabilities for cleaning up areas where Federal activities have contaminated the environment.[2] Various Federal laws, including the Superfund law, agreements with States, and court decisions require the Federal government to clean up environmental hazards at Federal sites and facilities. According to GAO, in fiscal year 2016, the Federal government's estimated environmental liability was $447 billion; however, this estimate does not reflect all of the future cleanup responsibilities Federal agencies may face.[3] The Committee will conduct oversight of the Federal government's actions to assess, quantify, and address its environmental liabilities as they relate to those Federal agencies and laws under the jurisdiction of the Committee.

### 4. Tennessee Valley Authority

The Subcommittee will review the management of the Tennessee Valley Authority (TVA) and its programs, including its energy program, operations in the current marketplace, its long-term management of the TVA assets, properties, and byproducts of energy generation, and the impact of the TVA debt on its long-term goals. The Subcommittee may also examine issues related to its management of the TVA workforce and the TVA's responsibilities in meeting its employee pension and retirement obligations.

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[2] U.S. Government Accountability Office, Report to Congressional Committees, High Risk Series: Progress on Many High-Risk Areas, While Substantial Efforts Needed on Others (GAO–17–317, February 2017) (available at https://www.gao.gov/products/GAO-17-317 and https://www.gao.gov/assets/690/682765.pdf).

[3] *Id.*

5. Saint Lawrence Seaway Development Corporation

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly-owned government enterprise created in 1954 to construct, operate, and develop jointly with Canada a seaway between Montreal and Lake Erie. The SLSDC is operated under the Secretary of Transportation's general direction and supervision. The Subcommittee will review the overall operations of the SLSDC, the management of commercial traffic through the St. Lawrence Seaway in coordination with Canada's Saint Lawrence Seaway Authority, and the progress made by the SLSDC in meeting its 10-year asset renewal effort for U.S.-controlled assets of the Seaway.

6. Natural Resources Conservation Service

The Natural Resources Conservation Service (NRCS) of the Department of Agriculture is authorized to give technical and financial help to local organizations planning and carrying out watershed projects for flood protection, agricultural water management, recreation, municipal and industrial water supply, and wildlife enhancement. The Subcommittee will review the overall operations of the NRCS as they relate to implementation of the Watershed and Flood Prevention programs and Watershed Rehabilitation Program, which are under the jurisdiction of the Subcommittee.

7. International Boundary and Water Commission

The International Boundary and Water Commission (IBWC) was established in 1889 with the responsibility for applying the boundary and water treaties between the U.S. and Mexico and settling any disputes over their application. The body is comprised of both U.S. and Mexican sections, headed by an Engineer-Commissioner who is appointed by the President. The U.S. Section is headquartered in El Paso, TX and operates under the guidance of the State Department. The IBWC carries out, in accordance with their governing treaties, the distribution, regulation, and conservation of water in the Rio Grande and Colorado Rivers for use by both countries; joint construction, operations, and maintenance of international storage dams and reservoirs; and hydroelectric plants, flood protection, and sanitation projects for border water quality problems, as well as demarcating the boundary between the U.S. and Mexico.

The Subcommittee will review the overall operations of the IBWC, including its management of several flood damage reduction and water supply infrastructure projects under the authority of the Commission.

## OVERSIGHT PLAN—MINORITY VIEWS

Although much of the Oversight Plan was developed in a bipartisan manner, the Minority Members submit additional minority views to clarify one aspect of the Oversight Plan with regard to the Subcommittee on Highways and Transit, specifically, the paragraph regarding "Surface Transportation Investment—Current and Future Needs." While the minority agrees it is important to build stronger, more resilient transportation networks, we do not agree

with the specificity of the purpose for doing so set forth by the majority. As we seek to maximize scarce taxpayer resources, reduce future costs, and ensure communities are able to re-build, the minority continues to believe that building stronger, more resilient transportation infrastructure is simply good practice. With that, we submit the following modification to the portion of the Oversight Plan which specifically addresses work under the Subcommittee on Highways and Transit.

**SUBCOMMITTEE ON HIGHWAYS AND TRANSIT**

1. Surface Transportation Investment—Current and Future Needs

Bringing the Nation's crumbling transportation infrastructure to a state of good repair, upgrading bridges, improving road quality, addressing capacity needs, and ensuring access to reliable transit options will require substantial investment. According to the Department of Transportation (DOT), we need to invest $1.7 trillion at all levels of government over the next 10 years to bring roads, bridges, and transit systems to a state of good repair and to expand capacity. At the same time, transportation investments made today must meet the needs of the future. This includes utilizing new technologies and incorporating innovative mobility solutions to move people and goods more safely and efficiently. This also includes building stronger, more resilient transportation networks. The Subcommittee will probe surface transportation investment needs and emerging policy areas in preparation for a long-term reauthorization bill.

**PART B**

Part B of this section contains a summary of the actions taken by the Committee on Transportation and Infrastructure to implement the Oversight Plan for the 116th Congress and the recommendations made with respect to this plan. Part B also contains a summary of the additional oversight activities undertaken by the Committee, and the recommendations made or actions taken thereon.

## Subcommittee on Aviation

1. Implementation of the FAA Reauthorization Act of 2018

On September 26, 2019, the Subcommittee on Aviation held a hearing entitled "A Work in Progress: Implementation of The FAA Reauthorization Act of 2018."

2. Implementation of the FAA Extension, Safety, and Security Act of 2016

On September 26, 2019, the Subcommittee on Aviation held a hearing entitled "A Work in Progress: Implementation of The FAA Reauthorization Act of 2018."

3. Implementation of the FAA Modernization and Reform Act of 2012

On September 26, 2019, the Subcommittee on Aviation held a hearing entitled "A Work in Progress: Implementation of The FAA Reauthorization Act of 2018."

4. Safety Programs

On May 15, 2019, the Subcommittee on Aviation held a hearing entitled "Status of the Boeing 737 MAX."

On July 17, 2019, the Subcommittee on Aviation held a hearing entitled "State of Aviation Safety."

On June 19, 2019, the Subcommittee on Aviation held a hearing entitled "Status of the Boeing 737 MAX: Stakeholder Perspectives."

5. Investment in Aviation Infrastructure

On March 26, 2019, the Full Committee held a hearing entitled "The Cost of Doing Nothing: Why Investment in Our Nation's Airports Matter."

6. Airline Competition, Financial Position, and Customer Service

On March 3, 2020, the Subcommittee on Aviation held a hearing entitled "The Airline Passenger Experience: What It Is and What It Can Be."

On November 14, 2019, the Subcommittee on Aviation held a roundtable entitled "From Curb to Gate and Back Again: The Air Travel Experience for Persons with Disabilities."

7. U.S. Aviation Workforce

On February 11, 2020, the Subcommittee on Aviation held a hearing entitled "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce."

On January 15, 2020, the Subcommittee on Aviation held a hearing entitled "Oversight of Working Conditions for Airline Ground Workers."

8. Oversight of the Commercial Space Industry

On March 12, 2019, the Subcommittee on Aviation held a hearing entitled "Looking Forward: Aviation 2050."

9. Evaluation of FAA's NextGen Air Traffic Control Modernization

On March 12, 2019, the Subcommittee on Aviation held a hearing entitled "Looking Forward: Aviation 2050."

10. Cybersecurity of the National Airspace System

On March 12, 2019, the Subcommittee on Aviation held a hearing entitled "Looking Forward: Aviation 2050."

11. Oversight of Implementation and Deployment of Counter-UAS Authority

On September 26, 2019, the Subcommittee on Aviation held a hearing entitled "A Work in Progress: Implementation of The FAA Reauthorization Act of 2018."

On March 12, 2019, the Subcommittee on Aviation held a hearing entitled "Looking Forward: Aviation 2050."

12. National Transportation Safety Board

On July 17, 2019, the Subcommittee held a hearing entitled "State of Aviation Safety."

## Subcommittee on Coast Guard and Maritime Transportation

1. Maritime Budget Oversight

On May 21, 2019, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "Review of Fiscal Year 2020 Budget for the Coast Guard and Maritime Transportation Programs."

2. Coast Guard Acquisitions

On September 25, 2019, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "Coast Guard and Port Infrastructure: Built to Last?"

3. Arctic

On May 8, 2019, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "The Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic."

4. Coast Guard Mission Balance/Performance

On June 4, 2019, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "Western Hemisphere Drug Interdictions: Why Maintaining Coast Guard Operations Matter."

On June 19, 2019, the Subcommittee held a hearing entitled "Short Sea Shipping: Rebuilding America's Maritime Industry."

On March 10, 2020, the Subcommittee held a hearing entitled "The International Role of the United State Coast Guard."

5. Maritime Domain Awareness

On September 25, 2019, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "Coast Guard and Port Infrastructure: Built to Last?"

On January 15, 2020, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "The Path to a Carbon-Free Maritime Industry: Investments and Innovation."

6. Coast Guard Prevention and Response Activities

On January 15, 2020, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "The Path to a Carbon-Free Maritime Industry: Investments and Innovation."

7. Short Sea Shipping

On June 19, 2019, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "Short Sea Shipping: Rebuilding America's Maritime Industry."

8. Coast Guard Marine Safety Activities

On November 14, 2019, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "Commercial and Passenger Vessel Safety: Challenges and Opportunities."

9. National Maritime Strategy

On March 6, 2019, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness."

On October 17, 2019, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "China's Maritime Silk Road Initiative: Implications for the Global Maritime Supply Chain."

10. Status of the U.S. Merchant Marine

On May 8, 2020, the Members of the Committee conducted a Member briefing entitled "The Impacts of the COVID–19 Pandemic on Maritime Transportation."

On June 9, 2020, the Full Committee held a hearing entitled "On the Front Lines: The Impact of COVID–19 on Transportation Workers."

## Subcommittee on Economic Development, Public Buildings, and Emergency Management

1. Emergency Management

On May 22, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "Disaster Preparedness: DRRA Implementation and FEMA Readiness."

On October 22, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "An Assessment of Federal Recovery Efforts from Recent Disasters."

On February 12, 2020, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "Animals in Disasters."

On March 11, 2020, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hear-

ing entitled "FEMA's Priorities for 2020 and Beyond: Coordinating Mission and Vision."

On July 28, 2020, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hybrid hearing entitled "Experiences of Vulnerable Populations During Disaster."

2. Border Security

The Committee intends to continue to examine this issue.

3. Leasing

On January 28, 2020, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "GSA Outleases and the Trump Old Post Office Hotel."

4. Real Property Management

On June 11, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "Efficiency and Resiliency in Federal Building Design and Construction."

5. Capital Investment and Leasing Program (CILP)

On June 11, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "Efficiency and Resiliency in Federal Building Design and Construction."

6. Federal Courthouses

The Committee intends to continue to examine this issue.

7. Federal Protective Service (FPS)

The Committee intends to continue to examine this issue.

8. Major Development Projects

On June 11, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "Efficiency and Resiliency in Federal Building Design and Construction."

9. Architect of the Capitol

The Committee intends to continue to examine this issue.

10. Smithsonian Institution Facilities

On November 13, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "Review of Smithsonian Institution Current Facilities and Future Space Needs."

11. John F. Kennedy Center for the Performing Arts

The Committee intends to continue to examine this issue.

12. Economic Development

On April 9, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "Building Prosperity: EDA's Role in Economic Development and Recovery."

13. Old Post Office Building

On September 25, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "Landlord and Tenant: The Trump Administration's Oversight of the Trump International Hotel Lease."

## Subcommittee on Highways and Transit

1. Surface Transportation Investment—Current and Future Needs

On March 13, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs."

On April 9, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Every Life Counts: Improving the Safety of Our Nation's Roadways."

On June 12, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Under Pressure: The State of Trucking in America."

On July 16, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Oversight of the Federal Transit Administration's Implementation of the Capital Investment Grant Program."

On July 25, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Examining the Federal Role in Improving School Bus Safety."

On September 11, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads."

On October 16, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Examining the Future of Transportation Network Companies: Challenges and Opportunities." October 16, 2019.

On December 5, 2019, the Subcommittee on Highways and Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a joint hearing entitled "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation."

On February 6, 2020, the Subcommittee on Highways and Transit held a hearing entitled "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories."

2. Sustainability of Surface Transportation Funding

On March 13, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs."

On September 11, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads."

3. Ensuring a Qualified Transportation Workforce

On June 12, 2019 the Subcommittee on Highways and Transit held a hearing entitled "Under Pressure: The State of Trucking in America."

4. Restoring the Congressional Intent of the Capital Investment Grant Program

On July 16, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Oversight of the Federal Transit Administration's Implementation of the Capital Investment Grant Program."

On July 16, 2019, the Committee on Transportation and Infrastructure Majority Staff released a report analyzing the progress of the Capital Investment Grant Program under the current Administration.

5. Motor Carrier Oversight

On June 12, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Under Pressure: The State of Trucking in America."

6. Rolling Stock Procurement Reform

On May 16, 2019, the Full Committee held a hearing entitled "The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors."

7. Improving the Safety of U.S. Roadways which Endure 37,000 Fatalities a Year

On April 9, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Every Life Counts: Improving the Safety of Our Nation's Roadways."

On July 25, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Examining the Federal Role in Improving School Bus Safety."

8. Fast Act Implementation

On April 9, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Every Life Counts: Improving the Safety of Our Nation's Roadways."

On June 12, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Under Pressure: The State of Trucking in America."

On December 5, 2019, the Subcommittee on Highways and Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a joint hearing entitled "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation."

On February 6, 2020, the Subcommittee on Highways and Transit held a hearing entitled "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories."

## Subcommittee on Railroads, Pipelines, and Hazardous Materials

### 1. Rail Infrastructure and Safety Programs

On February 7, 2019, the Full Committee held a hearing entitled "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait."

On February 26, 2019, the Full Committee held a hearing entitled "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change."

On May 16, 2019, the Full Committee held a hearing entitled "The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors."

On June 20, 2019, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "The State of the Rail Workforce."

On September 24, 2019, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "Challenges and Opportunities for Commuter Railroads."

On December 5, 2019, the Subcommittee on Highways and Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation."

On February 5, 2020, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "Tracking Toward Zero: Improving Grade Crossing Safety and Addressing Community Concerns."

On March 24, 2020, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "Funding a Robust Freight and Passenger Rail Network."

### 2. Amtrak

On May 3, 2019, the Subcommittee on Highways and Transit and the Subcommittee on Railroads, Pipelines, and Hazardous Materials conducted a field roundtable entitled "Gateway Program."

On November 13, 2019, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "Amtrak Now and Into the Future."

On March 24, 2020, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "Funding a Robust Freight and Passenger Rail Network."

On September 9, 2020, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hybrid hearing entitled "Amtrak's Response to COVID–19."

3. Surface Transportation Board (STB)

On July 25, 2019, the Subcommittee on Railroads, Pipelines, and Hazardous Materials conducted a roundtable entitled "Railroad Shippers Roundtable."

On November 18, 2020, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hybrid hearing entitled "Examining the Surface Transportation Board's Role in Ensuring a Robust Passenger Rail System."

4. Pipeline Safety Programs

On April 2, 2019, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs."

5. Hazardous Materials Safety Programs

The Committee intends to continue to examine this issue.

## Subcommittee on Water Resources and Environment

On March 31, 2020, the Subcommittee was scheduled to hold a hearing on the President's Fiscal Year 2021 Budget request, including receiving testimony from Acting Administrator of EPA's Office of Land and Emergency Management; the President and Chief Executive Officer of the Tennessee Valley Authority; Administrator of the Saint Lawrence Seaway Development Corporation; the Chief of the Natural Resources Conservation Service; and the Commissioner of the International Boundary Water Commission; however, the Budget hearing was postponed due to the COVID–19 outbreak.

1. Clean Water Act and Water Infrastructure Programs

On March 7, 2019, the Subcommittee on Water Resources and Environment held a hearing entitled "The Clean Water State Revolving Fund: How Federal Infrastructure Investment Can Help Communities Modernize Water Infrastructure and Address Affordability Challenges."

On June 25, 2019, the Subcommittee on Water Resources and Environment held a hearing entitled "Protecting and Restoring America's Iconic Waters."

On September 12, 2019, the Chair of the Full Committee and the Chair of the Subcommittee on Water Resources and Environment released a Majority Staff report on actions undertaken by the Trump administration related to implementation and enforcement of the Clean Water Act.

On September 18, 2019, the Subcommittee on Water Resources and Environment held a hearing entitled "The Administration's Priorities and Policy Initiatives Under the Clean Water Act."

### 2. Army Corps of Engineers Water Resources Program

On July 10, 2019 the Subcommittee on Water Resources and Environment held a hearing entitled "Water Resources Development Acts: Status of Implementation and Assessing Future Needs."

On October 19, 2019, the Subcommittee conducted a site visit and held a roundtable in Islamorada, Florida, on "America's Water Resources Infrastructure: Concepts for the Next Water Resources Development Act."

On November 19, 2019, the Subcommittee on Water Resources and Environment held a hearing entitled "Concepts for the Next Water Resources Development Act: Promoting Resiliency of Our Nation's Water Resources Infrastructure."

On January 9, 2020, the Subcommittee on Water Resources and Environment held a hearing entitled "Proposals for a Water Resources Development Act of 2020."

On February 27, 2020, the Subcommittee on Water Resources and Environment held a hearing entitled "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."

On March 6, 2020, the Subcommittee conducted a site visit and held a roundtable in Los Angeles, California, on "America's Water Resources Infrastructure: Concepts for the Next Water Resources Development Act (WRDA)."

### 3. EPA—Superfund/Comprehensive Environmental Response, Compensation, and Liability Act and Brownfields

On October 23, 2019, the Subcommittee on Water Resources and Environment held a hearing entitled "The Pebble Mine Project: Process and Potential Impacts."

### 4. Tennessee Valley Authority

The Committee intends to continue to examine this issue.

### 5. Saint Lawrence Seaway Development Corporation

The Committee considered H.R. 4470, To rename the Saint Lawrence Seaway Development Corporation the Great Lakes St. Lawrence Seaway Development Corporation.

### 6. Natural Resources Conservation Service

The Committee intends to continue to examine this issue.

### 7. International Boundary and Water Commission

On February 5, 2020, the U.S. Government Accountability Office (GAO) released a report requested by Members of Congress on the U.S. Section of the International Boundary and Water Commission's efforts to address water quality challenges along the U.S. Mexico Border region.

# APPENDIX III—MEMBERSHIP CHANGES

## JANUARY 2019

On January 4, 2019, Mr. Peter A. DeFazio of Oregon was elected as Chair and Mr. Sam Graves of Missouri as Ranking Member pursuant to H. Res. 24 and H. Res. 25, respectively.

On January 17, 2019, the Democratic Members were elected to the Committee pursuant to H. Res. 57. Republican Members were elected to the Committee on January 23, 2019, pursuant to H. Res. 68.

The Subcommittee assignments were agreed to at the Full Committee Organizational Meeting held on February 7, 2019. The Membership was as follows:

**Full Committee**

PETER A. DEFAZIO, Oregon, *Chair*
SAM GRAVES, Missouri, *Ranking Member*
(37–30)

*ELEANOR HOLMES NORTON, District of Columbia*
EDDIE BERNICE JOHNSON, Texas
ELIJAH E. CUMMINGS, Maryland
RICK LARSEN, Washington
GRACE F. NAPOLITANO, California
DANIEL LIPINSKI, Illinois
STEVE COHEN, Tennessee
ALBIO SIRES, New Jersey
JOHN GARAMENDI, California
HENRY C. "HANK" JOHNSON, JR., Georgia
ANDRÉ CARSON, Indiana
DINA TITUS, Nevada
SEAN PATRICK MALONEY, New York
JARED HUFFMAN, California
JULIA BROWNLEY, California
FREDERICA S. WILSON, Florida
DONALD M. PAYNE, JR., New Jersey
ALAN S. LOWENTHAL, California
MARK DESAULNIER, California
*STACEY E. PLASKETT, Virgin Islands*
STEPHEN F. LYNCH, Massachusetts
SALUD O. CARBAJAL, California, *Vice Chair*
ANTHONY G. BROWN, Maryland
ADRIANO ESPAILLAT, New York
TOM MALINOWSKI, New Jersey
GREG STANTON, Arizona
DEBBIE MUCARSEL-POWELL, Florida
LIZZIE FLETCHER, Texas
COLIN Z. ALLRED, Texas
SHARICE DAVIDS, Kansas
ABBY FINKENAUER, Iowa
JESÚS G. GARCÍA, Illinois
ANTONIO DELGADO, New York
CHRIS PAPPAS, New Hampshire
ANGIE CRAIG, Minnesota
HARLEY ROUDA, California

DON YOUNG, Alaska
ERIC A. "RICK" CRAWFORD, Arkansas
BOB GIBBS, Ohio
DANIEL WEBSTER, Florida
THOMAS MASSIE, Kentucky
MARK MEADOWS, North Carolina
SCOTT PERRY, Pennsylvania
RODNEY DAVIS, Illinois
ROB WOODALL, Georgia
JOHN KATKO, New York
BRIAN BABIN, Texas
GARRET GRAVES, Louisiana
DAVID ROUZER, North Carolina
MIKE BOST, Illinois
RANDY K. WEBER, SR., Texas
DOUG LAMALFA, California
BRUCE WESTERMAN, Arkansas
LLOYD SMUCKER, Pennsylvania
PAUL MITCHELL, Michigan
BRIAN J. MAST, Florida
MIKE GALLAGHER, Wisconsin
GARY J. PALMER, Alabama
BRIAN K. FITZPATRICK, Pennsylvania
*JENNIFFER GONZÁLEZ-COLÓN*, Puerto Rico
TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana

### Subcommittee On Aviation

RICK LARSEN, Washington, *Chair*
GARRET GRAVES, Louisiana, *Ranking Member*

(22–17)

ANDRÉ CARSON, Indiana
*STACEY E. PLASKETT, Virgin Islands*
STEPHEN F. LYNCH, Massachusetts
*ELEANOR HOLMES NORTON*, District of Columbia
DANIEL LIPINSKI, Illinois
STEVE COHEN, Tennessee
HENRY C. "HANK" JOHNSON, JR., GEORGIA
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SHARICE DAVIDS, Kansas, *Vice Chair*
ANGIE CRAIG, Minnesota
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PETER A. DEFAZIO, Oregon *(Ex Officio)*
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BRIAN K. FITZPATRICK, Pennsylvania
TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee on Coast Guard and Maritime Transportation

SEAN PATRICK MALONEY, New York, *Chair*
BOB GIBBS, Ohio, *Ranking Member*

(9–7)

ELIJAH E. CUMMINGS, Maryland
RICK LARSEN, Washington
*STACEY E. PLASKETT, Virgin Islands*
JOHN GARAMENDI, California
ALAN S. LOWENTHAL, California
ANTHONY G. BROWN, Maryland
CHRIS PAPPAS, New Hampshire, *Vice Chair*
PETER A. DEFAZIO, Oregon *(Ex Officio)*
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BRIAN J. MAST, Florida
MIKE GALLAGHER, Wisconsin
CAROL D. MILLER, West Virginia
SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee On Economic Development And Emergency Management

DINA TITUS, Nevada, *Chair*
MARK MEADOWS, North Carolina, *Ranking Member*

(9–6)

DEBBIE MUCARSEL-POWELL, Florida
SHARICE DAVIDS, Kansas
*ELEANOR HOLMES NORTON, District of Columbia*
HENRY C. "HANK" JOHNSON, JR., Georgia
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ANTHONY G. BROWN, Maryland
LIZZIE FLETCHER, Texas, *Vice Chair*
PETER A. DEFAZIO, Oregon *(Ex Officio)*
GARY J. PALMER, Alabama
*JENNIFFER GONZÁLEZ COLÓN, Puerto Rico*
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
SAM GRAVES, Missouri *(Ex Officio)*

## Subcommittee On Highways And Transit

*ELEANOR HOLMES NORTON, District of Columbia, Chair*
RODNEY DAVIS, Illinois, *Ranking Member*

(31–25)

EDDIE BERNICE JOHNSON, Texas
STEVE COHEN, Tennessee
JOHN GARAMENDI, California
HENRY C. "HANK" JOHNSON, JR., Georgia
JARED HUFFMAN, California
JULIA BROWNLEY, California
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ROSS SPANO, Florida
PETE STAUBER, Minnesota
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
SAM GRAVES, Missouri *(Ex Officio)*

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## Subcommittee On Railroads, Pipelines, And Hazardous Materials

DANIEL LIPINSKI, Illinois, *Chair*
ERIC A. "RICK" CRAWFORD, Arkansas, *Ranking Member*

(19–15)

ALBIO SIRES, New Jersey
DONALD M. PAYNE, JR., New Jersey
LIZZIE FLETCHER, Texas
ELIJAH E. CUMMINGS, Maryland
ANDRÉ CARSON, Indiana
FREDERICA S. WILSON, Florida
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*ELEANOR HOLMES NORTON, District of Columbia*
EDDIE BERNICE JOHNSON, Texas
ALAN S. LOWENTHAL, California
COLIN Z. ALLRED, Texas, *Vice Chair*
ANGIE CRAIG, Minnesota
PETER A. DEFAZIO, Oregon *(Ex Officio)*
Scott Perry, Pennsylvania
RODNEY DAVIS, Illinois
BRIAN BABIN, Texas
MIKE BOST, Illinois
RANDY K. WEBER, SR., Texas
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TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
GREG PENCE, Indiana
SAM GRAVES, Missouri *(Ex Officio)*

**Subcommittee On Water Resources And Environment**

GRACE F. NAPOLITANO, California, *Chair*
BRUCE WESTERMAN, Arkansas, *Ranking Member*

(18–14)

DEBBIE MUCARSEL-POWELL, Florida, *Vice Chair*
EDDIE BERNICE JOHNSON, Texas
JOHN GARAMENDI, California
JARED HUFFMAN, California
ALAN S. LOWENTHAL, California
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GARY J. PALMER, Alabama
*JENNIFFER GONZÁLEZ COLÓN*, *Puerto Rico*
SAM GRAVES, Missouri *(Ex Officio)*

## OCTOBER—NOVEMBER 2019

On October 17, 2019, Mr. Elijah E. Cummings of Maryland died in office. Mr. Conor Lamb of Pennsylvania was elected to the Committee on November 19, 2019 pursuant to H. Res. 712. The Committee appointed Mr. Lamb to the Subcommittees on November 20, 2019. The Membership of the Committee and its Subcommittees was as follows:

### Full Committee

PETER A. DEFAZIO, Oregon, *Chair*
SAM GRAVES, Missouri, *Ranking Member*

(37–30)

*ELEANOR HOLMES NORTON*, *District of Columbia*
EDDIE BERNICE JOHNSON, Texas
RICK LARSEN, Washington
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CAROL D. MILLER, West Virginia
GREG PENCE, Indiana

### Subcommittee on Aviation

RICK LARSEN, Washington, *Chair*
GARRET GRAVES, Louisiana, *Ranking Member*

(22–17)

ANDRÉ CARSON, Indiana
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SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee on Coast Guard and Maritime Transportation

SEAN PATRICK MALONEY, New York, *Chair*
BOB GIBBS, Ohio, *Ranking Member*

(9–7)

RICK LARSEN, Washington
*STACEY E. PLASKETT, Virgin Islands*
JOHN GARAMENDI, California
ALAN S. LOWENTHAL, California
ANTHONY G. BROWN, Maryland
CHRIS PAPPAS, New Hampshire, *Vice Chair*
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CAROL D. MILLER, West Virginia
SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee on Economic Development and Emergency Management

DINA TITUS, Nevada, *Chair*
MARK MEADOWS, North Carolina, *Ranking Member*

(9–6)

DEBBIE MUCARSEL-POWELL, Florida
SHARICE DAVIDS, Kansas
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GARY J. PALMER, Alabama
JENNIFFER GONZÁLEZ COLÓN, Puerto Rico
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
SAM GRAVES, Missouri *(Ex Officio)*

### Subcommittee on Highways and Transit

*ELEANOR HOLMES NORTON, District of Columbia, Chair*
RODNEY DAVIS, Illinois, *Ranking Member*

(31–25)

EDDIE BERNICE JOHNSON, Texas
STEVE COHEN, Tennessee
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CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee on Railroads, Pipelines, and Hazardous Materials

DANIEL LIPINSKI, Illinois, *Chair*
ERIC A. "RICK" CRAWFORD, Arkansas, *Ranking Member*

(19–15)

ALBIO SIRES, New Jersey
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LIZZIE FLETCHER, Texas
ANDRÉ CARSON, Indiana
FREDERICA S. WILSON, Florida
MARK DESAULNIER, California
STEPHEN F. LYNCH, Massachusetts
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GRACE F. NAPOLITANO, California
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EDDIE BERNICE JOHNSON, Texas
ALAN S. LOWENTHAL, California
COLIN Z. ALLRED, Texas, *Vice Chair*
ANGIE CRAIG, Minnesota
CONOR LAMB, Pennsylvania
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SCOTT PERRY, Pennsylvania
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TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
GREG PENCE, Indiana
SAM GRAVES, Missouri *(Ex Officio)*

**Subcommittee on Water Resources and Environment**

GRACE F. NAPOLITANO, California, *Chair*
BRUCE WESTERMAN, Arkansas, *Ranking Member*

(18–14)

DEBBIE MUCARSEL-POWELL, Florida, *Vice Chair*
EDDIE BERNICE JOHNSON, Texas
JOHN GARAMENDI, California
JARED HUFFMAN, California
ALAN S. LOWENTHAL, California
SALUD O. CARBAJAL, California
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BRIAN J. MAST, Florida
GARY J. PALMER, Alabama
*JENNIFFER GONZÁLEZ COLÓN*, *Puerto Rico*
SAM GRAVES, Missouri *(Ex Officio)*

## FEBRUARY 26, 2020

On February 6, 2020, the Committee modified the Rules of the Committee to increase the size and ratio of the Subcommittee on Economic Development, Public Buildings, and Emergency Management by one Member. On that same date Mr. John Katko of New York was elected to the Subcommittee and named as the Ranking Minority Member for the Subcommittee. The Membership of the Committee and its Subcommittees was as follows:

### Full Committee

PETER A. DEFAZIO, Oregon, *Chair*
SAM GRAVES, Missouri, *Ranking Member*

(37–30)

*ELEANOR HOLMES NORTON, District of Columbia*
EDDIE BERNICE JOHNSON, Texas
RICK LARSEN, Washington
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MARK DESAULNIER, California
*STACEY E. PLASKETT, Virgin Islands*
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CAROL D. MILLER, West Virginia
GREG PENCE, Indiana

### Subcommittee On Aviation

RICK LARSEN, Washington, *Chair*
GARRET GRAVES, Louisiana, *Ranking Member*

(22–17)

ANDRÉ CARSON, Indiana
*STACEY E. PLASKETT, Virgin Islands*
STEPHEN F. LYNCH, Massachusetts
*ELEANOR HOLMES NORTON, District of Columbia*
DANIEL LIPINSKI, Illinois
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SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee on Coast Guard and Maritime Transportation

SEAN PATRICK MALONEY, New York, *Chair*
BOB GIBBS, Ohio, *Ranking Member*

(9–7)

RICK LARSEN, Washington
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JOHN GARAMENDI, California
ALAN S. LOWENTHAL, California
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MIKE GALLAGHER, Wisconsin
CAROL D. MILLER, West Virginia
SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee on Economic Development and Emergency Management

DINA TITUS, Nevada, *Chair*
JOHN KATKO, New York, *Ranking Member*

(9–7)

DEBBIE MUCARSEL-POWELL, Florida
SHARICE DAVIDS, Kansas
*ELEANOR HOLMES NORTON, District of Columbia*
HENRY C. "HANK" JOHNSON, JR., Georgia
JOHN GARAMENDI, California
ANTHONY G. BROWN, Maryland
LIZZIE FLETCHER, Texas, *Vice Chair*
PETER A. DEFAZIO, Oregon *(Ex Officio)*
MARK MEADOWS, North Carolina
GARY J. PALMER, Alabama
*JENNIFFER GONZÁLEZ COLÓN, Puerto Rico*
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
SAM GRAVES, Missouri *(Ex Officio)*

### Subcommittee on Highways and Transit

*ELEANOR HOLMES NORTON, District of Columbia, Chair*
RODNEY DAVIS, Illinois, *Ranking Member*

(31–25)

EDDIE BERNICE JOHNSON, Texas
STEVE COHEN, Tennessee
JOHN GARAMENDI, California
HENRY C. "HANK" JOHNSON, JR., Georgia
JARED HUFFMAN, California
JULIA BROWNLEY, California
FREDERICA S. WILSON, Florida
ALAN S. LOWENTHAL, California
MARK DESAULNIER, California
SALUD O. CARBAJAL, California
ANTHONY G. BROWN, Maryland
ADRIANO ESPAILLAT, New York
TOM MALINOWSKI, New Jersey
GREG STANTON, Arizona
COLIN Z. ALLRED, Texas
SHARICE DAVIDS, Kansas
ABBY FINKENAUER, Iowa, *Vice Chair*
JESÚS G. GARCÍA, Illinois
ANTONIO DELGADO, New York
CHRIS PAPPAS, New Hampshire
ANGIE CRAIG, Minnesota
HARLEY ROUDA, California
GRACE F. NAPOLITANO, California
ALBIO SIRES, New Jersey
SEAN PATRICK MALONEY, New York
DONALD M. PAYNE, JR., New Jersey
DANIEL LIPINSKI, Illinois
DINA TITUS, Nevada
*STACEY E. PLASKETT, Virgin Islands*
PETER A. DEFAZIO, Oregon *(Ex Officio)*
DON YOUNG, Alaska
ERIC A. "RICK" CRAWFORD, Arkansas
BOB GIBBS, Ohio
DANIEL WEBSTER, Florida
THOMAS MASSIE, Kentucky
MARK MEADOWS, North Carolina
ROB WOODALL, Georgia
JOHN KATKO, New York
BRIAN BABIN, Texas
DAVID ROUZER, North Carolina
MIKE BOST, Illinois
DOUG LAMALFA, California
BRUCE WESTERMAN, Arkansas
LLOYD SMUCKER, Pennsylvania
PAUL MITCHELL, Michigan
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GARY J. PALMER, Alabama
BRIAN K. FITZPATRICK, Pennsylvania
TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee on Railroads, Pipelines, and Hazardous Materials

DANIEL LIPINSKI, Illinois, *Chair*
ERIC A. "RICK" CRAWFORD, Arkansas, *Ranking Member*

(19–15)

ALBIO SIRES, New Jersey
DONALD M. PAYNE, JR., New Jersey
LIZZIE FLETCHER, Texas
ANDRÉ CARSON, Indiana
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MARK DESAULNIER, California
STEPHEN F. LYNCH, Massachusetts
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JESÚS G. GARCÍA, Illinois
*ELEANOR HOLMES NORTON, District of Columbia*
EDDIE BERNICE JOHNSON, Texas
ALAN S. LOWENTHAL, California
COLIN Z. ALLRED, Texas, *Vice Chair*
ANGIE CRAIG, Minnesota
CONOR LAMB, Pennsylvania
PETER A. DEFAZIO, Oregon *(Ex Officio)*
SCOTT PERRY, Pennsylvania
RODNEY DAVIS, Illinois
BRIAN BABIN, Texas
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RANDY K. WEBER, Sr., Texas
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TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
GREG PENCE, Indiana
SAM GRAVES, Missouri *(Ex Officio)*

**Subcommittee on Water Resources and Environment**

GRACE F. NAPOLITANO, California, *Chair*
BRUCE WESTERMAN, Arkansas, *Ranking Member*

(18–14)

DEBBIE MUCARSEL-POWELL, Florida, *Vice Chair*
EDDIE BERNICE JOHNSON, Texas
JOHN GARAMENDI, California
JARED HUFFMAN, California
ALAN S. LOWENTHAL, California
SALUD O. CARBAJAL, California
ADRIANO ESPAILLAT, New York
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GARRET GRAVES, Louisiana
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BRIAN J. MAST, Florida
GARY J. PALMER, Alabama
*JENNIFFER GONZÁLEZ COLÓN*, *Puerto Rico*
SAM GRAVES, Missouri *(Ex Officio)*

## MARCH 31; JULY 15, 2020

On March 31, 2020, Mr. Mark Meadows of North Carolina resigned as a Member of the House of Representatives, and on July 1, 2020, Mr. Mike Garcia of California was elected to the Committee filling the vacancy. The Committee adopted the Subcommittee changes on July 15, 2020. The Membership of the Committee and its Subcommittees was as follows:

### Full Committee

PETER A. DEFAZIO, Oregon, *Chair*
SAM GRAVES, Missouri, *Ranking Member*

(37–30)

*ELEANOR HOLMES NORTON*, *District of Columbia*
EDDIE BERNICE JOHNSON, Texas
RICK LARSEN, Washington
GRACE F. NAPOLITANO, California
DANIEL LIPINSKI, Illinois
STEVE COHEN, Tennessee
ALBIO SIRES, New Jersey
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MARK DESAULNIER, California
*STACEY E. PLASKETT*, *Virgin Islands*
STEPHEN F. LYNCH, Massachusetts
SALUD O. CARBAJAL, California, *Vice Chair*
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TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
MIKE GARCIA, California

### Subcommittee On Aviation

RICK LARSEN, Washington, *Chair*
GARRET GRAVES, Louisiana, *Ranking Member*

(22–17)

ANDRÉ CARSON, Indiana
*STACEY E. PLASKETT, Virgin Islands*
STEPHEN F. LYNCH, Massachusetts
*ELEANOR HOLMES NORTON, District of Columbia*
DANIEL LIPINSKI, Illinois
STEVE COHEN, Tennessee
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ANGIE CRAIG, Minnesota
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BRIAN K. FITZPATRICK, Pennsylvania
TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee on Coast Guard and Maritime Transportation

SEAN PATRICK MALONEY, New York, *Chair*
BOB GIBBS, Ohio, *Ranking Member*

(9–7)

RICK LARSEN, Washington
*STACEY E. PLASKETT, Virgin Islands*
JOHN GARAMENDI, California
ALAN S. LOWENTHAL, California
ANTHONY G. BROWN, Maryland
CHRIS PAPPAS, New Hampshire, *Vice Chair*
CONOR LAMB, Pennsylvania
PETER A. DEFAZIO, Oregon *(Ex Officio)*
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RANDY K. WEBER, SR., Texas
BRIAN J. MAST, Florida
MIKE GALLAGHER, Wisconsin
CAROL D. MILLER, West Virginia
SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee on Economic Development and Emergency Management

DINA TITUS, Nevada, *Chair*
JOHN KATKO, New York, *Ranking Member*

(9–7)

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SHARICE DAVIDS, Kansas
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*JENNIFFER GONZÁLEZ COLÓN, Puerto Rico*
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
MIKE GARCIA, California
SAM GRAVES, Missouri *(Ex Officio)*

### Subcommittee on Highways and Transit

*ELEANOR HOLMES NORTON, District of Columbia, Chair*
RODNEY DAVIS, Illinois, *Ranking Member*

(31–25)

EDDIE BERNICE JOHNSON, Texas
STEVE COHEN, Tennessee
JOHN GARAMENDI, California
HENRY C. "HANK" JOHNSON, JR., Georgia
JARED HUFFMAN, California
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*STACEY E. PLASKETT, Virgin Islands*
PETER A. DEFAZIO, Oregon *(Ex Officio)*

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GARY J. PALMER, Alabama
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TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
MIKE GARCIA, California
SAM GRAVES, Missouri *(Ex Officio)*

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### Subcommittee on Railroads, Pipelines, and Hazardous Materials

DANIEL LIPINSKI, Illinois, *Chair*
ERIC A. "RICK" CRAWFORD, Arkansas, *Ranking Member*

(19–15)

ALBIO SIRES, New Jersey
DONALD M. PAYNE, JR., New Jersey
LIZZIE FLETCHER, Texas
ANDRÉ CARSON, Indiana
FREDERICA S. WILSON, Florida
MARK DESAULNIER, California
STEPHEN F. LYNCH, Massachusetts
TOM MALINOWSKI, New Jersey
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STEVE COHEN, Tennessee
JESÚS G. GARCÍA, Illinois
*ELEANOR HOLMES NORTON, District of Columbia*
EDDIE BERNICE JOHNSON, Texas
ALAN S. LOWENTHAL, California
COLIN Z. ALLRED, Texas, *Vice Chair*
ANGIE CRAIG, Minnesota
CONOR LAMB, Pennsylvania
PETER A. DEFAZIO, Oregon *(Ex Officio)*

SCOTT PERRY, Pennsylvania
RODNEY DAVIS, Illinois
BRIAN BABIN, Texas
MIKE BOST, Illinois
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LLOYD SMUCKER, Pennsylvania
PAUL MITCHELL, Michigan
BRIAN K. FITZPATRICK, Pennsylvania
TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
GREG PENCE, Indiana
SAM GRAVES, Missouri *(Ex Officio)*

**Subcommittee on Water Resources and Environment**

GRACE F. NAPOLITANO, California, *Chair*
BRUCE WESTERMAN, Arkansas, *Ranking Member*

(18–14)

DEBBIE MUCARSEL-POWELL, Florida, *Vice Chair*
EDDIE BERNICE JOHNSON, Texas
JOHN GARAMENDI, California
JARED HUFFMAN, California
ALAN S. LOWENTHAL, California
SALUD O. CARBAJAL, California
ADRIANO ESPAILLAT, New York
LIZZIE FLETCHER, Texas
ABBY FINKENAUER, Iowa
ANTONIO DELGADO, New York
CHRIS PAPPAS, New Hampshire
ANGIE CRAIG, Minnesota
HARLEY ROUDA, California
FREDERICA S. WILSON, Florida
STEPHEN F. LYNCH, Massachusetts
TOM MALINOWSKI, New Jersey
PETER A. DEFAZIO, Oregon *(Ex Officio)*
DANIEL WEBSTER, Florida
THOMAS MASSIE, Kentucky
ROB WOODALL, Georgia
BRIAN BABIN, Texas
GARRET GRAVES, Louisiana
DAVID ROUZER, North Carolina
MIKE BOST, Illinois
RANDY K. WEBER, SR., Texas
DOUG LAMALFA, California
BRIAN J. MAST, Florida
GARY J. PALMER, Alabama
*JENNIFFER GONZÁLEZ COLÓN*, *Puerto Rico*
SAM GRAVES, Missouri *(Ex Officio)*

## DECEMBER 15, 2020

On December 15, 2020, Mr. Paul Mitchell of Michigan resigned as a Member of Republican Conference; Pursuant to clause 5(b) of Rule X, Mr. Mitchell vacated his position on the Committee. The Membership of the Committee and its Subcommittees was as follows:

### Full Committee

PETER A. DEFAZIO, Oregon, *Chair*
SAM GRAVES, Missouri, *Ranking Member*

(37–30)

*ELEANOR HOLMES NORTON, District of Columbia*
EDDIE BERNICE JOHNSON, Texas
RICK LARSEN, Washington
GRACE F. NAPOLITANO, California
DANIEL LIPINSKI, Illinois
STEVE COHEN, Tennessee
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JOHN GARAMENDI, California
HENRY C. "HANK" JOHNSON, JR., Georgia
ANDRÉ CARSON, Indiana
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JULIA BROWNLEY, California
FREDERICA S. WILSON, Florida
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ALAN S. LOWENTHAL, California
MARK DESAULNIER, California
*STACEY E. PLASKETT, Virgin Islands*
STEPHEN F. LYNCH, Massachusetts
SALUD O. CARBAJAL, California, *Vice Chair*
ANTHONY G. BROWN, Maryland
ADRIANO ESPAILLAT, New York
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*JENNIFFER GONZÁLEZ-COLÓN, Puerto Rico*
TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
MIKE GARCIA, California
VACANCY

### Subcommittee on Aviation

RICK LARSEN, Washington, *Chair*
GARRET GRAVES, Louisiana, *Ranking Member*

(22–17)

ANDRÉ CARSON, Indiana
*STACEY E. PLASKETT, Virgin Islands*
STEPHEN F. LYNCH, Massachusetts
*ELEANOR HOLMES NORTON, District of Columbia*
DANIEL LIPINSKI, Illinois
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ANTHONY G. BROWN, Maryland
GREG STANTON, Arizona
COLIN Z. ALLRED, Texas
JESÚS G. GARCÍA, ILLINOIS
EDDIE BERNICE JOHNSON, Texas
SEAN PATRICK MALONEY, New York
DONALD M. PAYNE, JR., New Jersey
SHARICE DAVIDS, Kansas, *Vice Chair*
ANGIE CRAIG, Minnesota
GRACE F. NAPOLITANO, California
SALUD O. CARBAJAL, California
PETER A. DEFAZIO, Oregon
(*ex Officio*)

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ROSS SPANO, Florida
PETE STAUBER, Minnesota
VACANCY
SAM GRAVES, Missouri
(*ex Officio*)

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### Subcommittee on Coast Guard and Maritime Transportation

SEAN PATRICK MALONEY, New York, *Chair*
BOB GIBBS, Ohio, *Ranking Member*

(9–7)

RICK LARSEN, Washington
*STACEY E. PLASKETT, Virgin Islands*
JOHN GARAMENDI, California
ALAN S. LOWENTHAL, California
ANTHONY G. BROWN, Maryland
CHRIS PAPPAS, New Hampshire, *Vice Chair*
CONOR LAMB, Pennsylvania
PETER A. DEFAZIO, OREGON
(*ex Officio*)

DON YOUNG, Alaska
RANDY K. WEBER, SR., Texas
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SAM GRAVES, Missouri
(*ex Officio*)

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### Subcommittee on Economic Development and Emergency Management

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JOHN KATKO, New York, *Ranking Member*

(9–7)

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CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
MIKE GARCIA, California
SAM GRAVES, Missouri
(*ex Officio*)

### Subcommittee on Highways and Transit

*ELEANOR HOLMES NORTON, District of Columbia, Chair*
RODNEY DAVIS, Illinois, *Ranking Member*

(31–25)

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STEVE COHEN, Tennessee
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PETER A. DEFAZIO, Oregon
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TROY BALDERSON, Ohio
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PETE STAUBER, Minnesota
CAROL D. MILLER, West Virginia
GREG PENCE, Indiana
MIKE GARCIA, California
SAM GRAVES, Missouri
(*ex Officio*)

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### Subcommittee on Railroads, Pipelines, and Hazardous Materials

DANIEL LIPINSKI, Illinois, *Chair*
ERIC A. "RICK" CRAWFORD, Arkansas, *Ranking Member*

(19–15)

ALBIO SIRES, New Jersey
DONALD M. PAYNE, JR., New Jersey
LIZZIE FLETCHER, Texas
ANDRÉ CARSON, Indiana
FREDERICA S. WILSON, Florida
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*ELEANOR HOLMES NORTON, District of Columbia*
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ALAN S. LOWENTHAL, California
COLIN Z. ALLRED, Texas, *Vice Chair*
ANGIE CRAIG, Minnesota
CONOR LAMB, Pennsylvania
PETER A. DEFAZIO, Oregon
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TROY BALDERSON, Ohio
ROSS SPANO, Florida
PETE STAUBER, Minnesota
GREG PENCE, Indiana
VACANCY
SAM GRAVES, Missouri
(*ex Officio*)

**Subcommittee on Water Resources and Environment**

GRACE F. NAPOLITANO, California, *Chair*
BRUCE WESTERMAN, Arkansas, *Ranking Member*

(18–14)

DEBBIE MUCARSEL-POWELL, Florida, *Vice Chair*
EDDIE BERNICE JOHNSON, Texas
JOHN GARAMENDI, California
JARED HUFFMAN, California
ALAN S. LOWENTHAL, California
SALUD O. CARBAJAL, California
ADRIANO ESPAILLAT, New York
LIZZIE FLETCHER, Texas
ABBY FINKENAUER, Iowa
ANTONIO DELGADO, New York
CHRIS PAPPAS, New Hampshire
ANGIE CRAIG, Minnesota
HARLEY ROUDA, California
FREDERICA S. WILSON, Florida
STEPHEN F. LYNCH, Massachusetts
TOM MALINOWSKI, New Jersey
PETER A. DEFAZIO, Oregon (*ex Officio*)
DANIEL WEBSTER, Florida
THOMAS MASSIE, Kentucky
ROB WOODALL, Georgia
BRIAN BABIN, Texas
GARRET GRAVES, Louisiana
DAVID ROUZER, North Carolina
MIKE BOST, Illinois
RANDY K. WEBER, SR., Texas
DOUG LAMALFA, California
BRIAN J. MAST, Florida
GARY J. PALMER, Alabama
*JENNIFFER GONZÁLEZ COLÓN*, *Puerto Rico*
SAM GRAVES, Missouri (*ex Officio*)

# APPENDIX IV—PUBLIC LAWS

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| 116–9 | S. 47, the John D. Dingell, Jr. Conservation, Management, and Recreation Act To provide for the management of the natural resources of the United States, and for other purposes.<br>Section 9001 contains text of H.R. 1184.<br>Signed March 12, 2019 |
| 116–30 | H.R. 866, the Fairness For Breastfeeding Mothers Act of 2019<br>To provide a lactation room in public buildings.<br>Signed July 25, 2019 |
| 116–38 | S. 2249<br>To allow the Deputy Administrator of the Federal Aviation Administration on the date of enactment of this Act to continue to serve as such Deputy Administrator.<br>Signed August 2, 2019 |
| 116–41 | H.R. 2695<br>To rename the Success Dam in Tulare County, California, as the Richard L. Schafer Dam.<br>Signed August 9, 2019 |
| 116 –48 | H.R. 639<br>To amend section 327 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act to clarify that National Urban Search and Rescue Response System task forces may include Federal employees.<br>Signed August 23, 2019 |
| 116–56 | H.R. 3245, Restore the Harmony Way Bridge Act To transfer a bridge over the Wabash River to the New Harmony River Bridge Authority and the New Harmony and Wabash River Bridge Authority, and for other purposes.<br>Signed August 27, 2019 |
| 116–57 | H.R. 831, Reviving America's Scenic Byways Act of 2019<br>To direct the Secretary of Transportation to request nominations for and make determinations regarding roads to be designated under the national scenic byways program, and for other purposes.<br>Signed September 22, 2019 |
| 116–63 | S. 1689<br>To permit States to transfer certain funds from the clean water revolving fund of a State to the drinking water revolving fund of the State in certain circumstances, and for other purposes<br>Signed October 4, 2019 |
| 116–69 | H.R. 3055, Further Continuing Appropriations Act, 2020, and Further Health Extenders Act of 2019<br>Making further continuing appropriations for fiscal year 2020, and for other purposes.<br>Section 1702 contains H.R. 3612<br>Signed, November 21, 2019 |

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| 116–92 | S. 1790, the National Defense Authorization Act for Fiscal Year 2020<br>To authorize appropriations for fiscal year 2020 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.<br>Signed December 20, 2019 |
| 116–94 | H.R. 1865, the Further Consolidated Appropriations Act, 2020<br>Making further consolidated appropriations for the fiscal year ending September 30, 2020, and for other purposes.<br>Division P, Title VI contains text of H.R. 2197, the John F. Kennedy Center Reauthorization Act of 2019<br>Signed December 20, 2019 |
| 116–113 | H.R. 5430, the United States-Mexico-Canada Agreement Implementation Act<br>To implement the Agreement between the United States of America, the United Mexican States, and Canada attached as an Annex to the Protocol Replacing the North American Free Trade Agreement<br>Signed January 29, 2020 |
| 116–136 | H.R. 748, the Coronavirus Aid, Relief, and Economic Security Act.<br>To amend the Internal Revenue Code of 1986 to repeal the excise tax on high cost employer-sponsored health coverage.<br>Section 14003 of Division B contains provisions of H.R. 2440, the Full Utilization of the Harbor Maintenance Trust Fund Act<br>Signed March 27, 2020 |
| 116–159 | H.R. 8337, the Continuing Appropriations Act, 2021 and Other Extensions Act<br>Making continuing appropriations for fiscal year 2021, and for other purposes.<br>Division B authorizes appropriations for surface transportation accounts.<br>Signed October 1, 2020 |
| 116–190 | S. 2638, the Friendly Airports for Mothers Improvement Act<br>To amend title 49, United State Code, to require small hub airports to construct areas for nursing mothers, and for other purposes.<br>Signed, October 30, 2020 |
| 116–192 | S. 4075, the Reinvigorating Lending for the Future Act<br>To amend the Public Works and Economic Development Act of 1965 to provide for the release of certain Federal interests in connection with certain grants under that Act.<br>Signed on October 30, 2020 |
| 116–193 | S. 4762<br>To designate the airport traffic control tower located at Piedmont Triad International Airport in Greensboro, North Carolina, as the "Senator Kay Hagan Airport Traffic Control Tower".<br>Signed, October 30, 2020 |
| 116–224 | S. 1982<br>Save Our Seas 2.0 Act<br>To improve efforts to combat marine debris, and for other purposes.<br>Signed, December 18, 2020 |

116–245 S. 4902
To designate the United States courthouse located at 351 South West Temple in Salt Lake City, Utah, as the "Orrin G. Hatch United States Courthouse".
Signed, December 21, 2020

## Measures Signed Into Law but not Assigned a Number

116–____ S. 1014
*Route 66 Centennial Commission Act*
To establish the Route 66 Centennial Commission, to direct the Secretary of Transportation to prepare a plan on the preservation needs of Route 66, and for other purposes.
Signed: December 23, 2020

116–____ H.R. 133
*Consolidated Appropriations Act, 2021*
To promote economic partnership and cooperation between the United States and Mexico.
Signed: December 27, 2020

116–____ H.R. 6395
*National Defense Authorization Act for Fiscal Year 2021*
To authorize appropriations for fiscal year 2021 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for such fiscal year, and for other purposes.
House overrode the President's veto on December 28, 2020; the Senate overrode the President's veto on January 1, 2021

116–____ S. 3418
*Safeguarding Tomorrow through Ongoing Risk Mitigation Act of 2020 or the STORM Act of 2020*
To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to allow the Administrator of the Federal Emergency Management Agency to provide capitalization grants to eligible entities to establish revolving funds to provide assistance to reduce disaster risks, and for other purposes.
Signed: January 1, 2021

## Measures Expected to be Signed Into Law

116–____ H.R. 2502
*Transparency in Federal Buildings Projects Act of 2019*
To amend title 40, United States Code, to require certain prospectuses for public buildings to be made publicly available, and for other purposes.
Signed: ____

116–____ H.R. 4031
*Great Lakes Restoration Initiative Act of 2019*
To amend the Federal Water Pollution Control Act to reauthorize the Great Lakes Restoration Initiative, and for other purposes.
Signed: ____

116–____ H.R. 4044
*Protect and Restore America's Estuaries Act*
To amend the Federal Water Pollution Control Act to reauthorize the National Estuary Program, and for other purposes.
Signed: ____

116–____ S. 979
*Federal Advance Contracts Enhancement Act or the FACE Act*
To amend the Post-Katrina Emergency Management Reform Act of 2006 to incorporate the recommendations made by the Government Accountability Office relating to advance contracts, and for other purposes.
Signed: ____

116–____ S. 1869
*Secure Federal Leases from Espionage And Suspicious Entanglements Act or the Secure Federal LEASES Act*
To require the disclosure of ownership of high-security space leased to accommodate a Federal agency, and for other purposes.
Signed: ____

116–____ S. 2730
*Drone Advisory Committee for the 21st Century Act*
To establish and ensure an inclusive and transparent Drone Advisory Committee.
Signed: ____

# APPENDIX V—REPORTS

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| H. Rpt. 116–29 | H.R. 639<br>To amend section 327 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act to clarify that National Urban Search and Rescue Response System task forces may include Federal employees.<br>Filed April 2, 2019 |
| H. Rpt. 116–30 | H. Con. Res. 16<br>Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition.<br>Filed April 2, 2019 |
| H. Rpt. 116–31 | H. Con. Res. 19<br>Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.<br>Filed April 2, 2019 |
| H. Rpt. 116–36 | H.R. 1331<br>*Local Water Protection Act*<br>To amend the Federal Water Pollution Control Act to reauthorize certain programs relating to nonpoint source management, and for other purposes.<br>Filed April 8, 2019 |
| H. Rpt. 116–66, Pt. I | H.R. 1318<br>To direct the Librarian of Congress to obtain a stained glass panel depicting the seal of the District of Columbia and install the panel among the stained glass panels depicting the seals of States which overlook the Main Reading Room of the Library of Congress Thomas Jefferson Building.<br>Filed May 16, 2019 |
| H. Rpt. 116–67 | H.R. 1775<br>*Notice to Airmen Improvement Act of 2019*<br>To establish a task force on NOTAM improvements, and for other purposes.<br>Filed May 16, 2019 |
| H. Rpt. 116–85 | H.R. 1322<br>To require a report on the effects of climate change on the Coast Guard, and for other purposes.<br>Filed May 24, 2019 |
| H. Rpt. 116–110, Pt. I | H.R. 367<br>*Pay Our Coast Guard Parity Act of 2019*<br>Making appropriations for Coast Guard pay in the event an appropriations Act expires before the enactment of a new appropriations Act.<br>Filed June 11, 2019 |
| H. Rpt. 116–136, Pt. I | H. R. 2440<br>*Full Utilization of the Harbor Maintenance Trust Fund Act*<br>To provide for the use of funds in the Harbor Maintenance Trust Fund for the purposes for which the funds were collected and to ensure that funds credited to the Harbor Maintenance Trust Fund are used to support navigation, and for other purposes.<br>Filed July 2, 2019 |

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| H. Rpt. 116–145 | H.R. 1306<br>*Federal Disaster Assistance Coordination Act*<br>To amend the Disaster Recovery Reform Act to develop a study regarding streamlining and consolidating information collection and preliminary damage assessments, and for other purposes.<br>Filed July 11, 2019 |
| H. Rpt. 116–146 | H.R. 1311<br>To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to ensure that unmet needs after a major disaster are met.<br>Filed July 11, 2019 |
| H. Rpt. 116–147 | H.R. 2502<br>*Transparency in Federal Buildings Projects Act of 2019*<br>To amend title 40, United States Code, to require certain prospectuses for public buildings to be made publicly available, and for other purposes.<br>Filed July 11, 2019 |
| H. Rpt. 116–148 | H.R. 1984<br>*Disclosing Aid Spent to Ensure Relief Act or the DISASTER Act*<br>To amend chapter 11 of title 31, United States Code, to require the Director of the Office of Management and Budget to annually submit to Congress a report on all disaster-related assistance provided by the Federal Government.<br>Filed July 11, 2019 |
| H. Rpt. 116–167, Pt. I | H.R. 1307<br>*Post-Disaster Assistance Online Accountability Act*<br>To provide for an online repository for certain reporting requirements for recipients of Federal disaster assistance, and for other purposes.<br>Filed July 23, 2019 |
| H. Rpt. 116–172 | H.R. 3409<br>*Coast Guard Authorization Act of 2019*<br>To authorize appropriations for the Coast Guard, and for other purposes.<br>Filed July 23, 2019 |
| H. Rpt. 116–199 | H.R. 2726<br>*Banning Smoking on Amtrak Act of 2019*<br>To amend title 49, United States Code, to prohibit smoking on Amtrak trains.<br>Filed September 9, 2019 |
| H. Rpt. 116–221 | H.R. 3362<br>*Small Airport Mothers' Rooms Act of 2019*<br>To amend title 49, United State Code, to require small hub airports to construct areas for nursing mothers, and for other purposes.<br>Filed October 4, 2019 |
| H. Rpt. 116–287 | H.R. 4044<br>*Protect and Restore America's Estuaries Act*<br>To amend the Federal Water Pollution Control Act to reauthorize the National Estuary Program, and for other purposes.<br>Filed November 13, 2019 |
| H. Rpt. 116–288 | H.R. 4031<br>*Great Lakes Restoration Initiative Act of 2019*<br>To amend the Federal Water Pollution Control Act to reauthorize the Great Lakes Restoration Initiative, and for other purposes.<br>Filed November 13, 2019 |

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| H. Rpt. 116–290 | H.R. 2247<br>*Promoting United Government Efforts To Save Our Sound Act*<br>To amend the Federal Water Pollution Control Act to provide assistance for programs and activities to protect the water quality of Puget Sound, and for other purposes.<br>Filed November 14, 2019 |
| H. Rpt. 116–291 | H.R. 4275<br>To amend the Federal Water Pollution Control Act to reauthorize the Lake Pontchartrain Basin Restoration Program, and for other purposes.<br>Filed November 14, 2019 |
| H. Rpt. 116–304, Pt. I | H.R. 1132<br>*San Francisco Bay Restoration Act*<br>To amend the Federal Water Pollution Control Act to establish a grant program to support the restoration of San Francisco Bay.<br>Filed November 20, 2019 |
| H. Rpt. 116–332 | Conference Report to accompany S. 1790<br>*National Defense Authorization Act for Fiscal Year 2020*<br>To authorize appropriations for fiscal year 2020 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.<br>Filed: December 9, 2019 |
| H. Rpt. 116–338 | H.R. 1620<br>*Chesapeake Bay Program Reauthorization Act*<br>To amend the Federal Water Pollution Control Act to reauthorize the Chesapeake Bay Program.<br>Filed December 12, 2019 |
| H. Rpt. 116–339, Pt. I | H.R. 2548<br>*Hazard Eligibility and Local Projects Act*<br>To modify eligibility requirements for certain hazard mitigation assistance programs, and for other purposes.<br>Filed December 12, 2019 |
| H. Rpt. 116–340 | H.R. 4719<br>*Funding Instruction for Safety, Health, and Security Avoids Fishing Emergencies Act*<br>To amend the Federal share of the fishing safety standards grants.<br>Filed December 12, 2019 |
| H. Rpt. 116–437 | H.R. 2<br>*Investing in a New Vision for the Environment and Surface Transportation in America Act or the INVEST in America Act*<br>To authorize funds for Federal-aid highways, highway safety programs, and transit programs.<br>Filed June 26, 2020 |
| H. Rpt. 116–460, Pt. I | H.R. 7575<br>*Water Resources Development Act of 2020*<br>To provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes.<br>Filed July 24, 2020 |
| H. Rpt. 116–462 | H.R. 5119<br>*Safe Aircraft Maintenance Standards Act*<br>To amend title 49, United States Code, to require certain air carriers to provide reports with respect to maintenance, preventive maintenance, or alterations, and for other purposes.<br>Filed July 29, 2020 |

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| H. Rpt. 116–463, Pt. I | H.R. 5139<br>*Stop Sexual Assault and Harassment in Transportation Act*<br>To protect transportation personnel and passengers from sexual assault and harassment, and for other purposes.<br>Filed July 29, 2020 |
| H. Rpt. 116–464 | H.R. 5912<br>*Expedited Delivery of Airport Infrastructure*.<br>To amend title 49, United States Code, to permit the use of incentive payments to expedite certain federally financed airport development projects.<br>Filed July 29, 2020 |
| H. Rpt. 116–483 | H. Con. Res. 90<br>Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition.<br>Filed September 4, 2020 |
| H. Rpt. 116–484 | H.R. 1497<br>*Water Quality Protection and Job Creation Act of 2019*<br>To amend the Federal Water Pollution Control Act to reauthorize certain water pollution control programs, and for other purposes, with an amendment.<br>Filed September 4, 2020 |
| H. Rpt. 116–485 | H.R. 2242<br>To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include certain services in the definition of critical services, and for other purposes.<br>Filed September 4, 2020 |
| H. Rpt. 116–486 | H.R. 3779<br>*Resilience Revolving Loan Fund Act of 2019*<br>To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to allow the Administrator of the Federal Emergency Management Agency to provide capitalization grants to eligible entities to establish revolving funds to provide assistance to reduce disaster risks, and for other purposes.<br>Filed September 4, 2020 |
| H. Rpt. 116–487 | H.R. 4470<br>To rename the Saint Lawrence Seaway Development Corporation the Great Lakes St. Lawrence Seaway Development Corporation.<br>Filed September 4, 2020 |
| H. Rpt. 116–488 | H. Con. Res. 37<br>Expressing support for designation of October 28 as "Honoring the Nation's First Responders Day".<br>Filed September 4, 2020 |
| H. Rpt. 116–570 | H.R. 5919<br>*National Children's Museum Act*<br>To amend title 40, United States Code, to require the Administrator of General Services to enter into a cooperative agreement with the National Children's Museum to provide the National Children's Museum rental space without charge in the Ronald Reagan Building and International Trade Center, and for other purposes.<br>November 16, 2020 |
| H. Rpt. 116–574 | H.R. 2914<br>*Housing Survivors of Major Disasters Act of 2019*<br>To make available necessary disaster assistance for families affected by major disasters, and for other purposes.<br>November 16, 2020 |

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| H. Rpt. 116–575 | H.R. 4358<br>Preliminary Damage Assessment Improvement Act of 2019<br>To direct the Administrator of the Federal Emergency Management Agency to submit to Congress a report on preliminary damage assessment and to establish damage assessment teams in the Federal Emergency Management Agency, and for other purposes.<br>November 16, 2020 |
| H. Rpt. 116–576, Pt. I | H.R. 4611<br>Ocean Pollution Reduction Act II<br>To modify permitting requirements with respect to the discharge of any pollutant from the Point Loma Wastewater Treatment Plant in certain circumstances, and for other purposes.<br>November 16, 2020 |
| H. Rpt. 116–577 | H.R. 5953<br>Preventing Disaster Revictimization Act<br>To amend the Disaster Recovery Reform Act of 2018 to require the Administrator of the Federal Emergency Management Agency to waive certain debts owed to the United States related to covered assistance provided to an individual or household, and for other purposes.<br>November 16, 2020 |
| H. Rpt. 116–578, Pt. I | H.R. 8326<br>Child Care is Economic Development Act of 2020<br>To amend the Public Works and Economic Development Act of 1965 to require eligible recipients of certain grants to develop a comprehensive economic development strategy that directly or indirectly increases the accessibility of affordable, quality child care, and for other purposes.<br>November 16, 2020 |
| H. Rpt. 116–579 | H.R. 8408<br>Aircraft Certification Reform and Accountability Act<br>To direct the Administrator of the Federal Aviation Administration to require certain safety standards relating to aircraft, and for other purposes.<br>November 16, 2020 |
| H. Rpt. 116–580 | H.R. 8266<br>FEMA Assistance Relief Act of 2020<br>To modify the Federal cost share of certain emergency assistance provided under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, to modify the activities eligible for assistance under the emergency declaration issued by the President on March 13, 2020, relating to COVID–19, and for other purposes.<br>November 16, 2020 |
| H. Rpt. 116–617 | Conference Report to accompany H.R. 6395<br>*William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021*<br>To authorize appropriations for fiscal year 2021 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for such fiscal year, and for other purposes.<br>Filed: December 3, 2020 |
| H. Rpt. 116–636 | H.R. 3632<br>*Fair and Open Skies Act*<br>To ensure that authorizations issued by the Secretary of Transportation to foreign air carriers do not undermine labor rights or standards, and for other purposes.<br>Filed: December 9, 2020 |

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| H. Rpt. 116–637 | H.R. 5756<br>*Resiliency Enhancement Act of 2020*<br>To amend the Bipartisan Budget Act of 2018 to extend the provision of assistance for critical services with respect to certain disasters, and for other purposes.<br>Filed: December 9, 2020 |
| H. Rpt. 116–655 | H.R. 5047<br>*GSA Lease Transparency Act of 2019*<br>To require the Administrator of General Services to conduct an annual audit of properties leased to private parties, and for other purposes.<br>Filed: December 167, 2020 |
| H. Rpt. 116–661, Pt. I | H.R. 5120<br>*Safe, Accountable, Fair, and Environmentally Responsible Pipelines Act of 2019*<br>To amend title 49, United States Code, to provide enhanced safety and environmental protection in pipeline transportation, and for other purposes.<br>Filed: December 17, 2020 |
| H. Rpt. 116–662, Pt. I | H.R. 4347<br>*Preparedness and Risk Management for Extreme Weather Patterns Assuring Resilience and Effectiveness Act of 2019*<br>To enhance the Federal Government's planning and preparation for extreme weather and the Federal Government's dissemination of best practices to respond to extreme weather, thereby increasing resilience, improving regional coordination, and mitigating the financial risk to the Federal Government from such extreme weather, and for other purposes.<br>Filed: December 17, 2020 |
| H. Rpt. 116–681, Pt. I | H.R. 1108<br>*Aviation Funding Stability Act of 2019*<br>To provide for funding from the Airport and Airway Trust Fund for all Federal Aviation Administration activities in the event of a Government shutdown, and for other purposes.<br>Filed: December 21, 2020 |

# APPENDIX VI—HEARINGS

## First Session

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| 116–1 | "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait."<br>Full Committee<br>February 7, 2019 |
| 116–2 | "Putting U.S. Aviation at Risk: The Impact of the Shutdown."<br>S.C. on Aviation<br>February 13, 2019 |
| 116–3 | "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change."<br>Full Committee<br>February 26, 2019 |
| 116–4 | "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness."<br>S.C. on Coast Guard and Maritime Transportation<br>March 6, 2019 |
| 116–5 | "The Clean Water State Revolving Fund: How Federal Infrastructure Investment Can Help Communities Modernize Water Infrastructure and Address Affordability Challenges."<br>S.C. on Water Resources and Environment<br>March 7, 2019 |
| 116–6 | "Looking Forward: Aviation 2050."<br>S.C. on Aviation<br>March 12, 2019 |
| 116–7 | "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs."<br>S.C. on Highways and Transit<br>March 13, 2019 |
| 116–8 | "The Cost of Doing Nothing: Why Investment in Our Nation's Airports Matter."<br>Full Committee<br>March 26, 2019 |
| 116–9 | "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs."<br>S.C. on Railroads, Pipelines, and Hazardous Materials<br>April 2, 2019 |
| 116–10 | "Every Life Counts: Improving the Safety of Our Nation's Roadways."<br>S.C. on Highways and Transit<br>April 9, 2019 |
| 116–11 | "Building Prosperity: EDA's Role in Economic Development and Recovery."<br>S.C. on Economic Development, Public Buildings, and Emergency Management<br>April 9, 2019 |
| 116–12 | "The Cost of Doing Nothing: Why Full Utilization of the Harbor Maintenance Trust Fund and Investment in Our Nation's Waterways Matter."<br>S.C. on Water Resources and Environment<br>April 10, 2019 |

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| 116–13 | "Committee on Transportation and Infrastructure Members' Day Hearing."<br>Full Committee<br>May 1, 2019 |
| 116–14 | "The Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic."<br>S.C. on Coast Guard and Maritime Transportation<br>May 8, 2019 |
| 116–15 | "Status of the Boeing 737 MAX."<br>S.C. on Aviation<br>May 15, 2019 |
| 116–16 | "The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors."<br>Full Committee<br>May 16, 2019 |
| 116–17 | "Review of Fiscal Year 2020 Budget for the Coast Guard and Maritime Transportation Programs."<br>S.C. on Coast Guard and Maritime Transportation<br>May 21, 2019 |
| 116–18 | "Disaster Preparedness: DRRA Implementation and FEMA Readiness."<br>S.C. on Economic Development, Public Buildings, and Emergency Management<br>May 22, 2019 |
| 116–19 | "Western Hemisphere Drug Interdictions: Why Maintaining Coast Guard Operations Matter."<br>S.C. on Coast Guard and Maritime Transportation<br>June 4, 2019 |
| 116–20 | "Efficiency and Resiliency in Federal Building Design and Construction."<br>S.C. on Economic Development, Public Buildings, and Emergency Management<br>June 11, 2019 |
| 116–21 | "Under Pressure: The State of Trucking in America."<br>S.C. on Highways and Transit<br>June 12, 2019 |
| 116–22 | "Status of the Boeing 737 MAX: Stakeholder Perspectives."<br>S.C. on Aviation<br>June 19, 2019 |
| 116–23 | "Short Sea Shipping: Rebuilding America's Maritime Industry."<br>S.C. on Coast Guard and Maritime Transportation<br>June 19, 2019 |
| 116–24 | "The State of the Rail Workforce."<br>S.C. on Railroads, Pipelines, and Hazardous Materials<br>June 20, 2019 |
| 116–25 | "Protecting and Restoring America's Iconic Waters."<br>S.C. on Water Resources and Environment<br>June 25, 2019 |
| 116–26 | "Water Resources Development Acts: Status of Implementation and Assessing Future Needs."<br>S.C. on Water Resources and Environment<br>July 10, 2019 |
| 116–27 | "Oversight of the Federal Transit Administration's Implementation of the Capital Investment Grant Program."<br>S.C. on Highways and Transit<br>July 16, 2019 |
| 116–28 | "State of Aviation Safety."<br>S.C. on Aviation<br>July 17, 2019 |

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| 116–29 | "Examining the Federal Role in Improving School Bus Safety."<br>S.C. on Highways and Transit<br>July 25, 2019 |
| 116–30 | "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads."<br>S.C. on Highways and Transit<br>September 11, 2019 |
| 116–31 | "The Administration's Priorities and Policy Initiatives Under the Clean Water Act."<br>S.C. on Water Resources and Environment<br>September 18, 2019 |
| 116–32 | "Challenges and Opportunities for Commuter Railroads."<br>S.C. on Railroads, Pipelines, and Hazardous Materials<br>September 24, 2019 |
| 116–33 | "Landlord and Tenant: The Trump Administration's Oversight of the Trump International Hotel Lease."<br>S.C. on Economic Development, Public Buildings, and Emergency Management<br>September 25, 2019 |
| 116–34 | "Coast Guard and Port Infrastructure: Built to Last?"<br>S.C. on Coast Guard and Maritime Transportation<br>September 25, 2019 |
| 116–35 | "A Work in Progress: Implementation of The FAA Reauthorization Act of 2018."<br>S.C. on Aviation<br>September 26, 2019 |
| 116–36 | "Examining the Future of Transportation Network Companies: Challenges and Opportunities."<br>S.C. on Highways and Transit<br>October 16, 2019 |
| 116–37 | "China's Maritime Silk Road Initiative: Implications for the Global Maritime Supply Chain."<br>S.C. on Coast Guard and Maritime Transportation<br>October 17, 2019 |
| 116–38 | "An Assessment of Federal Recovery Efforts from Recent Disasters."<br>S.C. on Economic Development, Public Buildings, and Emergency Management<br>October 22, 2019 |
| 116–39 | "The Pebble Mine Project: Process and Potential Impacts."<br>S.C. on Water Resources and Environment<br>October 23, 2019 |
| 116–40 | "The Boeing 737 MAX: Examining the Design, Development, and Marketing of the Aircraft."<br>Full Committee<br>October 30, 2019 |
| 116–41 | "Amtrak Now and Into the Future."<br>S.C. on Railroads, Pipelines, and Hazardous Materials<br>November 13, 2019 |
| 116–42 | "Review of Smithsonian Institution Current Facilities and Future Space Needs."<br>S.C. on Economic Development, Public Buildings, and Emergency Management<br>November 13, 2019 |
| 116–43 | "Commercial and Passenger Vessel Safety: Challenges and Opportunities."<br>S.C. on Coast Guard and Maritime Transportation<br>November 14, 2019 |
| 116–44 | "Concepts for the Next Water Resources Development Act: Promoting Resiliency of Our Nation's Water Resources Infrastructure."<br>S.C. on Water Resources and Environment<br>November 19, 2019 |

116–45 "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation."
S.C. on Highways and Transit
S.C. on Railroads, Pipelines, and Hazardous Materials
December 5, 2019

116–46 "The Boeing 737 MAX: Examining the Federal Aviation Administration's Oversight of the Aircraft's Certification."
Full Committee
December 11, 2019

## Second Session

116–47 "Proposals for a Water Resources Development Act of 2020."
S.C. on Water Resources and Environment
January 9, 2020

116–48 "The Path to a Carbon-Free Maritime Industry: Investments and Innovation."
S.C. on Coast Guard and Maritime Transportation
January 14, 2020

116–49 "Oversight of Working Conditions for Airline Ground Workers."
S.C. on Aviation
January 15, 2020

116–50 "GSA Outleases and the Trump Old Post Office Hotel."
S.C. on Economic Development, Public Buildings, and Emergency Management
January 28, 2020

116–51 "Tracking Toward Zero: Improving Grade Crossing Safety and Addressing Community Concerns."
S.C. on Railroads, Pipelines, and Hazardous Materials
February 5, 2020

116–52 "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories."
S.C. on Highways and Transit
February 6, 2020

116–53 "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce."
S.C. on Aviation
February 11, 2020

116–54 "Animals in Disasters."
S.C. on Economic Development, Public Buildings, and Emergency Management
February 12, 2020

116–55 "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
S.C. on Water Resources and Environment
February 27, 2020

116–56 "The Airline Passenger Experience: What it Is and What It Can Be."
S.C. on Aviation
March 3, 2020

116–57 "Funding a Robust Freight and Passenger Rail Network."
S.C. on Railroads, Pipelines, and Hazardous Materials
March 4, 2020

116–58 "The International Role of the United States Coast Guard."
S.C. on Coast Guard and Maritime Transportation
March 10, 2020

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| 116–59 | "FEMA's Priorities for 2020 and Beyond: Coordinating Mission and Vision."<br>S.C. on Economic Development, Public Buildings, and Emergency Management<br>March 11, 2020 |
| 116–60 | "The Status of the U.S. Maritime Supply Chain During the COVID–19 Pandemic."<br>S.C. on Coast Guard and Maritime Transportation<br>May 29, 2020 |
| 116–61 | "On the Front Lines: The Impact of COVID–19 on Transportation Workers."<br>Full Committee<br>June 9, 2020 |
| 116–62 | "Experiences of Vulnerable Populations During Disaster."<br>S.C. on Economic Development, Public Buildings, and Emergency Management<br>July 28, 2020 |
| 116–63 | "Amtrak's Response to COVID–19."<br>S.C. on Railroads, Pipelines, and Hazardous Materials<br>September 9, 2020 |
| 116–64 | "Driving Equity: The U.S. Department of Transportation's Disadvantaged Business Enterprise Program."<br>Full Committee<br>September 23, 2020 |
| 116–65 | "The Comprehensive Everglades Restoration Plan and Water Management in Florida."<br>S.C. on Water Resources and Environment<br>September 24, 2020 |
| 116–66 | "Examining the Surface Transportation Board's Role in Ensuring a Robust Passenger Rail System."<br>S.C. on Railroads, Pipelines, and Hazardous Materials<br>November 18, 2020 |

# APPENDIX VII—PUBLICATIONS

## Committee Prints

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| 116–A | Rules of the Committee, adopted, February 7, 2019. |
| 116–B | Rules of the Committee, amended, February 26, 2020. |
| 116–C | Resolutions Adopted by the Committee Approving Public Building Prospectuses During the 116th Congress. |

## APPENDIX VIII—WITNESSES

### A

Abel, Daniel B. (VADM), Deputy Commandant for Operations, United States Coast Guard. CG&MT, Jun. 4, 2019, "Western Hemisphere Drug Interdictions: Why Maintaining Coast Guard Operations Matter." CG&MT, Mar. 10, 2020, "The International Role of the United State Coast Guard."

Adams, John (BGen Ret. US Army), President, Guardian Six Consultancy, LLC. AV, May 13, 2019, "The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors."

Aleman, Erin, Executive Director, Chicago Metropolitan Agency for Planning, testifying on behalf of the Coalition for America's Gateways and Trade Corridors. H&T and RP&HM, Dec. 5, 2019, "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation."

Alexy, Karl, Associate Administrator, Railroad Safety and Chief Safety Officer, Federal Railroad Administration. RP&HM, Feb. 5, 2020, "Tracking Toward Zero: Improving Grade Crossing Safety and Addressing Community Concerns."

Alfultis, Michal A., (Rear Admiral), President, Maritime College, State University of New York. CG&MT, Mar. 6, 2019, "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness."

Alger, Robert E., President and Chief Executive Officer, The Lane Construction Corporation, testifying on behalf of the American Road & Transportation Builders Association. H&T, Jul. 16, 2019, "Oversight of the Federal Transit Administration's Implementation of the Capital Investment Grant Program."

Ali, Farad, Director, Airport Minority Advisory Council. FULL, Sep. 23, 2020, "Driving Equity: The U.S. Department of Transportation's Disadvantaged Business Enterprise Program."

Allen, Rick W., a Representative in Congress from the 12th District of Georgia. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."

Allen, Thad W., (ADM, Ret.-USCG), Senior Executive Advisor, Booz Allen Hamilton. CG&MT, May 8, 2019, "The Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic."

Allison, Eric, Head, Elevate, Uber Technologies, Inc.. AV, Mar. 12, 2019, "Looking Forward: Aviation 2050."

Alvord, Dennis, Deputy Assistant Secretary, Economic Development Administration, U.S. Department of Commerce. EDPB&EM, Oct. 22, 2019, "An Assessment of Federal Recovery Efforts from Recent Disasters."

Anderson, Darran, Director, Strategy and Innovation, Department of Transportation, State of Texas, testifying on behalf of Texas Innovation Alliance. H&T, Mar. 13, 2019, "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs."
Anderson, Nathan, Acting Director, Homeland Security and Justice, U.S. Government Accountability Office. CG&MT, Sep. 25, 2019, "Coast Guard and Port Infrastructure: Built to Last?"
Anderson, Richard, President and Chief Executive Officer, National Railroad Passenger Corporation (Amtrak). RP&HM, Nov. 13, 2019, "Amtrak Now and Into the Future." FULL, Feb. 7, 2019, "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait."
Arroyo, Vicki, Executive Director, Georgetown Climate Center. FULL, Feb. 26, 2019, "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change."
Artl, Kevin, President and Chief Operating Officer, American Council of Engineering Companies of Illinois. RP&HM, Mar. 4, 2020, "Funding a Robust Freight and Passenger Rail Network."
Axne, Cynthia, a Representative in Congress from the 3rd District of Iowa. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."

**B**

Babbitt, J. Randolph "Randy", Former Administrator, Federal Aviation Administration. AV, Jun. 19, 2019, "Status of the Boeing 737 MAX: Stakeholder Perspectives."
Baker, Charles "Chuck", President, American Short Line and Regional Railroad Association. H&T and RP&HM, Dec. 5, 2019, "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation."
Baker, Mark, President and Chief Executive Officer, Aircraft Owners and Pilots Association. AV, Sep. 26, 2019, "A Work in Progress: Implementation of the FAA Reauthorization Act of 2018."
Baker, William C., President, Chesapeake Bay Foundation. WR&E, Jun. 25, 2019, "Protecting and Restoring America's Iconic Waters."
Balton, David, Senior Fellow, Polar Institute, Woodrow Wilson International Center for Scholars. CG&MT, Mar. 10, 2020, "The International Role of the United State Coast Guard."
Balzano, Richard, Deputy Administrator, U.S. Maritime Administration. CG&MT, Nov. 14, 2019, "Commercial and Passenger Vessel Safety: Challenges and Opportunities."
Barnes, Tori, Executive Vice President, Public Affairs and Policy, U.S. Travel Association. FULL, Mar. 26, 2019, "The Cost of Doing Nothing: Why Investment in Our Nation's Airports Matter."
Barragán, Nanette Diaz, a Representative in Congress from the 44th District of California. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Barrios, Esteban, Ramp Worker, Miami International Airport, On behalf of Service Employees International Union (SEIU). AV,

Jan. 15, 2020, "Oversight of Working Conditions for Airline Ground Workers."
Bartholomew, Carolyn, Chairwoman, United States-China Economic and Security Review Commission. CG&MT, Oct. 17, 2019, "China's Maritime Silk Road Initiative: Implications for the Global Maritime Supply Chain."
Bassani, Lori, National President, The Association of Professional Flight Attendants. AV, Jul. 17, 2019, "State of Aviation Safety."
Batory, Ronald L., Administrator, Federal Railroad Administration. RP&HM, Jun. 20, 2019. "The State of the Rail Workforce."
Beardsley, Elizabeth, Senior Policy Counsel, U.S. Green Building Council. EDPB&EM, Jun. 11, 2019, "Efficiency and Resiliency in Federal Building Design and Construction."
Becker, Jeffrey D., Research Program Director, Indo-Pacific Security Affairs, Center for Naval Analysis. CG&MT, Oct. 17, 2019, "China's Maritime Silk Road Initiative: Implications for the Global Maritime Supply Chain."
Begeman, Ann D., Chair, Surface Transportation Board. RP&HM, Nov. 18, 2020, "Examining the Surface Transportation Board's Role in Ensuring a Robust Passenger Rail System."
Bellon, Maia, Director, Department of Ecology, State of Washington. WR&E, Sep. 18, 2019, "The Administration's Priorities and Policy Initiatives Under the Clean Water Act."
Benish, John, Jr., President and Chief Operating Officer, Cook-Illinois Corporation, testifying on behalf of the National School Transportation Association. H&T, Jul. 25, 2019, "Examining the Federal Role in Improving School Bus Safety."
Berger, Joshua, Governor's Maritime Sector Lead, State of Washington. CG&MT, Jan. 14, 2020, "The Path to a Carbon-Free Maritime Industry: Investments and Innovation."
Berginnis, Chad, Executive Director, Association of State Floodplain Managers. WR&E, Jul. 10, 2019, "Water Resources Development Acts: Status of Implementation and Assessing Future Needs."
Bissett, Wesley T., DVM, PhD, Director, Veterinary Emergency Team, College of Veterinary Medicine and Biomedical Sciences, Texas A&M University. EDPB&EM. Feb. 12, 2020, "Animals in Disasters."
Black, Andrew, President and CEO, Association of Oil Pipe Lines. RP&HM, Apr. 2, 2019, "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs."
Blackmore, Laura, Executive Director, Puget Sound Partnership. WR&E, Jun. 25, 2019, "Protecting and Restoring America's Iconic Waters."
Blumenauer, Earl, a Representative in Congress from the 3rd District of Oregon. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Borden, Richard K., Owner, Midgard Environmental Services, LLC. WR&E, Oct. 23, 2019, "The Pebble Mine Project: Process and Potential Impacts."
Borders, Phillip J. (COL USArmy), Commander, District Alaska, U.S. Army Corps of Engineers. CG&MT, May 8, 2019, "The

Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic."
Boyer, Geri E., President, Kasakia Engineering Group, testifying on behalf of The American Counsel of Engineering Companies. FULL, Sep. 23, 2020, "Driving Equity: The U.S. Department of Transportation's Disadvantaged Business Enterprise Program."
Brady, Bonnie, Executive Director, Long Island Commercial Fishing Association. WR&E, Apr. 10, 2019, "The Cost of Doing Nothing: Why Full Utilization of the Harbor Maintenance Trust Fund and Investment in our Nation's Waterways Matter."
Brand, Lauren K., President, National Association of Waterfront Employers. CG&MT, May 29, 2020, "The Status of the U.S. Maritime Supply Chain During the COVID–19 Pandemic."
Breyault, John D., Vice President, Public Policy, Telecommunications, and Fraud, National Consumers League. AV, Sep. 26, 2019, "A Work in Progress: Implementation of the FAA Reauthorization Act of 2018."
Brockbank, Derek , Executive Director , American Shore and Beach Preservation Association. WR&E, Jul. 10, 2019, "Water Resources Development Acts: Status of Implementation and Assessing Future Needs."
Brouwer, Travis, Assistant Director, Department of Transportation, State of Oregon. H&T, Sep. 11, 2019. "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads."
Brown, Curtis, State Coordinator of Emergency Management, Department of Emergency Management, Commonwealth of Virginia, testifying on behalf of Institute for Diversity and Inclusion in Emergency Management. EDPB&EM, Jul. 28, 2020, "Experiences of Vulnerable Populations During Disaster."
Brown, Michael L., Chief of Police, City of Alexandria, Commonwealth of Virginia. H&T, Apr. 9, 2019, "Every Life Counts: Improving the Safety of Our Nation's Roadways."
Brown, Romayne C., Chair of the Board of Directors, Metra, Chicago, Illinois. RP&HM, Nov. 18, 2020, "Examining the Surface Transportation Board's Role in Ensuring a Robust Passenger Rail System."
Brown, Russell, RWP Labor. AV, Jan. 15, 2020, "Oversight of Working Conditions for Airline Ground Workers."
Bruemmer, Jay, Vice President, K & G Striping, Inc., testifying on behalf of the American Traffic Safety Services Association. H&T, Apr. 9, 2019, "Every Life Counts: Improving the Safety of Our Nation's Roadways."
Bryn, Peter, Technical Solutions Manager, North America, ABB Marine and Ports. CG&MT, Jan. 14, 2020, "The Path to a Carbon-Free Maritime Industry: Investments and Innovation."
Bunce, Peter J., President and CEO, General Aviation Manufacturers Association. AV, Feb. 13, 2019, "Putting U.S. Aviation at Risk: The Impact of the Shutdown."
Bunch, Lonnie G., III, Secretary, The Smithsonian Institution. EDPB&EM, Nov. 13, 2019, "Review of Smithsonian Institution Current Facilities and Future Space Needs."

Bury, Sandra, Mayor, Village of Oak Lawn, Illinois. RP&HM, Mar. 4, 2020, "Funding a Robust Freight and Passenger Rail Network."
Bustos, Cheri, a Representative in Congress from the 17th District of Illinois. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Butler, John W., President and Chief Executive Officer, World Shipping Council. CG&MT, Jan. 14, 2020, "The Path to a Carbon-Free Maritime Industry: Investments and Innovation."
Buzby, Mark H. (Rear Admiral Ret. USN), Administrator, Maritime Administration, Department of Transportation. CG&MT, May 21, 2019, "Review of Fiscal Year 2020 Budget for the Coast Guard and Maritime Transportation Programs." CG&MT, Mar. 6, 2019, "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness." CG&MT, Jun. 19, 2019. "Short Sea Shipping: Rebuilding America's Maritime Industry."
Byard, Jeffrey, Associate Administrator, Office of Response and Recovery, Federal Emergency Management Agency, Department of Homeland Security. EDPB&EM, Oct. 22, 2019, "An Assessment of Federal Recovery Efforts from Recent Disasters."
Byrd, Kevin R., Executive Director, New River Valley Regional Commission (Commonwealth of Virginia), testifying on behalf of National Association of Development Organizations. EDPB&EM, Apr. 9, 2019, "Building Prosperity: EDA's Role in Economic Development and Recovery."
Byrd, LaMont, Director, Health and Safety Department, International Brotherhood of Teamsters. H&T, Jun. 12, 2019, "Under Pressure: The State of Trucking in America." FULL, Jun. 9, 2020, "On the Front Lines: The Impact of COVID–19 on Transportation Workers."

**C**

Calio, Nicholas E, President and CEO, Airlines for America. AV, Feb. 13, 2019, "Putting U.S. Aviation at Risk: The Impact of the Shutdown."
Callaci, Brian, Labor Economist. AV, Jan. 15, 2020, "Oversight of Working Conditions for Airline Ground Workers."
Cárdenas, Tony, a Representative in Congress from the 29th District of California. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Carey, Daniel, President, Allied Pilots Association. AV, Jun. 18, 2019, "Status of the Boeing 737 MAX: Stakeholder Perspectives."
Carpenter, Jennifer A., Executive President and Chief Operating Officer, The American Waterways Operators. CG&MT, Mar. 6, 2019, "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness." CG&MT, May 29, 2020, "The Status of the U.S. Maritime Supply Chain During the COVID–19 Pandemic."
Carr, Susannah, Flight Attendant, United Airlines, testifying on behalf of the Association of Flight Attendants—CWA. FULL, Jun. 9, 2020, "On the Front Lines: The Impact of COVID–19 on Transportation Workers."

Carter, Earl L. "Buddy", a Representative in Congress from the 1st District of Georgia. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing." WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Case, Ed, a Representative in Congress from the 1st District of Hawaii. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Chang, Tilly, Executive Director, San Francisco County Transportation Authority, testifying on behalf of the Intelligent Transportation Society of America. H&T, Sep. 11, 2019. "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads."
Chase, Cathy, President, Advocates for Highway and Auto Safety. H&T, Jun. 12, 2019, "Under Pressure: The State of Trucking in America."
Christie, Ted, Chief Executive Officer and President, Spirit Airlines, Inc. FULL, Mar. 26, 2019, "The Cost of Doing Nothing: Why Investment in Our Nation's Airports Matter."
Christoffels, Mark, Chief Executive Officer and Chief Engineer, Alameda Corridor-East Construction Authority, testifying on behalf of the San Gabriel Valley Council of Governments. RP&HM, Feb. 5, 2020, "Tracking Toward Zero: Improving Grade Crossing Safety and Addressing Community Concerns."
Cilluffo, Frank J., Director, McCrary Institute for Cyber and Critical Infrastructure Security, Auburn University. FULL, May 13, 2019, "The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors."
Clark Mary Beth Frank, President, Intertribal Transportation Association. H&T, Feb. 6, 2020, "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories."
Clark, John K., Executive Director, Transportation Learning Center. H&T, Mar. 13, 2019, "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs."
Cleaver, Emanuel, a Representative in Congress from the 5th District of Missouri. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Cline, Ben, a Representative in Congress from the 6th District of Virginia. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Cloud, Michael, a Representative in Congress from the 27th District of Texas. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Cole, Preston D., Secretary, Wisconsin Department of Natural Resources. WR&E, Jun. 25, 2019, "Protecting and Restoring America's Iconic Waters."
Collier, Tom, Chief Executive Officer, The Pebble Partnership. WR&E, Oct. 23, 2019, "The Pebble Mine Project: Process and Potential Impacts."
Collins, G. Michael, retired Federal Aviation Administration employee. FULL, Dec. 11, 2019, "The Boeing 737 MAX: Examining the Federal Aviation Administration's Oversight of the Aircraft's Certification."

Comer, James, a Representative in Congress from the 1st District of Kentucky. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Condon, David A., Mayor, City of Spokane, Washington, testifying on behalf of United States Conference of Mayors. WR&E Mar. 7, 2019, "The Clean Water State Revolving Fund: How Federal Infrastructure Investment Can Help Communities Modernize Water Infrastructure and Address Affordability Challenges."
Condron, Matthew, Secretary-Treasurer, Teamsters Local 384, Norristown, Pennsylvania. H&T, Jul. 25, 2019, "Examining the Federal Role in Improving School Bus Safety."
Conley, Heather A., Senior Vice President, Europe, Eurasia, and the Arctic, Center for Strategic and International Studies. CG&MT, May 8, 2019, "The Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic."
Connor, Christopher J., President and Chief Executive Officer, The American Association of Port Authorities. CG&MT, May 29, 2020, "The Status of the U.S. Maritime Supply Chain During the COVID–19 Pandemic."
Cooper, Diana Marina, Senior Vice President, Policy and Strategy, PrecisionHawk, Inc. AV, Mar. 12, 2019, "Looking Forward: Aviation 2050."
Cooper, Jim, a Representative in Congress from the 5th District of Tennessee. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Corbett, Kevin S., President and Chief Operating Officer, NJ TRANSIT Corporation. RP&HM, Mar. 4, 2020, "Funding a Robust Freight and Passenger Rail Network."
Costa, Anisa Kamadoli, Chief Sustainability Officer, Tiffany & Co. WR&E, Oct. 23, 2019, "The Pebble Mine Project: Process and Potential Impacts."
Costa, Jim, a Representative in Congress from the 16th District of California. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Cox, Daniel, CH2M Hill Professor in Civil Engineering, Oregon State University. CG&MT, Sep. 25, 2019, "Coast Guard and Port Infrastructure: Built to Last?"
Cox, John, President and Chief Executive Officer, Safety Operating Systems. FULL, Dec. 11, 2019, "The Boeing 737 MAX: Examining the Federal Aviation Administration's Oversight of the Aircraft's Certification."
Craig, Jason, Director of Government Affairs, C.H. Robinson. H&T, Jun. 12, 2019, "Under Pressure: The State of Trucking in America."
Crossley, Nicholas L., Director, Emergency Management and Homeland Security Agency, Hamilton County, Ohio, testifying on behalf of the International Association of Emergency Managers. EDPB&EM, May 22, 2019, "Disaster Preparedness: DRRA Implementation and FEMA Readiness."
Crowley, John E., Jr., President, National Association of Waterfront Employers. CG&MT, Mar. 6, 2019, "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness."

Currie, Chris P., Director, Homeland Security and Justice, U.S. Government Accountability Office. EDPB&EM, Oct. 22, 2019, "An Assessment of Federal Recovery Efforts from Recent Disasters."
Curtis, Brian, Director, Office of Marine Safety, National Transportation Safety Board. CG&MT, Nov. 14, 2019, "Commercial and Passenger Vessel Safety: Challenges and Opportunities."

**D**

Davis, Alphonse, Deputy Director, Engineering Extension Service, Texas A&M, testifying on behalf of the National Domestic Preparedness Consortium. EDPB&EM, May 22, 2019, "Disaster Preparedness: DRRA Implementation and FEMA Readiness."
Davis, Danny K., a Representative in Congress from the 7th District of Illinois. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
DeGood, Kevin, Director, Infrastructure Policy, Center for American Progress. FULL, Feb. 26, 2019, "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change."
DePete, Joseph G., President, Air Line Pilots Association, International. AV, Jul. 17, 2019, "Looking Forward: Aviation 2050." AV, Jul. 17, 2019, "State of Aviation Safety."
Derwinski, Jim, Chief Executive Officer/Executive Director, Metra. RP&HM, Sep. 24, 2019, "Challenges and Opportunities for Commuter Railroads."
DeVivo, Sharon, President, Vaughn College of Aeronautics and Technology Flushing, Queens, New York. AV, Feb. 11, 2020, "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce."
Dickson, Stephen M., Administrator, Federal Aviation Administration. FULL, Dec. 11, 2019, "The Boeing 737 MAX: Examining the Federal Aviation Administration's Oversight of the Aircraft's Certification."
Dinsdale, Jack, National Vice President, Transportation Communications International Union. RP&HM, Nov. 13, 2019, "Amtrak Now and Into the Future."
Donati, Dana, General Manager and Director of Academic Programs, Leadership in Flight Training (LIFT) Academy. AV, Feb. 11, 2020, "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce."
Dourado, Eli, Head, Global Policy and Communications, Boom Supersonic. AV, Mar. 12, 2019, "Looking Forward: Aviation 2050."

E

Ebeling, Eric P., President and Chief Operating Officer, American Roll-On-Roll-Off Carrier, testifying on behalf of USA Maritime. CG&MT, May 29, 2020, "The Status of the U.S. Maritime Supply Chain during the COVID–19 Pandemic."
Eggleston, Dan, President and Chairman of the Board, International Association of Fire Chiefs. RP&HM, Apr. 2, 2019,

"Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs."
Elliott, Howard "Skip", Administrator, Pipeline and Hazardous Materials Safety Administration. RP&HM, Apr. 2, 2019, "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs."
Elwell, Daniel K. Elwell, Acting Administrator, Federal Aviation Administration, U.S. Department of Transportation. AV, May 15, 2019, "Status of the Boeing 737 MAX." AV, Sep. 26, 2019, "A Work in Progress: Implementation of the FAA Reauthorization Act of 2018."
Endsley, Mica R., President, SA Technologies, testifying on behalf of the Human Factors and Ergonomics Society. FULL, Dec. 11, 2019, "The Boeing 737 MAX: Examining the Federal Aviation Administration's Oversight of the Aircraft's Certification."
Escobar, Veronica, a Representative in Congress from the 16th District of Texas. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Estenoz, Shannon A., Vice President, Policy and Public Affairs, The Everglades Foundation. WR&E. Sep. 24, 2020, "The Comprehensive Everglades Restoration Plan and Water Management in Florida."

**F**

Fanning, Eric K., President and Chief Executive Officer, Aerospace Industries Association. FULL, Feb. 7, 2019, "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait."
Ferro, Anne S., President and Chief Executive Officer, American Association of Motor Vehicle Administrators. H&T, Jul. 25, 2019, "Examining the Federal Role in Improving School Bus Safety."
Fleming, John, Assistant Secretary of Commerce for Economic Development, U.S. Department of Commerce. EDPB&EM, Apr. 9, 2019, "Building Prosperity: EDA's Role in Economic Development and Recovery."
Flores, Bill, a Representative in Congress from the 17th District of Texas. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Flowers, Catherine Coleman. Rural Development Manager, The Equal Justice Initiative. WR&E Mar. 7, 2019, "The Clean Water State Revolving Fund: How Federal Infrastructure Investment Can Help Communities Modernize Water Infrastructure and Address Affordability Challenges."
Flynn, Stephen E., Founding Director, Global Resilience Institute, Northeastern University. CG&MT, Mar. 10, 2020, "The International Role of the United State Coast Guard."
Flynn, William, President and Chief Executive Officer, Amtrak. RP&HM, Sep. 9, 2020, "Amtrak's Response to COVID–19."
Ford, Tom, Director, Santa Monica Bay National Estuary Program, The Bay Foundation. WR&E, Jun. 25, 2019, "Protecting and Restoring America's Iconic Waters."
Fortenberry, Jeff, a Representative in Congress from the 1st District of Nebraska. WR&E, Feb. 27, 2020, "Proposals for a

Water Resources Development Act of 2020: Members' Day Hearing."
Foster, Bill, a Representative in Congress from the 11th District of Illinois. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Foster, Michael, Legislative Attorney, Congressional Research Service, Library of Congress. EDPB&EM, Sep. 25, 2019, "Landlord and Tenant: The Trump Administration's Oversight of the Trump International Hotel Lease."
Fox, Bob, First Vice President, Air Line Pilots Association, International,. AV, Sep. 26, 2019, "A Work in Progress: Implementation of the FAA Reauthorization Act of 2018."
Freeman-Wilson, Karen, Mayor, City of Gary, Indiana, testifying on behalf of the National League of Cities. H&T, Oct. 16, 2019, "Examining the Future of Transportation Network Companies: Challenges and Opportunities."
French, Christopher B., Deputy Chief, National Forest System, United States Forest Service, U.S. Department of Agriculture. H&T, Feb. 6, 2020, "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories."
Fulton, Brenda Sue, Chair and Chief Administrator, Motor Vehicle Commission, State of New Jersey. H&T, Jul. 25, 2019, "Examining the Federal Role in Improving School Bus Safety."

**G**

Galloway, Gerald E., (BG Ret.), Glenn L. Martin Institute Professor of Engineering, University of Maryland. WR&E Nov. 19, 2019, "Concepts for the Next Water Resources Development Act: Promoting Resiliency of Our Nation's Water Resources Infrastructure."
Galloway, Hamilton, Head of Consultancy, Americas, Oxford Economics. FULL, May 13, 2019, "The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors."
Garcetti Eric, Mayor, City of Los Angeles, California, testifying on behalf of The United States Conference of Mayors. FULL, Feb. 7, 2019, "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait."
Garcia, Joe, Head Councilman, Ohkay Owingeh Tribal Council. H&T, Feb. 6, 2020, "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories."
Gardner, Stephen J., Senior Executive Vice President and Chief Operating and Commercial Officer, National Railroad Passenger Corporation (Amtrak). RP&HM, Mar. 4, 2020, "Funding a Robust Freight and Passenger Rail Network." RP&HM, Nov. 18, 2020, "Examining the Surface Transportation Board's Role in Ensuring a Robust Passenger Rail System."
Gaynor, Peter T. Administrator, Federal Emergency Management Agency, Department of Homeland Security. Mar. 11, 2020, EDPB&EM, "FEMA's Priorities for 2020 and Beyond: Coordinating Mission and Vision."
Gerend, Tom, Executive Director, The Kansas City Streetcar Authority. H&T, Jul. 16, 2019, "Oversight of the Federal Transit

Administration's Implementation of the Capital Investment Grant Program."
Gianforte, Greg, a Representative-at-Large in Congress from Montana. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Gilbert, Oliver, III, Mayor, City of Miami Gardens and Chairman, Miami-Dade Transportation Planning Organization, State of Florida. H&T, Sep. 11, 2019. "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads."
Gil-Enseñat, Fernando, Secretary, Department of Housing, Commonwealth of Puerto Rico. EDPB&EM, Oct. 22, 2019, "An Assessment of Federal Recovery Efforts from Recent Disasters."
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Gonzalez, Anthony, a Representative in Congress from the 16th District of Ohio. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
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Gore, James, Supervisor, 4th District, Sonoma County, California, testifying on behalf of the National Association of Counties. EDPB&EM, May 22, 2019, "Disaster Preparedness: DRRA Implementation and FEMA Readiness."
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Gritzo, Louis, Vice President, FM Global Research Manager. WR&E Nov. 19, 2019, "Concepts for the Next Water Resources

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Guillot, Randy, President, Triple G Express, Inc. and Southeast Motor Freight Inc., testifying on behalf of the American Trucking Associations. FULL, Jun. 9, 2020, "On the Front Lines: The Impact of COVID–19 on Transportation Workers."
Guy, Robert W., Illinois State Director, Transportation Division, Sheet Metal Air Rail Transportation. RP&HM, Nov. 13, 2019, "Amtrak Now and Into the Future."

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Hamilton, John, Vice President and Chief Engineer, Boeing Commercial Airplanes, The Boeing Company. FULL, Oct. 30, 2019, "The Boeing 737 MAX: Examining the Design, Development, and Marketing of the Aircraft."
Harden, Phyllis, Executive Assistant, Pine Bluff Sand and Gravel Co. WR&E, Apr. 10, 2019, "The Cost of Doing Nothing: Why Full Utilization of the Harbor Maintenance Trust Fund and Investment in our Nation's Waterways Matter."
Harder, Josh, a Representative in Congress from the 10th District of California. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Harrison, W. Chris, Principle, Ogletree Deakins, testifying on behalf of Airlines for America. AV, Jan. 15, 2020, "Oversight of Working Conditions for Airline Ground Workers."
Hawkins, Darren D., President and Chief Executive Officer, YRC Worldwide, Inc., testifying on behalf of the American Trucking Associations. H&T, Sep. 11, 2019. "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads."
Heaps, Jill Witkowski, Assistant Professor of Law, Vermont Law School. WR&E Mar. 7, 2019, "The Clean Water State Revolving Fund: How Federal Infrastructure Investment Can Help Communities Modernize Water Infrastructure and Address Affordability Challenges."
Hecht, Sean, Co-Executive Director, Emmett Institute on Climate Change and the Environment, School of Law, University of California, Los Angeles. CG&MT, Sep. 25, 2019, "Coast Guard and Port Infrastructure: Built to Last?"
Hempowicz, Elizabeth "Liz", Director, Public Policy, Project on Government Oversight. EDPB&EM, Sep. 25, 2019, "Landlord and Tenant: The Trump Administration's Oversight of the Trump International Hotel Lease."
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Himes, James A., a Representative in Congress from the 4th District of Connecticut. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Holstein, Elgie, Senior Director for Strategic Planning, Environmental Defense Fund. RP&HM, Apr. 2, 2019, "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs."
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Huizenga, Bill, a Representative in Congress from the 2nd District of Michigan. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Hurley, Alannah, Executive Director, United Tribes of Bristol Bay. WR&E, Oct. 23, 2019, "The Pebble Mine Project: Process and Potential Impacts."

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Jolin, Elizabeth, Captain, The Bay and Reef Company of the Florida Keys. WR&E. Sep. 24, 2020, "The Comprehensive Everglades Restoration Plan and Water Management in Florida."
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Kampschroer, Kevin, Director, Office of Federal High-Performance Green Buildings, U.S. General Services Administration. EDPB&EM, Jun. 11, 2019, "Efficiency and Resiliency in Federal Building Design and Construction."
Kaniewski, Daniel, Deputy Administrator for Resilience, Federal Emergency Management Agency, U.S. Department of Homeland Security. EDPB&EM, May 22, 2019, "Disaster Preparedness: DRRA Implementation and FEMA Readiness."
Kaptur, Marcy, a Representative in Congress from the 9th District of Ohio. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Keating, William R., a Representative in Congress from the 9th District of Massachusetts. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing." WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Keller, Fred, a Representative in Congress from the 12th District of Pennsylvania. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."

Keogh, Becky W., Secretary, Department of Energy and Environment, and Director, Division of Environmental Quality, State of Arkansas. WR&E, Sep. 18, 2019, "The Administration's Priorities and Policy Initiatives Under the Clean Water Act."
Khanna, Ro, a Representative in Congress from the 17th District of California. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Khouri, Michael A., Chairman, Federal Maritime Commission. CG&MT, May 21, 2019, "Review of Fiscal Year 2020 Budget for the Coast Guard and Maritime Transportation Programs."
Kiefer, Matthew, Member, Technical Advisory Board. FULL, Dec. 11, 2019, "The Boeing 737 MAX: Examining the Federal Aviation Administration's Oversight of the Aircraft's Certification."
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Kindberg, B. Lee, Head, Environment and Sustainability, Maersk Line/Maersk Agency, USA. CG&MT, Jan. 14, 2020, "The Path to a Carbon-Free Maritime Industry: Investments and Innovation."
King, Steve, a Representative in Congress from the 4th District of Iowa. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Klein, Matt, Executive Vice President and Chief Commercial Officer, Spirit Airlines. AV, Mar. 3, 2020, "The Airline Passenger Experience: What it Is and What It Can Be."
Kopocis, Ken, Associate Professor, College of Law, American University. WR&E, Sep. 18, 2019, "The Administration's Priorities and Policy Initiatives Under the Clean Water Act."
Kraft, Brian, Owner, Alaska Sportsmen's Lodge. WR&E, Oct. 23, 2019, "The Pebble Mine Project: Process and Potential Impacts."
Krause, Heather, Director, Physical Infrastructure Issues, U.S. Government Accountability Office. AV, Feb. 11, 2020, "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce."
Krauter Lawrence J., Chief Executive Officer, Spokane International Airport. FULL, Feb. 7, 2019, "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait." FULL, Mar. 26, 2019, "The Cost of Doing Nothing: Why Investment in Our Nation's Airports Matter."
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Lang, Catherine "Kate", Senior Advisor, Aviation Workforce Outreach, Federal Aviation Administration, Department of Transportation. AV, Feb. 11, 2020, "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce."
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Leader, Joe, Chief Executive Officer, Airline Passenger Experience Association. AV, Mar. 3, 2020, "The Airline Passenger Experience: What it Is and What It Can Be."
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Lomax, Timothy J., Regents Fellow, Transportation Institute, Texas A&M. H&T, Sep. 11, 2019, "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads."
Lopano, Joseph W., Chief Executive Officer, Tampa International Airport. FULL, Mar. 26, 2019, "The Cost of Doing Nothing: Why Investment in Our Nation's Airports Matter."
Luria, Elaine G., a Representative in Congress from the 2nd District of Virginia. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."

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Maleh, Rachel, Executive Director, Operation Lifesaver, Inc. RP&HM, Feb. 5, 2020, "Tracking Toward Zero: Improving Grade Crossing Safety and Addressing Community Concerns."

Maratea, Arthur, National President, Transportation Communication Union, International Association of Machinists and Aerospace Workers. RP&HM, Sep. 9, 2020, "Amtrak's Response to COVID–19."
Marshall, Roger W., a Representative in Congress from the 1st District of Kansas. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing." WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Martz, Jon W., Director, Government and Public Affairs, Commute with Enterprise. H&T, Oct. 16, 2019, "Examining the Future of Transportation Network Companies: Challenges and Opportunities."
Mathers, Jason, Director, Vehicles and Freight Strategy, Environmental Defense Fund. H&T and RP&HM, Dec. 5, 2019, "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation."
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May, Reese C., Chief Strategy and Innovation Officer, The Saint Bernard Project. EDBP&EM, Oct. 22, 2019, "An Assessment of Federal Recovery Efforts from Recent Disasters."
McArdle Rich, President, UPS Freight, testifying on behalf of the U.S. Chamber of Commerce. FULL, Feb. 7, 2019, "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait."
McBride, David, Director, Armstrong Flight Research Center, National Aeronautics and Space Administration. AV, Mar. 12, 2019, "Looking Forward: Aviation 2050."
McDermott, Joseph, Managing Director, Technical Operations, Delta Air Lines. AV, Feb. 11, 2020, "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce."
McDonald, Sandy-Michael E., Director, Office of Economic and Small Business Development, Broward County, Florida. FULL, Sep. 23, 2020, "Driving Equity: The U.S. Department of Transportation's Disadvantaged Business Enterprise Program."
McGee, William J., Aviation Consultant, Consumer Reports. AV, Mar. 3, 2020, "The Airline Passenger Experience: What it Is and What It Can Be."
McGraw, Candace S., Chief Executive Officer, Cincinnati/Northern Kentucky International Airport. FULL, Mar. 26, 2019, "The

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McLerran, Dennis J., Attorney, Cascadia Law Group. WR&E, Oct. 23, 2019, "The Pebble Mine Project: Process and Potential Impacts."

McMillan, Therese W., Executive Director, Metropolitan Transportation Commission, testifying on behalf of the Association of Metropolitan Planning Organization. H&T, Mar. 13, 2019, "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs."

Meckes, R. Douglas, DVM, State Veterinarian, Department of Agriculture and Consumer Services, State of North Carolina. EDPB&EM. Feb. 12, 2020, "Animals in Disasters."

Meira Kristin, Executive Director, Pacific Northwest Waterways Association. FULL, Feb. 7, 2019, "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait."

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Merick, Sima, Executive Director, Ohio Emergency Management Agency, testifying on behalf of the National Emergency Management Association. EDPB&EM, May 22, 2019, "Disaster Preparedness: DRRA Implementation and FEMA Readiness."

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Metcalf, Kathy, President and Chief Executive Officer, Chamber of Shipping of America. CG&MT, Jan. 14, 2020, "The Path to a Carbon-Free Maritime Industry: Investments and Innovation."

Millar, Roger M., Secretary, Department of Transportation, State of Washington, testifying on behalf of the American Association of State Highway and Transportation Officials. H&T, Mar. 13, 2019, "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs."

Miller, Paul A., Legislative Counsel, The Transportation Alliance. H&T, Oct. 16, 2019, "Examining the Future of Transportation Network Companies: Challenges and Opportunities."

Miller, Rodrick T., Chief Executive Officer, Invest Puerto Rico, testifying on behalf of International Economic Development Council. EDPB&EM, Apr. 9, 2019, "Building Prosperity: EDA's Role in Economic Development and Recovery."

Moilanen, Adam W., Vice President, Health, Safety, Quality and Environment, American Bureau of Shipping. CG&MT, Nov. 14, 2019, "Commercial and Passenger Vessel Safety: Challenges and Opportunities."

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Moore, Gwen, a Representative in Congress from the 4th District of Wisconsin. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Moore, Nathan, Assistant Commandant for Engineering and Logistics Officer, U.S. Coast Guard. CG&MT, Sep. 25, 2019, "Coast Guard and Port Infrastructure: Built to Last?"
Morelle, Joseph D., a Representative in Congress from the 25th District of New York. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Morris, Jason A., Assistant Vice President, Safety and Environment, Norfolk Southern Corporation. RP&HM, Feb. 5, 2020, "Tracking Toward Zero: Improving Grade Crossing Safety and Addressing Community Concerns."
Mortensen, Stacey, Executive Director, San Joaquin Regional Rail Commission. RP&HM, Nov. 13, 2019, "Amtrak Now and Into the Future."
Moulton, Seth, a Representative in Congress from the 6th District of Massachusetts. RP&HM, Apr. 2, 2019, "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs."
Muilenburg, Dennis A., President and Chief Executive Officer, The Boeing Company. FULL, Oct. 30, 2019, "The Boeing 737 MAX: Examining the Design, Development, and Marketing of the Aircraft."
Muro, Mark, Policy Director and Senior Fellow, Metropolitan Policy Program, Brookings Institution. EDPB&EM, Apr. 9, 2019, "Building Prosperity: EDA's Role in Economic Development and Recovery."
Murphy, Emily W., Administrator, U.S. General Services Administration. EDPB&EM, Jan. 28, 2020, "GSA Outleases and the Trump Old Post Office Hotel."

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Nass, Jon, Chief Executive Officer, Maine Port Authority. CG&MT, Jun. 19, 2019, "Short Sea Shipping: Rebuilding America's Maritime Industry."
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Neeley, Jay J., III, Vice President, Law and Public Affairs, Gulfstream Aerospace. AV, Feb. 11, 2020, "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce."

Neguse, Joe, a Representative in Congress from the 2nd District of Colorado. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
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Newhouse, Dan, a Representative in Congress from the 4th District of Washington. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Nirenberg, Ron, Mayor, City of San Antonio, Texas, testifying on behalf of the National League of Cities. H&T, Mar. 13, 2019, "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs."
Niver, Mark, Fisherman, Surrender Salmon Co. WR&E, Oct. 23, 2019, "The Pebble Mine Project: Process and Potential Impacts."
Nixon, Pam, President, People Concerned About Chemical Safety. WR&E, Sep. 18, 2019, "The Administration's Priorities and Policy Initiatives Under the Clean Water Act."
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Noble, Rodney, Senior Director for Transportation Global Procurement, PepsiCo. H&T, Jun. 12, 2019, "Under Pressure: The State of Trucking in America."
Noel, Randy, President, Reve, Inc., testifying on behalf of the National Association of Home Builders. EDPB&EM, May 22, 2019, "Disaster Preparedness: DRRA Implementation and FEMA Readiness."
Norman, Sandra D., Administrator, Civil Rights Division, Department of Transportation, Commonwealth of Virginia. FULL, Sep. 23, 2020, "Driving Equity: The U.S. Department of Transportation's Disadvantaged Business Enterprise Program."

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Omar, Ilhan, a Representative in Congress from the 5th District of Minnesota. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
O'Shea, Matthew, Alderman, 19th Ward, City of Chicago, Illinois. RP&HM, Feb. 5, 2020, "Tracking Toward Zero: Improving Grade Crossing Safety and Addressing Community Concerns."

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Page, Lee, Senior Associate Advocacy Director, Paralyzed Veterans of America. AV, Mar. 3, 2020, "The Airline Passenger Experience: What it Is and What It Can Be."
Patch, Richard, Vice President, Federal Affairs, American Society for the Prevention of Cruelty to Animals. EDPB&EM, Feb. 12, 2020, "Animals in Disasters."
Patrick-Cooper Marlene, President, Unite Here Local 23. AV, Jan. 15, 2020, "Oversight of Working Conditions for Airline Ground Workers."
Paul, Scott N., President, Alliance for American Manufacturing. FULL, May 13, 2019, "The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors."
Pecori, Sergio "Satch" A., Chief Executive Officer, Hanson Professional Services. H&T, Feb. 6, 2020, "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories."
Perrone, Michael, National President, Professional Aviation Safety Specialists. AV, Feb. 13, 2019, "Putting U.S. Aviation at Risk: The Impact of the Shutdown." AV, Jul. 17, 2020, "State of Aviation Safety."
Peters, Scott H., a Representative in Congress from the 52nd District of California. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Petty, Nelson, Jr., Commissioner, Department of Public Works, U.S. Virgin Islands. H&T, Feb. 6, 2020, "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories."
Phillips, Ann C., (Rear Admiral, Ret.) Special Assistant to the Governor for Coastal Adaption and Protection, Office to the Governor, Commonwealth of Virginia. CG&MT, Sep. 25, 2019, "Coast Guard and Port Infrastructure: Built to Last?" WR&E Nov. 19, 2019, "Concepts for the Next Water Resources Development Act: Promoting Resiliency of Our Nation's Water Resources Infrastructure."

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Pierce, Dennis R., President, Brotherhood of Locomotive Engineers and Trainmen. RP&HM, Jun. 20, 2019, "The State of the Rail Workforce."
Pierson, Edward F., retired Boeing employee. FULL, Dec. 11, 2019, "The Boeing 737 MAX: Examining the Federal Aviation Administration's Oversight of the Aircraft's Certification."
Pine, Dave, Supervisor, District 1, San Mateo County Board of Supervisors and Chair of the San Francisco Bay Restoration Authority Governing Board. WR&E, Jun. 25, 2019, "Protecting and Restoring America's Iconic Waters."
Pineda, Ricardo S., Supervising Engineer, Water Resources, Division of Flood Management, Department of Water Resources, State of California, testifying on behalf of the Association of State Floodplain Managers. WR&E, Nov. 19, 2019, "Concepts for the Next Water Resources Development Act: Promoting Resiliency of our Nation's Water Resources Infrastructure."
Pinkerton, Sharon, Senior Vice President, Legislative and Regulatory Policy, Airlines for America. AV, Jun. 19, 2019, "Status of the Boeing 737 MAX: Stakeholder Perspectives."
Poland, Kristin, Deputy Director, Office of Highway Safety, National Transportation Safety Board. H&T, Jul. 25, 2019, "Examining the Federal Role in Improving School Bus Safety."
Posey, Bill, a Representative in Congress from the 8th District of Florida. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Poulin, Steven D., (Rear Admiral—USCG), Director of Operations, United States Southern Command. CG&MT, Jun. 4, 2019, "Western Hemisphere Drug Interdictions: Why Maintaining Coast Guard Operations Matter."
Previsich, John, President, Transportation Division, International Association of Sheet Metal, Air, Rail and Transportation Workers Mr. Jerry C. Boles, President, Brotherhood of Railroad Signalmen. RP&HM, Jun. 20, 2019. "The State of the Rail Workforce."
Prochazka, Ben; Vice President, Electrification Coalition. FULL, Feb. 26, 2019, "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change."
Proctor, James M., II, Senior Vice President and General Counsel, McWane, Inc FULL, Feb. 26, 2019, "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change."
Prophete, Donielle, Vice President, CWA Local 3645, Communications Workers of America. AV, Jan. 15, 2020, "Oversight of Working Conditions for Airline Ground Workers."

## Q

Quigley, Mike, a Representative in Congress from the 5th District of Illinois. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."

**R**

Ralph, F. Martin (Marty), Director, Center for Western Weather and Water Extremes, Scripps Institution of Oceanography at UC San Diego. WR&E, Jul. 10, 2019, "Water Resources Development Acts: Status of Implementation and Assessing Future Needs."

Ray, Charles W., (ADM-USCG), Vice Commandant, United States Coast Guard. CG&MT, May 8, 2019, "The Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic."

Regan, Greg, Secretary-Treasurer, Transportation Trades Department, AFL-CIO. RP&HM, Nov. 13, 2019, "Amtrak Now and Into the Future."

Reif Aron, Transportation Program Manager, Office of Acquisition and Property Management, U.S. Department of the Interior. H&T, Feb. 6, 2020, "Assessing the Transportation Needs of Tribes, Federal Land Management Agencies, and U.S. Territories."

Rinaldi, Paul M., President, National Air Traffic Controllers Association, AFL-CIO. AV, Feb. 13, 2019, "Putting U.S. Aviation at Risk: The Impact of the Shutdown."

Ritter, Gary, Assistant Director, Government and Community Affairs, Florida Farm Bureau Federation. WR&E. Sep. 24, 2020, "The Comprehensive Everglades Restoration Plan and Water Management in Florida."

Roberts, Michael G., Senior Vice President and General Counsel, Crowley Maritime, testifying on behalf of American Maritime Partnership. CG&MT, Mar. 6, 2019, "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness." Testifying on behalf of the American Maritime Partnership. CG&MT, May 29, 2020, "The Status of the U.S. Maritime Supply Chain During the COVID–19 Pandemic."

Rogoff, Peter M., Chief Executive Officer, Sound Transit. RP&HM, Sep. 24, 2019, "Challenges and Opportunities for Commuter Railroads."

Rorick, Robin, Vice President of Midstream and Industry Operations, American Petroleum Institute. RP&HM, Apr. 2, 2019, "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs."

Rose, Max, a Representative in Congress from the 11th District of New York. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."

Ross, Dave, Assistant Administrator, Office of Water, U.S. Environmental protection Agency. WR&E, Sep. 18, 2019, "The Administration's Priorities and Policy Initiatives Under the Clean Water Act."

Ross, Kevin, First Vice President, The National Corn Growers Association. WR&E, Apr. 10, 2019, "The Cost of Doing Nothing: Why Full Utilization of the Harbor Maintenance Trust Fund and Investment in our Nation's Waterways Matter."

Roth, Marcie, Executive Director and Chief Executive Officer, World Institute on Disability. EDPB&EM, Jul. 28, 2020, "Experiences of Vulnerable Populations During Disaster."
Russell, Mark testifying on behalf of the Green Globes Accessor, Green Building Initiative. EDPB&EM, Jun. 11, 2019, "Efficiency and Resiliency in Federal Building Design and Construction."

**S**

Salerno, Brian, (VADM Ret.-USCG), Senior Vice President, Maritime Policy, Cruise Lines International Association. CG&MT, Nov. 14, 2019, "Commercial and Passenger Vessel Safety: Challenges and Opportunities."
Samet, Melissa, Senior Water Resources Counsel, National Wildlife Federation. WR&E Nov. 19, 2019, "Concepts for the Next Water Resources Development Act: Promoting Resiliency of Our Nation's Water Resources Infrastructure."
Samuelsen, John, International President, Transport Workers Union. Jul. 17, 2019, AV, "State of Aviation Safety."
Sánchez, Linda T., a Representative in Congress from the 38th District of California. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Sandberg, Andrew W., Assistant to the President, Directing General Chairman, District Lodge 19, International Association of Machinists and Aerospace Workers. RP&HM, Jun. 20, 2019, "The State of the Rail Workforce."
Saumweber, Whitley J., Director, Stephenson Ocean Security (SOS) Project, Center for Strategic and International Studies. FULL, Feb. 26, 2019, "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change."
Savage, Mark, Deputy Chief, Colorado Highway Patrol, testifying on behalf of the Commercial Vehicle Safety Alliance. H&T, Jun. 12, 2019, "Under Pressure: The State of Trucking in America."
Sbragia, Chad, Deputy Assistant Secretary of Defense for China, Office of the Secretary, Department of Defense. CG&MT, Oct. 17, 2019, "China's Maritime Silk Road Initiative: Implications for the Global Maritime Supply Chain."
Scanlon, Mary Gay, a Representative in Congress from the 5th District of Pennsylvania. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Scarlett, Lynn, Vice President, Policy and Government Affairs, The Nature Conservancy. FULL, Feb. 26, 2019, "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change."
Schiff, Adam B., a Representative in Congress from the 28th District of California. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Schneider, Bradley Scott, a Representative in Congress from the 10th District of Illinois. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."

Schrader, Kurt, a Representative in Congress from the 5th District of Oregon. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Schultz, Karl P., ADM, Commandant, U.S. Coast Guard. CG&MT, May 21, 2019, "Review of Fiscal Year 2020 Budget for the Coast Guard and Maritime Transportation Programs."
Schulze, Dana, Deputy Director, National Transportation Safety Board. AV, May 15, 2019, "Status of the Boeing 737 MAX." AV, Jul. 17, 2019, "State of Aviation Safety."
Scott, Robert C. "Bobby", a Representative in Congress from the 3rd District of Virginia. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Scribner, Marc, Senior Fellow, Competitive Enterprise Institute. FULL, Mar. 26, 2019, "The Cost of Doing Nothing: Why Investment in Our Nation's Airports Matter." H&T, Sep. 11, 2019, "Pricing and Technology Strategies to Address Congestion on and Financing of America's Roads."
Searight, Amy E., Senior Adviser and Director, Southeast Asia Program, Center for Strategic and International Studies. CG&MT, Mar. 10, 2020, "The International Role of the United States Coast Guard."
Semonite, Todd T. (Lt Gen ), Chief of Engineers and Commanding General, Corps of Engineers, Department of the Army. WR&E, Jan. 9, 2020, "Proposals for a Water Resources Development Act of 2020."
Seroka, Eugene D., Executive Director, Port of Los Angeles. WR&E, Apr. 10, 2019, "The Cost of Doing Nothing: Why Full Utilization of the Harbor Maintenance Trust Fund and Investment in our Nation's Waterways Matter."
Sewell, Mike, Active Transportation Service Line Leader, Gresham Smith, testifying on behalf of the League of American Bicyclists. H&T, Apr. 9, 2019, "Every Life Counts: Improving the Safety of Our Nation's Roadways."
Shalala, Donna E., a Representative in Congress from the 27th District of Florida. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing." WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Shanahan, Robert J., Jr., Assistant to the President, Brotherhood of Maintenance of Way Employees Division, International Brotherhood of Teamsters. RP&HM, Mar. 4, 2020, "Funding a Robust Freight and Passenger Rail Network."
Shaub, Walter M., Senior Adviser, Citizens for Responsibility and Ethics in Washington. EDPB&EM, Sep. 25, 2019, "Landlord and Tenant: The Trump Administration's Oversight of the Trump International Hotel Lease."
Shaw, Tomas M., Transit Operator, Southern Pennsylvania Transportation Authority, testifying on behalf of the Transportation Workers Union. FULL, Jun. 9, 2020, "On the Front Lines: The Impact of COVID–19 on Transportation Workers."
Sherrill, Mikie, a Representative in Congress from the 11th District of New Jersey. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."

Skoutelas, Paul P., President and Chief Executive Officer, American Public Transportation Association. H&T, Jul. 16, 2019, "Oversight of the Federal Transit Administration's Implementation of the Capital Investment Grant Program." RP&HM, Sep. 24, 2019, "Challenges and Opportunities for Commuter Railroads." RP&HM, Nov. 18, 2020, "Examining the Surface Transportation Board's Role in Ensuring a Robust Passenger Rail System."

Slotkin, Elissa, a Representative in Congress from the 8th District of Michigan. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing." WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."

Smith Christopher H., a Representative in Congress from the 4th District of New Jersey. H&T, Oct. 16, 2019, "Examining the Future of Transportation Network Companies: Challenges and Opportunities."

Smith, Aaron, President and Chief Executive Officer, Offshore Marine Service Association. CG&MT, Nov. 14, 2019, "Commercial and Passenger Vessel Safety: Challenges and Opportunities."

Smith, Nicholas, Interim President and Chief Executive Officer, The National Safety Council. H&T, Apr. 9, 2019, "Every Life Counts: Improving the Safety of Our Nation's Roadways."

Smith, Shepard, (Rear Admiral-USCG) Director, Office of Coast Survey, National Oceanic and Atmospheric Administration, Department of Commerce. CG&MT, May 8, 2019, "The Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic."

Spear, Chris, President and Chief Executive Officer, American Trucking Associations. H&T, Jun. 12, 2019, "Under Pressure: The State of Trucking in America."

Speier, Jackie, a Representative in Congress from the 14th District of California. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."

Spellmon, Scott A., Deputy Commanding General for Civil and Emergency Operations, United States Army Corps of Engineers, Department of the Army. WR&E, Jul. 10, 2019, "Water Resources Development Acts: Status of Implementation and Assessing Future Needs."

Spencer, Todd, President, Owner-Operator Independent Drivers Association. H&T, Jun. 12, 2019, "Under Pressure: The State of Trucking in America."

Sperling Daniel, Board Member, California Air Resources Board. FULL, Feb. 26, 2019, "Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change."

Sprayberry, Mike, Director, Emergency Management, Department of Public Safety, State of North Carolina, testifying on behalf of the National Emergency Management Association. EDPB&EM, Oct. 22, 2019, "An Assessment of Federal Recovery Efforts from Recent Disasters."

Stanley, Algernon, Vice President, Stanley Construction Company, Inc., testifying on behalf of Associated General Contractors of America. H&T, Mar. 13, 2019, "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs."

Steil, Bryan, a Representative in Congress from the 1st District of Wisconsin. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Stephaich, Peter H., Chairman, Campbell Transportation Company, testifying on behalf of the Waterways Council, Inc. WR&E, Apr. 10, 2019, "The Cost of Doing Nothing: Why Full Utilization of the Harbor Maintenance Trust Fund and Investment in our Nation's Waterways Matter."
Stephens, Colleen, Vice President, Passenger Vessel Association. CG&MT, Nov. 14, 2019, "Commercial and Passenger Vessel Safety: Challenges and Opportunities."
Steube, W. Gregory, a Representative in Congress from the 17th District of Florida. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Sullenberger, Chesley, Pilot, US Airways (Ret.). AV, Jun. 19, 2019, "Status of the Boeing 737 MAX: Stakeholder Perspectives."
Sumwalt, Robert L., III, Chair, National Transportation Safety Board. AV, May 15, 2019, "Status of the Boeing 737 MAX."
Suozzi, Thomas R., a Representative in Congress from the 3rd District of New York. H&T, Oct. 16, 2019, "Examining the Future of Transportation Network Companies: Challenges and Opportunities."
Szabat, Joel, Acting Undersecretary for Policy, Department of Transportation. AV, Sep. 26, 2019, "A Work in Progress: Implementation of the FAA Reauthorization Act of 2018."

**T**

Takano, Mark, a Representative in Congress from the 41st District of California. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Taylor, Maureen, State Chairperson, Michigan Welfare Rights Organization. WR&E Mar. 7, 2019, "The Clean Water State Revolving Fund: How Federal Infrastructure Investment Can Help Communities Modernize Water Infrastructure and Address Affordability Challenges."
Tellez, Augustin, Executive Vice President, Seafarers International Union, testifying behalf of American Maritime Officers, Masters, Mates and Pilots, and The Seafarers International Union. CG&MT, Mar. 6, 2019, "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness."
Terry, Michael A., President and Chief Executive Officer, IndyGo-Indianapolis Public Transportation Corporation, testifying on behalf of the American Public Transportation Association. H&T, Mar. 13, 2019, "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs."
Thompson, Glenn, a Representative in Congress from the 15th District of Pennsylvania. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing." WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Timme, Richard V., (Rear Admiral-USCG), Assistant Commandant for Prevention Policy, U.S. Coast Guard. CG&MT, Nov. 14,

2019, "Commercial and Passenger Vessel Safety: Challenges and Opportunities."
Tingstad, Abbie, Senior Physical Scientist, RAND Corporation. CG&MT, May 8, 2019, "The Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic."
Trahan, Lori, a Representative in Congress from the 3rd District of Massachusetts. RP&HM, Apr. 2, 2019, "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs." FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Trail, Kristi, Executive Director, Lake Pontchartrain Basin Foundation. WR&E, Jun. 25, 2019, "Protecting and Restoring America's Iconic Waters."
Treadwell, Mead, Co-Chair, Polar Institute, Woodrow Wilson Center. CG&MT, May 8, 2019, "The Cost of Doing Nothing: Maritime Infrastructure Vulnerabilities in an Emerging Arctic."
Tuck, Giovanni K., (Lt. Gen.-USAF), Director for Logistics, J4, Joint Chiefs of Staff. CG&MT, Oct. 17, 2019, "China's Maritime Silk Road Initiative: Implications for the Global Maritime Supply Chain."
Tymon, Jim, Executive Director, American Association of State Highway and Transportation Officials. H&T and RP&HM, Dec. 5, 2019, "Where's My Stuff?: Examining the Economic, Environmental, and Societal Impacts of Freight Transportation."

**U**

Ufner, Julie A., President, National Waterways Conference. WR&E Nov. 19, 2019, "Concepts for the Next Water Resources Development Act: Promoting Resiliency of Our Nation's Water Resources Infrastructure."
Underwood, Lauren, a Representative in Congress from the 14th District of Illinois. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."

**V**

Valenstein, Noah, Secretary, Department of Environmental Protection, State of Florida. WR&E, Sep. 24, 2020, "The Comprehensive Everglades Restoration Plan and Water Management in Florida."
Vanderhaden, Jason M., MCPOCG Master Chief Petty Officer U.S. Coast Guard. CG&MT, May 21, 2019, "Review of Fiscal Year 2020 Budget for the Coast Guard and Maritime Transportation Programs."
Vela, Filemon, a Representative in Congress from the 34th District of Texas. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Velázquez Nydia M., a Representative in Congress from the 7th District of New York. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Vercruysse, Brian Rail Safety Program Administrator, Commerce Commission, State of Illinois. RP&HM, Feb. 5, 2020, "Tracking Toward Zero: Improving Grade Crossing Safety and Addressing Community Concerns."

Von Ah, Andrew, Director, Physical Infrastructure, U.S. Government Accountability Office. AV, Mar. 3, 2020, "The Airline Passenger Experience: What it Is and What It Can Be."
von Spakovsky, Hans A., Senior Legislative Fellow, Edwin Meese, III, Center for Legal and Judicial Studies, The Heritage Foundation. EDPB&EM, Sep. 25, 2019, "Landlord and Tenant: The Trump Administration's Oversight of the Trump International Hotel Lease."

**W**

Wainwright, Jon S., Affiliated Consultant, testifying on behalf of NERA Economic Consulting. FULL, Sep. 23, 2020, "Driving Equity: The U.S. Department of Transportation's Disadvantaged Business Enterprise Program."
Walden, Gregory S., Aviation Counsel, Small UAV Coalition. AV, Sep. 26, 2019, "A Work in Progress: Implementation of the FAA Reauthorization Act of 2018."
Wallace, Kirsten, Executive Director, Upper Mississippi River Basin Association. WR&E, Apr. 10, 2019, "The Cost of Doing Nothing: Why Full Utilization of the Harbor Maintenance Trust Fund and Investment in our Nation's Waterways Matter."
Walsh, Kathleen, Associate Professor, National Security Affairs, Naval War College. CG&MT, Oct. 17, 2019, "China's Maritime Silk Road Initiative: Implications for the Global Maritime Supply Chain."
Waltz, Michael, a Representative in Congress from the 6th District of Florida. WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Walz, Tim, Governor, State of Minnesota, testifying on behalf of The National Governors Association. FULL, Feb. 7, 2019, "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait."
Washington, Phillip A., Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority. FULL, May 13, 2019, "The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors."
Waters, Maxine , a Representative in Congress from the 43rd District of California. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."
Waters, Tom, Chairman, Missouri Levee and Drainage District Association. WR&E, Jul. 10, 2019, "Water Resources Development Acts: Status of Implementation and Assessing Future Needs."
Weakley, James, President, Lake Carriers' Associations. CG&MT, Jun. 19, 2019. "Short Sea Shipping: Rebuilding America's Maritime Industry."
Weimer, Carl, Executive Director, Pipeline Safety Trust. RP&HM, Apr. 2, 2019, "Pipeline Safety: Reviewing the Status of Mandates and Examining Additional Safety Needs."
Welch, Peter, a Representative in Congress from Vermont. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing."

Wiggins, Stephanie N., Chief Executive Officer, Southern California Regional Rail Authority (SCRRA)—Metrolink. RP&HM, Sep. 24, 2019, "Challenges and Opportunities for Commuter Railroads."
Wiley, Rhonda, Emergency Management/911 Director/Floodplain Administrator, Atchison County, State of Missouri. EDPB&EM, Oct. 22, 2019, "An Assessment of Federal Recovery Efforts from Recent Disasters."
Williams, Evalynn, President, Dikita Enterprises. FULL, Sep. 23, 2020, "Driving Equity: The U.S. Department of Transportation's Disadvantaged Business Enterprise Program."
Williams, K. Jane, Acting Administrator, Federal Transit Administration, Department of Transportation. H&T, Jul. 16, 2019, "Oversight of the Federal Transit Administration's Implementation of the Capital Investment Grant Program."
Williams, Pamela S., Executive Director, BuildStrong Coalition. EDPB&EM, May 22, 2019, "Disaster Preparedness: DRRA Implementation and FEMA Readiness."
Willis, Larry I., President, Transportation Trades Department, American Federation of Labor and Congress of Industrial Organizations (AFL-CIO). FULL, Feb. 7, 2019, "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait." CG&MT, Jun. 19, 2019. "Short Sea Shipping: Rebuilding America's Maritime Industry." H&T, Oct. 16, 2019, "Examining the Future of Transportation Network Companies: Challenges and Opportunities." FULL, Jun. 9, 2020, "On the Front Lines: The Impact of COVID–19 on Transportation Workers."
Wittman, Robert J., a Representative in Congress from the 1st District of Virginia. FULL, May 1, 2019, "Committee on Transportation and Infrastructure Members' Day Hearing." WR&E, Feb. 27, 2020, "Proposals for a Water Resources Development Act of 2020: Members' Day Hearing."
Workie, Blane, Assistant General Counsel for Aviation Enforcement and Proceedings, Department of Transportation. AV, Sep. 26, 2019, "A Work in Progress: Implementation of the FAA Reauthorization Act of 2018."
Wymelenberg, Kevin G. Van Den, Associate Professor, Director, Energy Studies in Building Laboratory, University of Oregon. EDPB&EM, Jun. 11, 2019, "Efficiency and Resiliency in Federal Building Design and Construction."

## X, Y

Yentel, Diane, President and Chief Executive Officer, National Low Income Housing Coalition. EDPB&EM, Jul. 28, 2020, "Experiences of Vulnerable Populations During Disaster."
Young, Andy, Truck Safety Advocate. H&T, Jun. 12, 2019, "Under Pressure: The State of Trucking in America."

## Z

Zurfluh, David, National President, Paralyzed Veterans of America. AV, Sep. 26, 2019, "A Work in Progress: Implementation of the FAA Reauthorization Act of 2018.

# APPENDIX IX—COMMITTEE RESOLUTIONS

## Authorizing The General Services Administration Capital Investment And Leasing Program

## Approved May 8, 2019

On May 8, 2019, the Committee approved 20 GSA lease resolutions as follows:

| Prospectus | Authorization Request | Rentable Square Footage | Term of Lease |
|---|---|---|---|
| PDC 04–WA18 Washington, DC Internal Revenue Service .. | $8,650,000 | 173,000 | 20 years |
| PMO 01–KC18 Kansas City, MO Federal Bureau of Investigation. | $4,658,000 | 137,000 | 20 years |
| PFL 01–TA19 Tampa, FL Federal Bureau of Investigation | $4,968,000 | 138,000 | 20 years |
| PIL 01–CH19 Chicago, IL Federal Bureau of Investigation | $22,591,431 | 439,522 | 20 years |
| PNV 01–LV19 Las Vegas, NV Federal Bureau of Investigation. | $3,903,858 | 106,955 | 20 years |
| PTX 01–DA19 Dallas, TX Federal Bureau of Investigation | $7,524,000 | 227,047 | 20 years |
| PTX 01–SA19 San Antonio, TX Federal Bureau of Investigation. | $4,754,688 | 148,355 | 20 years |
| PCO 01–LA19 Lakewood, CO National Park Service ..... | $4,335,370 | 166,745 | 5 years |
| PFL 01–MI19 Miami, FL Executive Office for Immigration Review and Immigration and Customs Enforcement. | $5,904,000 | 123,000 | 20 years |
| PCA 01–FR19 Fresno, CA Internal Revenue Service ..... | $6,120,000 | 170,000 | 15 years |
| PCA 01–LB19 Long Beach, CA Customs and Border Protection. | $5,203,000 | 121,000 | 20 years |
| PNY 04–NY19 New York, NY Immigration and Customs Enforcement. | $14,168,466 | 181,647 | 5 years |
| PMO 01–KC19 Kansas City, MO Treasury Inspector General for Tax Administration. | $34,872,600 | 1,140,000 | 20 years |
| PGA 04–AT19 Atlanta, GA Centers for Disease Control ..... | $11,207,430 | 309,000 | 15 years |
| PVA 02–WA19 Vienna, VA Federal Bureau of Investigation | $7,411,482 | 190,038 | 20 years |
| PWV 01–PA19 Parkersburg, WV Department of the Treasury. | $4,927,500 | 182,500 | 20 years |
| PMD 01–WA19 Bethesda, MD Department of Health and Human Services. | $4,235,000 | 121,000 | 20 years |
| PDC 05–WA19 Washington, DC Department of State ..... | $19,443,646 | 390,670 | 20 years |
| PCA 01–LA19 Los Angeles, CA U.S. Army Corps of Engineers. | $5,290,000 | 115,000 | 20 years |
| PDC 04–WA19 Washington, DC Small Business Administration. | $13,240,350 | 264,807 | 20 years |

## Approved September 19, 2019

On September 19, 2019, the Committee approved 7 GSA lease resolutions as follows:

| Prospectus | Authorization Request | Rentable Square Footage | Term of Lease |
|---|---|---|---|
| PNY 03–QU19 Queens, NY Customs and Border Protection, Department of Homeland Security. | $11,060,000 | 140,000 | 20 years |
| PMO 02–KC20 Kansas City, MO Department of Transportation and Department of Veterans Affairs. | $4,982,181 | 204,607 | 5 years |
| PVA 01–HA20 South Hampton Roads, VA Veterans'' Health Administration. | $9,030,000 | 215,000 | 20 years |

On September 19, 2019, the Committee approved 7 GSA lease resolutions as follows:—Continued

| Prospectus | Authorization Request | Rentable Square Footage | Term of Lease |
|---|---|---|---|
| PVA 01–VA19 Fredericksburg, VA Department of Veterans Affairs. | $14,844,973 | 343,280 | 20 years |
| PVA 03–FC20 Falls Church, VA Social Security Administration. | $9,271,358 | 334,103 | 5 years |
| San Diego, CA United States Courthouse Annex | ..... | Amended resolution. | |

## Approved February 26, 2020

On February 26, 2020, the Committee approved 24 GSA lease resolutions as follows:

| Prospectus | Authorization Request | Rentable Square Footage | Term of Lease |
|---|---|---|---|
| PDC 03–WA19 Washington, DC FBI | $9,000,000 | 180,000 | 20 years |
| PDC 11–WA19 Washington, DC Veterans Affairs | $10,850,000 | 217,000 | 20 years |
| PFL 01–VA19 Daytona Beach, FL Veterans Affairs | $4,111,733 | 106,826 | 20 years |
| PFL 02–VA19 Jacksonville, FL Veterans Affairs | $5,139,812 | 164,054 | 20 years |
| PNC 01–VA19 Raleigh, NC Veterans Affairs | $7,833,253 | 185,271 | 20 years |
| PNY 02–BR20 Brooklyn, NY U.S. Secret Service | $6,110,000 | 94,000 | 20 years |
| PNM 01–AL20 Albuquerque, NM Social Security Administration. | $4,704,000 | 168,000 | 20 years |
| PNY 02–NY20 New York, NY Department of Education | $4,342,530 | 65,796 | 5 years |
| PCA 01–SD20 San Diego, CA Administration | $7,052,000 | 164,000 | 20 years |
| PIL 01–CH20 Chicago, IL FHA | $7,166,595 | 184,042 | 3 years |
| PIL 01–OH20 Chicago, IL FAA | $4,593,300 | 122,000 | 20 years |
| PMD 01–WA20 Landover, MD Bureau of Engraving and Printing. | $4,505,000 | 265,000 | 10 years |
| PFL 01–TA20 Tampa, FL Veterans Health Administration | $6,794,000 | 158,000 | 20 years |
| PDC 02–WA20 Washington, DC Architect of the Capitol | $6,050,000 | 121,000 | 20 years |
| PFL 01–LA20 Lakeland, FL Veterans Health Administration. | $4,732,300 | 127,900 | 20 years |
| PDC 04–WA20 Washington, DC Veterans Affairs | $15,450,000 | 309,000 | 20 year |
| PKS 01–LE20 Lenexa, KS National Archives and Records Administration. | $5,406,500 | 983,000 | 20 years |
| PTX 01–AU20 Austin, TX Veterans Affairs | $6,644,000 | 151,000 | 15 years |
| PDC 08–WA20 Washington, DC Health and Human Services. | $8,600,000 | 172,000 | 20 years |
| PMO 01–KC20 Suburban Kansas City, MO Citizenship and Immigration Services. | $8,400,500 | 317,000 | 20 years |
| PCO 01–DE20 Denver, CO Veterans Health | $8,400,000 | 210,000 | 15 years |
| PVA 05–WA20 Arlington, VA Department of State | $9,828,000 | 252,000 | 20 years |
| PVA 07–WA20 Arlington, VA Department of State | $4,524,000 | 116,000 | 20 years |
| Huntsville, AL Administrative Office of the Courts* (Alteration). | ..... | Amended resolution. | |

## Approved September 30, 2020

On September 30, 2020, the Committee approved 33 GSA resolutions as follows:

| Prospectus | Authorization Request | Rentable Square Footage | Term of Lease |
|---|---|---|---|
| PDC–10–WA19 Washington, DC DHS Citizenship and Immigration Services. | $9,633,000; $12,350,000; or $8,645,000 | 247,000 | 20 years |
| PCA–0001–MU20 Various Locations Consolidation Activities Program. | $15,500,00 | Alteration, amended | |
| PFP–0001–MU20 Various Locations Fire Protection and Life Safety Program. | $11,658,000 | Alteration, amended | |
| PCA–0213–RI20 Richmond, CA Hagel Federal Building | $40,100,000 | Alteration | |

On September 30, 2020, the Committee approved 33 GSA resolutions as follows:—Continued

| Prospectus | Authorization Request | Rentable Square Footage | Term of Lease |
|---|---|---|---|
| PDC–0031–WA20 Washington, DC 7th St. Regional Office Building. | $95,642,000 | | Alteration |
| PME–0034–PO20 Portland, ME Gignoux Courthouse | $23,067,000 | | Alteration |
| PNY–0323/0282–NY20 New York, NY Mollo and Javits Federal Buildings. | $46,000,000 | | Alteration |
| POH–0306/0189–CN20 Cincinnati, OH FDA Chemistry Center and Peck Federal Building. | $17,546,000 | | Alteration |
| POH–0192–FY20 Cleveland, OH Celebrezze Federal Building. | $71,763,000 | | Alteration |
| POH–0208–CO20 Columbus, OH Bricker Federal Building | $6,559,000 | | Alteration |
| POK–0046/0072–OK20 Oklahoma City, OK Holloway Courthouse. | $12,129,000 | | Alteration, amended |
| PPA–0158–PI20 Pittsburgh, PA Weis Courthouse | $11,000,000 | | Alteration, amended |
| PTX–0227–AU20 Austin, TX Pickle Federal Building | $17,408,000 | | Alteration |
| PDS–02020 Indianapolis, IN Bean Federal Center | $3,200,000 | | Design |
| PAZ–BSC–SA20 San Luis, AZ San Luis LPOE | $248,322,000 | | Construction |
| PVA–01–WA20 Chantilly, VA FBI | $7,332,000 | 188,000 | 20 years |
| PVA–02–WA20 Manassas, VA FBI | $9,126,000 | 234,000 | 20 years |
| PNJ 02–NE20 Newark, NJ FBI | $10,292,000 | 248,000 | 20 years |
| PDC 07–WA20 Washington, DC DOJ Office of Justice Programs. | $8,100,00 | 162,000 | 20 years |
| PVA 0008–SC20 St. Croix, VI Almeric Christian Federal Building. | $4,600,000 | | Alteration |
| PCA 0001–MU21 Various Locations Consolidation Activities Program. | $50,000,000 | | Alteration |
| PFP 0001–MU21 Various Locations Fire Protection and Life Safety Program. | $50,000,000 | | Alteration |
| PJCS 0001–MU21 Various Locations Judiciary Capital Security Program. | $12,500,000 | | Alteration |
| PIL 0303–FY21 Chicago, IL Metcalfe Federal Building | $124,447,000 | | Alteration |
| PIN 1703–IN21 Indianapolis, IN Bean Federal Center | $42,132,000 | | Alteration |
| PMO 0050–KC21 Kansas City, MO Whittaker Courthouse | $57,030,000 | | Alteration |
| PNY 0128–NY21 New York, NY 201 Varick St Federal Office Building. | $66,650,000 | | Alteration |
| PPA 0144–PH21 Philadelphia, PA Philadelphia Custom House. | $8,741,000 | | Alteration |
| PCA BSC CA21 Calexico CA Calexico LPOE | $14,807,000 | | Construction |
| PDC 0002–WA21 Washington, DC DHS consolidation at St. Elizabeths. | $28,882,000 | | Construction |
| PNY 02–QU21 Queens, NY FAA | $14,333,214 | 209,244 | 5 years |
| PDC 06–WA21 Washington, DC FEMA | $29,350,000 | 587,000 | 20 years |
| PMS 0082–AB21 Aberdeen, MS Abernethy Federal Building. | $24,331,000 | | |

## APPENDIX X—HEARINGS HELD PURSUANT TO CLAUSES 2(N), (O), AND (P) OF RULE XI

### House Rule XI, clause 2

(n)(1) Each standing committee, or a subcommittee thereof, shall hold at least one hearing during each 120-day period following the establishment of the committee on the topic of waste, fraud, abuse, or mismanagement in Government programs which that committee may authorize.

(2) A hearing described in subparagraph (1) shall include a focus on the most egregious instances of waste, fraud, abuse, or mismanagement as documented by any report the committee has received from a Federal Office of the Inspector General or the Comptroller General of the United States.

(o) Each committee, or a subcommittee thereof, shall hold at least one hearing in any session in which the committee has received disclaimers of agency financial statements from auditors of any Federal agency that the committee may authorize to hear testimony on such disclaimers from representatives of any such agency.

(p) Each standing committee, or a subcommittee thereof, shall hold at least one hearing on issues raised by reports issued by the Comptroller General of the United States indicating that Federal programs or operations that the committee may authorize are at high risk for waste, fraud, and mismanagement, known as the "high-risk list" or the "high-risk series."

The Committee held the following hearings during the 116th Congress:

On July 16, 2019, the Subcommittee held a hearing entitled "Oversight of the Federal Transit Administration's Implementation of the Capital Investment Grant Program." The Subcommittee received testimony from Hon. K. Jane Williams, Acting Administrator, Federal Transit Administration, Department of Transportation; Mr. Robert E. Alger, President and Chief Executive Officer, The Lane Construction Corporation, *testifying on behalf of the American Road & Transportation Builders Association;* Mr. Tom Gerend, Executive Director, The Kansas City Streetcar Authority; and Mr. Paul P. Skoutelas, President and Chief Executive Officer, American Public Transportation Association.

On September 25, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "Landlord and Tenant: The Trump Administration's Oversight of the Trump International Hotel Lease." The Subcommittee received testimony from Hon. Carol Ochoa, Inspector General, U.S. General Services Administration; Mr. Daniel Matthews, Commissioner, Public Buildings Service, U.S. General Services Administration; Mr. Michael Foster, Legislative Attorney, Congressional Research Service, Library of Congress; Mr. Hans A. von

Spakovsky, Senior Legislative Fellow, Edwin Meese, III, Center for Legal and Judicial Studies, The Heritage Foundation; Ms. Elizabeth "Liz" Hempowicz, Director, Public Policy, Project on Government Oversight; and Mr. Walter M. Shaub, Senior Adviser, Citizens for Responsibility and Ethics in Washington.

On September 25, 2019, the Subcommittee on Coast Guard and Maritime Transportation held a hearing entitled "Coast Guard and Port Infrastructure: Built to Last?" The Subcommittee received testimony from Rear Admiral Nathan Moore, Assistant Commandant for Engineering and Logistics Officer, U.S. Coast Guard; Mr. Nathan Anderson, Acting Director, Homeland Security and Justice, Government Accountability Office; Rear Admiral Ann C. Phillips (USN–Ret.), Special Assistant to the Governor for Coastal Adaption and Protection, Office to the Governor, Commonwealth of Virginia; Dr. Daniel Cox, CH2M Hill Professor in Civil Engineering, Oregon State University; and Mr. Sean Hecht, Co-Executive Director, Emmett Institute on Climate Change and the Environment, School of Law, University of California, Los Angeles.

On October 22, 2019, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "An Assessment of Federal Recovery Efforts from Recent Disasters." The Subcommittee received testimony from Mr. Jeffrey Byard, Associate Administrator, Office of Response and Recovery, Federal Emergency Management Agency, Department of Homeland Security; Mr. Dennis Alvord, Deputy Assistant Secretary, Economic Development Administration, U.S. Department of Commerce; Mr. Chris P. Currie, Director, Homeland Security and Justice, U.S. Government Accountability Office; Mr. Mike Sprayberry, Director, Emergency Management, Department of Public Safety, State of North Carolina, *testifying on behalf of the National Emergency Management Association;* Hon. Fernando Gil-Enseñat, Secretary, Department of Housing, Commonwealth of Puerto Rico; Ms. Rhonda Wiley, Emergency Management/911 Director/Floodplain Administrator, Atchison County, State of Missouri; and Mr. Reese C. May, Chief Strategy and Innovation Officer, The Saint Bernard Project.

On February 11, 2020, the Subcommittee on Aviation held a hearing entitled "Looking Forward: The Future of America's Aviation Maintenance and Manufacturing Workforce." The Subcommittee received testimony from Ms. Catherine "Kate" Lang, Senior Advisor, Aviation Workforce Outreach, Federal Aviation Administration, Department of Transportation; Ms. Heather Krause, Director, Physical Infrastructure Issues, U.S. Government Accountability Office; Mr. Steven Jackson, Principal, Aviation High School, New York City, Department of Education, City of New York, New York, *accompanied by Mr. Mario Cotumaccio, Assistant Principal;* Ms. Sharon DeVivo, President, Vaughn College of Aeronautics and Technology Flushing, Queens, New York; Mr. Joseph McDermott, Managing Director, Technical Operations, Delta Air Lines; Mr. Jay J. Neely, III, Vice President, Law and Public Affairs, Gulfstream Aerospace; and Ms. Dana Donati, General Manager and Director of Academic Programs, Leadership in Flight Training (LIFT) Academy.

On March 3, 2020, the Subcommittee on Aviation held a hearing entitled "The Airline Passenger Experience: What it Is and What It Can Be." The Subcommittee received testimony from Mr. Andrew Von Ah, Director, Physical Infrastructure, U.S. Government Accountability Office; Mr. William J. McGee, Aviation Consultant, Consumer Reports; Mr. Lee Page, Senior Associate Advocacy Director, Paralyzed Veterans of America; Mr. Joe Leader, Chief Executive Officer, Airline Passenger Experience Association; and Mr. Matt Klein, Executive Vice President and Chief Commercial Officer, Spirit Airlines, *Accompanied by Mr. Thomas Canfield, Senior Vice President, General Counsel and Secretary.*

On September 9, 2020, the Subcommittee held a hybrid hearing entitled "Amtrak's Response to COVID–19." The Subcommittee received testimony from Mr. William Flynn, President and Chief Executive Officer, Amtrak; Mr. Arthur Maratea, National President, Transportation Communication Union, International Association of Machinists and Aerospace Workers; Ms. Amy Griffin, President, America Local 1460, Transport Workers Union of America and Mr. Jim Mathews, President and Chief Executive Officer, Rail Passengers Association.

On November 18, 2020, the Subcommittee held a hybrid hearing entitled "Examining the Surface Transportation Board's Role in Ensuring a Robust Passenger Rail System." The Subcommittee received testimony from Ms. Ann D. Begeman, Chair, Surface Transportation Board; Mr. Martin J. Oberman, Vice Chair, Surface Transportation Board; Mr. Stephen J. Gardner, Senior Executive Vice President, National Railroad Passenger Corporation (Amtrak); Ms. Romayne C. Brown, Chair of the Board of Directors, Metra, Chicago, Illinois; Mr. Paul P. Skoutelas, President and Chief Executive Officer, American Public Transportation Association; Mr. Ian J. Jefferies, President and Chief Executive Officer, Association of American Railroads; and Mr. Randal O'Toole, Senior Fellow, Cato Institute.

## APPENDIX XI—COMMITTEE MEETINGS HELD REMOTELY

Committee on Rules, Remote Committee Proceedings Regulations Pursuant to House Resolution 965, published in the Congressional Record (May 15, 2020, H2257–H2258).

F. Committee Reports.

(5). Any committee report of activities submitted pursuant to clause l(d)(l) of rule XI should include a list of proceedings conducted with remote participation.

| Date | Held by | Meeting |
|---|---|---|
| 3/20/2020 * | Full Committee | Member briefing with representatives from the Federal Emergency Management Agency (FEMA). |
| 4/16/2020 * | Full Committee | Member briefing with the FEMA Administrator. |
| 5/8/2020 * | Subcommittee on Coast Guard and Maritime Transportation | Member briefing with the U.S. Coast Guard. |
| 5/8/2020 * | Subcommittee on Aviation | Member briefing with the aviation industry. |
| 5/29/2020 * | Subcommittee on Coast Guard and Maritime Transportation | Hearing "The Status of the U.S. Maritime Supply Chain During the COVID–19 Pandemic." |
| 6/9/2020 | Full Committee | Hearing "On the Front Lines: The Impact of COVID–19 on Transportation Workers." |
| 6/17–18/2020 | Full Committee | Markup of H.R. 2, the Investing in a New Vision for the Environment and Surface Transportation in America Act. |
| 6/23/2020 | Subcommittee on Aviation | Member briefing "Ligado's 5G Proposal and GPS: Implications for the Reliability and Safety of Transportation Infrastructure." |
| 7/15/2020 | Full Committee | Markup of H.R. 7575, the Water Resources Development Act of 2020. |
| 7/28/2020 | Subcommittee on Economic Development, Public Building, and Emergency Management | Hearing "Experiences of Vulnerable Populations During Disaster." |
| 9/9/2020 | Subcommittee on Railroads, Pipelines, and Hazardous Materials | Hearing "Amtrak's Response to COVID–19." |
| 9/23/2020 | Full Committee | Hearing "Driving Equity: The U.S. Department of Transportation's Disadvantaged Business Enterprise Program." |
| 9/24/2020 | Subcommittee on Water Resources and Environment | Hearing "The Comprehensive Everglades Restoration Plan and Water Management in Florida." |

| Date | Held by | Meeting |
|---|---|---|
| 9/30/2020 | Full Committee | Markup of:<br>H.R. 4358, the Preliminary Damage Assessment Improvement Act of 2019.<br>H.R. 4611, the Ocean Pollution Reduction Act II.<br>H.R. 5919, the National Children's Museum Act.<br>H.R. 8266, the FEMA Assistance Relief Act of 2020.<br>H.R. 8326, the Child Care is Economic Development Act of 2020.<br>H.R. 8408, the Aircraft Certification Reform and Accountability Act.<br>33—General Services Administration Capital Investment and Leasing Program Resolutions. |
| 11/18/2020 | Subcommittee on Railroads, Pipelines, and Hazardous Materials | Hearing "Examining the Surface Transportation Board's Role in Ensuring a Robust Passenger Rail System." |

*Meeting conducted fully remotely.

## APPENDIX XII—SUMMARY OF COMMITTEE ACTIVITIES

Total Bills Referred to Committee: ..... 795
H.R. ..... 745
(4 Private)
H. Res. ..... 29
H. Con. Res. ..... 9
H.J. Res. ..... 3
S. ..... 8
Public Laws: ..... 17
(Action not completed on the following: S. 979, the *Federal Advance Contracts Enhancement Act*; S. 1869, the *Secure Federal Leases from Espionage And Suspicious Entanglements Act*; S. 2730, the *Drone Advisory Committee for the 21st Century Act*; H.R. 4031, the *Great Lakes Restoration Initiative Act of 2019*; or H.R. 2502, the *Transparency in Federal Buildings Projects Act of 2019*)
Measures Signed into Law: ..... 22
(Action not completed on the following: H.R. 133, the *Consolidated Appropriations Act, 2021*; H.R. 6395, the *National Defense Authorization Act for Fiscal Year 2021*; S. 979, the *Federal Advance Contracts Enhancement Act*; S. 1869, the *Secure Federal Leases from Espionage And Suspicious Entanglements Act*; S. 2730, the *Drone Advisory Committee for the 21st Century Act*; H.R. 4031, the *Great Lakes Restoration Initiative Act of 2019*; or H.R. 2502, the *Transparency in Federal Buildings Projects Act of 2019*)
Measures Included in Public Laws: ..... 27
(H.R. 1184 included in S. 47; H.R. 3612, H.R. 3055; H.R. 2197 included in H.R. 1865; H.R. 2440 included in H.R 748; H.R. 8337) (Action not completed on the following: H.R. 133 (including H.R. 1980, H.R. 2139, H.R. 5120, H.R. 7575, H.R. 8408, H.R. 8504); H.R. 7575 (including: H.R. 2206, HR. 2440, H.R. 3863, H.R. 3863, H.R. 3923, H.R. 4032, H.R. 4470, H.R. 5288, H.R. 5476, H.R. 5504, H.R. 5960, H.R. 6057, H.R. 6684, H.R. 6730, H.R. 6771, H.R. 6964, H.R. 6985, H.R. 7220, H.R. 7833, S. 3729, H.R. 2420)
Measured included in Public Laws (either stand-alone or included) ..... 53
Measures on Which the Veto of the President was Overridden .....
(Action not completed on the following: H.R. 6395, the *National Defense Authorization Act for Fiscal Year 2021*)
Measures Vetoed: ..... 3
Presented to the President ..... 6
(Action not completed on the following: S. 979, the *Federal Advance Contracts Enhancement Act*; S. 1869, the *Secure Federal Leases from Espionage And Suspicious Entanglements Act*; S. 2730, the *Drone Advisory Committee for the 21st Century Act*; S. 3418, the *Safeguarding Tomorrow through Ongoing Risk Mitigation Act of 2020*; H.R. 4031, the *Great Lakes Restoration Initiative Act of 2019*; or H.R. 2502, the *Transparency in Federal Buildings Projects Act of 2019*)
Measures Passed the House: ..... 70
Bills Reported to the House: ..... 50
Measures considered by the Committee:
Bills: ..... 50
GSA Resolutions ..... 83
Referral of Measures:
Retained at the Full Committee ..... 4
Subcommittee on Aviation: ..... 102
Subcommittee on Coast Guard and Maritime Transportation: ..... 68
Subcommittee on Economic Development, Public Buildings, and Emergency Management: ..... 196
Subcommittee on Highways and Transit: ..... 227

Subcommittee on Railroads, Pipelines, and Hazardous Materials: ..... 85
Subcommittee on Water Resources and Environment: ..... 153
Hearings Held:
Days of Hearings: ..... 65
Full Committee: ..... 9
Subcommittee on Aviation: ..... 9
Subcommittee on Coast Guard and Maritime Transportation: ..... 11
Subcommittee on Economic Development, Public Buildings, and Emergency Management: ..... 10
Subcommittee on Highways and Transit: ..... 9
Subcommittee on Railroads, Pipelines, and Hazardous Materials: ..... 8
Subcommittee on Water Resources and Environment: ..... 10
Witnesses:
Full Committee: ..... 91
Subcommittee on Aviation: ..... 55
Subcommittee on Coast Guard and Maritime Transportation: ..... 57
Subcommittee on Economic Development, Public Buildings, and Emergency Management: ..... 39
Subcommittee on Highways and Transit: ..... 55
Subcommittee on Railroads, Pipelines, and Hazardous Materials: ..... 55
Subcommittee on Water Resources and Environment: ..... 101
Total Persons Testifying ..... 409
Markups and Business Meetings Held (Days) / Measures Considered:
Full Committee: ..... 11/50
Bills ..... 50
GSA Resolutions ..... 83


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