

Union Calendar No. 851

115th Congress, 2d Session - - - - - House Report 115-1099

SUMMARY ON THE ACTIVITIES OF THE
COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE FOR THE 115TH CON-
GRESS

ONE HUNDRED FIFTEENTH CONGRESS

FIRST SESSION
JANUARY 3, 2017–JANUARY 3, 2018
and
SECOND SESSION
JANUARY 3, 2018–JANUARY 3, 2019

COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE

U.S. HOUSE OF REPRESENTATIVES



DECEMBER 21, 2018.—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

33-913

WASHINGTON : 2018

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LETTER OF SUBMITTAL

HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
Washington, DC, December 21, 2018.

Hon. PAUL RYAN,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. 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 115th Congress.

It has been an honor to serve as the Committee's Chairman in the 115th Congress, and for the last six years. Thanks to our dedicated, knowledgeable Committee Members and staff, we established a strong record of bipartisan achievement. The enclosed activities report is a testament to the hard work and willingness of our Members to work together to improve America's infrastructure.

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,

BILL SHUSTER,
Chairman.

Enclosure.

Union Calendar No. 851

115TH CONGRESS } HOUSE OF REPRESENTATIVES { REPORT
2d Session } 115-1099

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

REPORT

JURISDICTION OF THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

The jurisdiction of the Committee on Transportation and Infrastructure, as prescribed by clause 1(r) of rule X of the Rules of the House of Representatives, is as follows:

- (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, custom-houses, 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.

**RULES OF THE COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE, UNITED STATES HOUSE OF REP-
RESENTATIVES, 115TH CONGRESS**

(Adopted January 31, 2017)

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 Chairman of the Committee is authorized to offer a motion under clause 1 of Rule XXII of the Rules of the House whenever the Chairman 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 30 days after the Chairman is elected in each odd-numbered year.

(c) *Vice Chairman.*—The Chairman shall appoint a vice chairman of the Committee and of each subcommittee. If the Chairman of the Committee or subcommittee is not present at any meeting of the Committee or subcommittee, as the case may be, the vice chairman shall preside. If the vice chairman 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 Chairman 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 Chairman, there is no need for the meeting. This paragraph shall not apply to meetings of any subcommittee.

(b) *Additional Meetings.*—The Chairman 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 Chairman.

(c) *Special Meetings.*—If at least three members of the Committee desire that a special meeting of the Committee be called by the Chairman, those members may file in the offices of the Committee their written request to the Chairman 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 Chairman of the filing of the request. If, within 3 calendar days after the filing of the request, the Chairman 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 Chairman 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 day on which members have notice thereof.

(2) *Changes in meeting times.*—A meeting may commence sooner than announced if the Chairman, 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 Chairman 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 Chairman 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 Chairman for that purpose; and

(2) only for 5 minutes, or for a period of time designated by the Chairman 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 Chairman 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) *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 coverage 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.

(g) *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 Chairman or ranking minority member.

(h) *Use of Cellular Telephones.*—During a hearing, markup, 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.

(i) *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 Chairman 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 Chairman, or any member designated by the Chairman, 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 Chairman 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 Chairman 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 Chairman 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.

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 exceeding \$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 Chairman 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 Chairman 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 Chairman 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 Chairman, 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 Chairman 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 Chairman, 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 Chairman 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 Chairman 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) *Chairman and Ranking Member.*—At a hearing of the Full Committee, the Chairman 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 Chairman and ranking minority member of the Committee and the Chairman 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 Chairman 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 Chairman, 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 Chairman 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 Chairman 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 Chairman 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 Chairman shall enforce this subparagraph.

(2) *Extended questioning of witnesses by members.*—The Chairman 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 Chairman 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 subparagraph (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 Chairman 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 Chairman 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 clauses 2(c) and 3 of Rule XIII of the Rules of the House.

(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 authorization and 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 authorization and 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 Chairman 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 (15 Members: 9 Majority and 6 Minority).

(4) Subcommittee on Highways and Transit (50 Members: 28 Majority and 22 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 Chairman 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 Chairman 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 Chairman 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.

Rule X. Referral of Legislation to Subcommittees

(a) *General Requirement*.—Except where the Chairman 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 Chairman 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 Chairman 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 Chairman of the Committee shall recommend to the Speaker as conferees the names of those members (1) of the majority party selected by the Chairman, 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) *Authorization of Oversight Plan.*—Not later than February 15 of the first session of each Congress, the Committee shall adopt its authorization and 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 XIV. 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 Chairman 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 Chairman 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 Chairman, in consultation with the chairman 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 include 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 Chairman or any chairman 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 Chairman may execute necessary vouchers thereof.

(d) *Monthly Reports.*—Once monthly, the Chairman 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 Chairman.*—The Chairman 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 Chairman, 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 Chairman. Travel shall be authorized by the Chairman 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 Chairman 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 chairman and the Chairman. Such prior authorization shall be given by the Chairman only upon the representation by the chairman 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 Chairman, or, in the case of a subcommittee from the subcommittee chairman and the Chairman. Before such authorization is given there shall be submitted to the Chairman, 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 Chairman or the chairman of a subcommittee (except that individuals may submit a request to the Chairman 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 Chairman 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 Chairman 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 Chairman of the Committee, and all minority members shall be appointed by the ranking minority member of the Committee. The

Chairman of the Committee shall choose one of the majority members so appointed to serve as Chairman 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 Chairman and ranking minority member of the Committee may serve as ex-officio members of a panel designated under paragraph (a). The Chairman 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.

STATISTICAL OVERVIEW: 2017–2018

Total number of Bills and Resolutions referred to the Committee:
570

Total number of Public Laws: 39

Total number of Bills and Resolutions that passed the House: 71

Total number of Bills and Resolutions reported to the House: 46

Total number of Bills ordered reported: 50

Total number of Meeting Days: 79

Full Committee: 19

Hearings: 6

Markups: 12

Organizational Meeting: 1

Subcommittee on Aviation: 9

Hearings: 8

Roundtable: 1

Subcommittee on Coast Guard and Maritime Transportation: 16

Hearings: 14

Roundtable: 1

Bipartisan Listening Session: 1

Subcommittee on Economic Development, Public Buildings, and

Emergency Management: 9

Hearings: 7

Roundtable: 1

Field Roundtable: 1

Subcommittee on Highways and Transit: 7

Hearings: 6

Roundtable: 1

Subcommittee on Railroads, Pipelines, and Hazardous Materials: 9

Hearings: 7

Field Hearing: 1

Roundtable: 1

Subcommittee on Water Resources and Environment: 10

Hearings: 8

Field Roundtables: 2

**COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE**

U.S. HOUSE OF REPRESENTATIVES

115TH CONGRESS

BILL SHUSTER, Pennsylvania, *Chairman*

PETE DeFAZIO, Oregon, *Ranking Member*

DON YOUNG, Alaska	ELEANOR HOLMES NORTON, <i>District of Columbia</i>
JOHN J. DUNCAN, JR., Tennessee, <i>Vice Chair</i>	EDDIE BERNICE JOHNSON, Texas
FRANK A. LOBIONDO, New Jersey	ELIJAH E. CUMMINGS, Maryland
SAM GRAVES, Missouri	RICK LARSEN, Washington
ERIC A. "RICK" CRAWFORD, Arkansas	MICHAEL E. CAPUANO, Massachusetts
LOU BARLETTA, Pennsylvania	GRACE F. NAPOLITANO, California
BOB GIBBS, Ohio	DANIEL LIPINSKI, Illinois
DANIEL WEBSTER, Florida	STEVE COHEN, Tennessee
JEFF DENHAM, California	ALBIO SIRES, New Jersey
THOMAS MASSIE, Kentucky	JOHN GARAMENDI, California
MARK MEADOWS, North Carolina	HENRY C. "HANK" JOHNSON, JR., Georgia
SCOTT PERRY, Pennsylvania	ANDRE CARSON, Indiana
RODNEY DAVIS, Illinois	RICHARD M. NOLAN, Minnesota
MARK SANFORD, South Carolina	DINA TITUS, Nevada
ROB WOODALL, Georgia	SEAN PATRICK MALONEY, New York
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BRIAN BABIN, Texas	CHERI BUSTOS, Illinois
GARRET GRAVES, Louisiana	JARED HUFFMAN, California
BARBARA COMSTOCK, Virginia	JULIA BROWNLEY, California
DAVID ROUZER, North Carolina	FREDERICA S. WILSON, Florida
MIKE BOST, Illinois	DONALD M. PAYNE, JR., New Jersey
RANDY K. WEBER, SR., Texas	ALAN S. LOWENTHAL, California
DOUG LAMALFA, California	BRENDA L. LAWRENCE, Michigan
BRUCE WESTERMAN, Arkansas	MARK DeSAULNIER, California
LLOYD SMUCKER, Pennsylvania	STACEY E. PLASKETT, Virgin Islands
PAUL MITCHELL, Michigan	
JOHN J. FASO, New York	
A. DREW FERGUSON IV, Georgia	
BRIAN J. MAST, Florida	
JASON LEWIS, Minnesota	
MIKE GALLAGHER, Wisconsin	
VACANCY	

Public Laws

**CYBERSECURITY AND INFRASTRUCTURE SECURITY AGENCY ACT OF
2017**

PUBLIC LAW 115–278 (H.R. 3359)

Summary

This bill amends the Homeland Security Act of 2002 to redesignate the Department of Homeland Security's (DHS's) National Protection and Programs Directorate as the Cybersecurity and Infrastructure Security Agency (CISA) to be headed by a Director of National Cybersecurity and Infrastructure Security to lead national efforts to protect and enhance the security and resilience of U.S. cybersecurity, emergency communications, and critical infrastructure.

CISA shall be composed of DHS components reorganized as: (1) the Cybersecurity Division; (2) the Infrastructure Security Division; and (3) the Emergency Communications Division, which was pre-

viously the Office for Emergency Communications. The agency will also have a privacy officer to ensure compliance with relevant federal laws.

CISA must carry out DHS's responsibilities concerning chemical facilities antiterrorism standards.

Legislative History

July 24, 2017. Referred to the Committee on Homeland Security, and in addition to the Committees on Energy and Commerce, Oversight and Government Reform, and Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned July 25, 2017. Mr. Donovan moved to suspend the rules and pass the bill.

July 26, 2017. Ordered reported by the Committee on Homeland Security.

Dec. 11, 2017. Reported by the Committee on Homeland Security. H. Rept. 115-454, Part I.

Dec. 11, 2017. Committee on Energy and Commerce discharged.

Dec. 11, 2017. Committee on Oversight and Government discharged.

Dec. 11, 2017. Committee on Transportation discharged.

Dec. 11, 2017. Placed on the Union Calendar, Calendar No. 336.

Dec. 11, 2017. Mr. McCaul moved to suspend the rules and pass the bill, as amended.

Dec. 11, 2017. Considered under suspension of the rules. (consideration: CR H9761-9768)

Dec. 11, 2017. The House proceeded with forty minutes of debate on H.R. 3359.

Dec. 11, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H9761-9765)

Dec. 11, 2017. Motion to reconsider laid on the table Agreed to without objection.

Dec. 12, 2017. Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.

Feb. 7, 2018. Committee on Homeland Security and Governmental Affairs. Hearings held.

Oct. 3, 2018. Senate Committee on Homeland Security and Governmental Affairs discharged by Unanimous Consent.

Oct. 3, 2018. Measure laid before Senate by unanimous consent.

Oct. 3, 2018. S.AMDT.4043 Amendment SA 4043 proposed by Senator Sullivan for Senator Johnson.

In the nature of a substitute.

Oct. 3, 2018. S.AMDT.4044 Amendment SA 4044 proposed by Senator Sullivan for Senator Murkowski to Amendment SA 4043.

To improve the amendment.

Oct. 3, 2018. S.AMDT.4044 Amendment SA 4044 agreed to in Senate by Unanimous Consent.

Oct. 3, 2018. S.AMDT.4043 Amendment SA 4043 agreed to in Senate by Unanimous Consent.

Oct. 3, 2018. Passed Senate with an amendment by Unanimous Consent.

Oct. 4, 2018. Message on Senate action sent to the House.

Nov. 13, 2018. Mr. McCaul asked unanimous consent to take from the Speaker's Table and agree to the Senate amendment.

Nov. 13, 2018. On motion that the House agree to the Senate amendment Agreed to without objection.

Nov. 13, 2018. Motion to reconsider laid on the table Agreed to without objection.

Nov. 14, 2018. Presented to President.

Nov. 16, 2018. Signed by President.

Nov. 16, 2018. Became Public Law No: 115–278.

AGRICULTURE IMPROVEMENT ACT OF 2018

(H.R. 2)

Summary

Provides for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2023, and for other purposes.

Legislative History

Apr. 12, 2018. Referred to the Committee on Agriculture.

Apr. 18, 2018. Committee Consideration and Mark-up Session held.

May 3, 2018. Ordered to be reported, as amended, by 26 yeas to 20 nays.

May 3, 2018. Reported, amended, by the Committee on Agriculture. H. Rept. 115–661.

May 3, 2018. Placed on the Union Calendar, Calendar No. 508.

May 15, 2018. Rules Committee Resolution H. Res. 891 reported to the House. The resolution provides for 1 hour of general debate under a structured rule.

May 16, 2018. H. Res. 891 passed the House.

May 16, 2018. General debate occurred, and amendment debate began.

May 17, 2018. Rules Committee Resolution H. Res. 900 reported to the House. The resolution provides for additional amendment debate.

May 17, 2018. Amendment debate continued.

May 18, 2018. Motion to recommit failed by a vote of 183 yeas to 226 nays..

May 18, 2018. On passage, failed by a vote of 198 yeas and 213 nays.

May 18, 2018. Mr. Ryan moved to reconsider the vote.

May 18, 2018. The Chair put the question to the motion to reconsider and by voice vote, announced the yeas had prevailed. Mr. Hoyer demanded a recorded vote and the Chair postponed further proceedings until a time to be announced.

June 21, 2018. On passage, passed by a vote of 213 yeas to 211 nays.

June 21, 2018. Received in the Senate and read twice.

June 25, 2018. Cloture motion to proceed to the measure invoked in the Senate by a vote of 89 yeas to 3 nays.

June 28, 2018. Passed the Senate with an amendment by 86 yeas to 11 nays.

June 29, 2018. Message on Senate action sent to the House.

July 18, 2018. Mr. Conaway asked unanimous consent that the House disagree to the Senate amendment, and request a conference. (consideration: CR H6493–6495)

July 18, 2018. On motion that the House disagree to the Senate amendment, and request a conference Agreed to without objection. (consideration: CR H6493–6495)

July 18, 2018. Mr. Peterson moved that the House instruct conferees. (consideration: CR H6493–6495; text: CR H6493)

July 18, 2018. The House proceeded with one hour of debate on the Peterson motion to instruct conferees on H.R. 2. The instructions contained in the motion seek to require the managers on the part of the House at the conference on the disagreeing votes of the two Houses on the Senate amendment be instructed to insist on section 1101 of the House bill (relating to animal disease preparedness and response) with an amendment to section 10417(d)(1)(B) of the Animal Health Protection Act (7 U.S.C. 8316(d)(1)(B)), as proposed to be added to such Act by such section 11101, to strike “2023” and insert “thereafter”.

July 18, 2018. The previous question was ordered without objection.

July 18, 2018. On motion that the House instruct conferees Agreed to by the Yeas and Nays: 392–20 (Roll no. 336).

July 18, 2018. Motion to reconsider laid on the table Agreed to without objection.

July 18, 2018. The Speaker appointed conferees—from the Committee on Agriculture for consideration of the House bill and the Senate amendment, and modifications committed to conference: Conaway, Thompson (PA), Goodlatte, Lucas, Rogers (AL), Scott, Austin, Crawford, Hartzler, Davis, Rodney, Yoho, Rouzer, Marshall, Arrington, Peterson, Scott, David, Costa, Walz, Fudge, McGovern, Vela, Lujan Grisham, M., Kuster (NH), and O’Halloran.

July 18, 2018. The Speaker appointed conferees—from the Committee on Education and the Workforce for consideration of secs. 4204, 4205, and 9131 of the House bill, and modifications committed to conference: Foxx, Allen, and Adams.

July 18, 2018. The Speaker appointed conferees—from the Committee on Energy and Commerce for consideration of subtitles A and B of title VI, secs. 6202, 6203, 6401, 6406, 6407, 6409, 6603, 7301, 7605, 8106, 8507, 9119, 9121, and 11101 of the House bill, and secs. 6116, 6117, 6202, 6206–09, 6301, 6303, 7412, 9102, 9104, 9106, 9111–13, 12408, 12627, and 12628 of the Senate amendment, and modifications committed to conference: Shimkus, Cramer, and Tonko.

July 18, 2018. The Speaker appointed conferees—from the Committee on Financial Services for consideration of sec. 12609 of the Senate amendment, and modifications committed to conference: Hensarling, Duffy, and Waters, Maxine.

July 18, 2018. The Speaker appointed conferees—from the Committee on Foreign Affairs for consideration of title III of the House bill, and modifications committed to conference: Royce (CA), Chabot, and Engel.

July 18, 2018. The Speaker appointed conferees—from the Committee on Natural Resources for consideration of secs. 2802, 6408, 8104, 8107, 8109, subtitles B and C of title VIII, 8402, 8502, 8503,

8506, 8507, 8509, 8510, 9111, 11614, and 11615 of the House bill, and sec. 2425, subtitle D of title VIII, secs. 8601, 8611, 8621–28, 8631, 8632, 12515, 12601, and 12602 of the Senate amendment, and modifications committed to conference: Bishop (UT), Westerman, and Grijalva.

July 18, 2018. The Speaker appointed conferees—from the Committee on Oversight and Government Reform for consideration of secs. 1601, 4022, 4026, 8502, and 11609 of the House bill, and secs. 3113, 7128, 8623, 8630, 8632, 12301, and 12407 of the Senate amendment, and modifications committed to conference: Walker, Comer, and Plaskett.

July 18, 2018. The Speaker appointed conferees—from the Committee on Science, Space, and Technology for consideration of sec. 7509 of the House bill, and sec. 7409 of the Senate amendment, and modifications committed to conference: Abraham, Dunn, and Johnson, E.B.

July 18, 2018. The Speaker appointed conferees—from the Committee on Transportation and Infrastructure for consideration of secs. 2404, 6223, 6224, 6503, 9117, and 9118 of the House bill, and secs. 2415, 2416, 6124, 6304, and 7412 of the Senate amendment, and modifications committed to conference: Denham, Gibbs, and Bustos.

July 18, 2018. Message on House action received in Senate and at desk: House requests a conference.

July 31, 2018. Senate insists on its amendment, agrees to request for conference, and authorizes the Presiding Officer to appoint conferees by Voice Vote. (consideration: CR S5503)

Aug. 1, 2018. Senate appointed conferees. Roberts; McConnell; Boozman; Hoeven; Ernst; Stabenow; Leahy; Brown; Heitkamp.

Aug. 2, 2018. Message on Senate action sent to the House.

Sep. 5, 2018. Conference held.

Dec. 10, 2018. Conference report to accompany H.R. 2, filed in the House. H. Rpt. 115–1072.

Dec. 11, 2018. Conference report considered in Senate. Senate agreed to conference report by Yea-Nay Vote. 87–13. Record Vote Number: 259.

Dec. 11, 2018. Message on Senate action sent to the House.

Dec. 11, 2018. Rules Committee Resolution H. Res. 1176 Reported to House. The resolution provides for consideration of the Conference Report to accompany H.R. 2. The resolution provides for one hour of debate and one motion to recommit.

DEPARTMENT OF TRANSPORTATION REPORTS HARMONIZATION ACT

(S. 3367)

Summary

S. 3367 makes several amendments to title 49 to enhance transparency of certain reports by the Department of Transportation, eliminate or sunset advisory councils, and make technical amendments to rail grant improvement programs.

Legislative History

Aug. 22, 2008. Read twice and referred to the Committee on Commerce, Science, and Transportation.

Sep. 5, 2018. Committee on Commerce, Science, and Transportation. Ordered to be reported with an amendment in the nature of a substitute favorably.

Nov., 27, 2018. Committee on Commerce, Science, and Transportation. Reported by Senator Thune with an amendment in the nature of a substitute. With written report No. 115–390.

Nov. 27, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 677.

Dec. 18, 2018. Measure laid before Senate by unanimous consent. (consideration: CR S7817–7820; text of measure as reported in Senate: CR S7817–7819)

Dec. 18, 2018. The committee substitute withdrawn by Unanimous Consent.

Dec. 18, 2018. S.Amdt.4159 Amendment SA 4159 proposed by Senator Boozman for Senator Thune. (consideration: CR S7819–7820; text: CR S7819–7820) In the nature of a substitute.

Dec. 18, 2018. S.Amdt.4159 Amendment SA 4159 agreed to in Senate by Unanimous Consent.

Dec. 18, 2018. Passed Senate with an amendment by Unanimous Consent.

Dec. 19, 2018. Message on Senate action sent to the House.

Dec. 19, 2018. Received in the House. Held at the desk.

Dec. 21, 2018. Expected to be considered in the House.

Pending in the Senate

DEPARTMENT OF HOMELAND SECURITY AUTHORIZATION ACT

PENDING IN THE SENATE (H.R. 2825)

Summary

H.R. 2825 amends the Homeland Security Act of 2002 to make certain improvements in the laws administered by the Secretary of Homeland Security, and for other purposes.

H.R. 2825 authorizes the activities of the Department of Homeland Security (DHS), aims to create efficiencies and streamline programs and offices by clarifying and uniting the offices that constitute “DHS Headquarters.” This legislation also integrates existing DHS intelligence systems, strengthens the role of the Under Secretary for Management to implement efficiencies across components to better ensure proper oversight and accountability, and requires DHS to review the organization of its offices with research and development and chemical, biological, radiological, nuclear and explosives activities in order to eliminate duplication. Division E of the House passed version of H.R. 2825 contains the Committee passed version of H.R. 2518, the Coast Guard Authorization Act of 2017. The Committee worked with the Committee on Homeland Security to clear other provisions in H.R. 2825 within the Committee’s jurisdiction.

Legislative History

July 6, 2017. Reported (Amended) by the Committee on Armed Services. H. Rept. 115–200.

June 8, 2017. Referred to the House Committee on Homeland Security.

June 14, 2017. Committee Consideration and Mark-up Session Held. (Markup report: CQ)

June 14, 2017. Ordered to be Reported (Amended).

June 28, 2017. Reported (Amended) by the Committee on Homeland Security. H. Rept. 115–198.

June 28, 2017. Placed on the Union Calendar, Calendar No. 135.

July 20, 2017. Mr. McCaul moved to suspend the rules and pass the bill, as amended.

July 20, 2017. Considered under suspension of the rules. (consideration: CR H6047–6120)

July 20, 2017. The House proceeded with forty minutes of debate on H.R. 2825.

July 20, 2017. At the conclusion of debate, the Yeas and Nays were demanded and ordered. Pursuant to the provisions of clause 8, rule XX, the Chair announced that further proceedings on the motion would be postponed.

July 20, 2017. Considered as unfinished business. (consideration: CR H6128)

July 20, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by the Yeas and Nays: (2/3 required): 386–41 (Roll no. 403). (text: CR H6047–6109)

July 20, 2017. Motion to reconsider laid on the table Agreed to without objection.

July 20, 2017. Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.

Feb. 7, 2018. Committee on Homeland Security and Governmental Affairs. Hearings held.

Mar. 7, 2018. Committee on Homeland Security and Governmental Affairs. Ordered to be reported with an amendment in the nature of a substitute favorably. (Markup report: CQ)

Apr. 16, 2018. Committee on Homeland Security and Governmental Affairs. Reported by Senator Johnson with an amendment in the nature of a substitute. Without written report.

Apr. 16, 2018. Committee on Homeland Security and Governmental Affairs. Reported by Senator Johnson with an amendment in the nature of a substitute. Without written report.

Apr. 16, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 381.

Apr. 16, 2018. By Senator Johnson from Committee on Homeland Security and Governmental Affairs filed written report. Report No. 115–351.

Reported

BORDER SECURITY FOR AMERICA ACT OF 2017

REPORTED BY THE COMMITTEE ON HOMELAND SECURITY (H.R. 3548)

Summary

Authorizes Border Wall—Provides \$10 billion for the deployment and construction of tactical infrastructure and technology to achieve full operational control and situational awareness. This deployment includes wall, fencing, technology, air assets, and other barriers.

Secures Ports of Entry—Provides \$5 billion to improve, modernize, and enhance our ports of entry. It targets illegal immigration and drug trafficking at our ports while increasing lawful trade and travel.

Puts More Boots on the Ground—Adds 5,000 Border Patrol Agents and 5,000 CBP Officers and streamlines the way that veterans and existing law enforcement officers can be hired.

More Air and Marine Flight Hours—Increases the number of annual flight hours of CBP's Air and Marine Operations and prioritizes requests for support from the Chief of the Border Patrol to secure the southern border.

Use of the National Guard—Authorizes use of the National Guard along the southern border to help with aviation and intelligence support and provides \$35 million in reimbursement for states, like Texas, that have called out the National Guard to help secure the border.

Targets Visa Overstays—Identifies visa overstays through full deployment of the Biometric Entry-Exit System at all air, land, and sea ports of entry.

Border Patrol Access to Federal Lands—Prohibits federal agencies from impeding, prohibiting, or restricting CBP activities on federal land located within 100 miles of the southern border to execute search and rescue operations, and to prevent all unlawful entries into the United States.

Supports Local Law Enforcement—Doubles the Stonegarden grant program at \$110 million for state and local law enforcement to aggressively fight drug trafficking, smuggling, and other crimes on the southern border.

Legislative History

July 24, 2017. Referred to the Committee on Homeland Security, and in addition to the Committees on Armed Services, Foreign Affairs, Natural Resources, Agriculture, Transportation and Infrastructure, Ways and Means, and Oversight and Government Reform, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

July 31, 2017. Referred to the Subcommittee on Aviation.

July 31, 2017. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

July 31, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

July 31, 2017. Referred to the Subcommittee on Highways and Transit.

July 31, 2017. Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

July 31, 2017. Referred to the Subcommittee on Water Resources and Environment.

Oct. 4, 2017. Ordered reported (amended) by the Committee on Homeland Security by recorded vote 18–12.

Jan. 10, 2018. Reported (Amended) by the Committee on Homeland Security. H. Rept. 115–505, Part I.

Jan. 10, 2018. House Committee on Armed Services Granted an extension for further consideration ending not later than March 23, 2018.

Jan. 10, 2018. Committee on Foreign Affairs discharged.

Jan. 10, 2018. Committee on Natural Resources discharged.

Jan. 10, 2018. Committee on Agriculture discharged.

Jan. 10, 2018. Committee on Oversight and Government discharged.

Jan. 10, 2018. Committee on Transportation discharged.

Jan. 10, 2018. Committee on Ways and Means discharged.

Mar. 23, 2018. Committee on Armed Services discharged.

Mar. 23, 2018. Placed on the Union Calendar, Calendar No. 471.

ORGANIZATIONAL MEETING

On January 31, 2017, the Committee formally met to officially organize for the 115th Congress. The Committee adopted the rules of the Committee for the 115th Congress. Additionally, subcommittee chairmen and ranking members were approved, and the members of each subcommittee were appointed. Lastly, the oversight plan for the 115th Congress was adopted.

FULL COMMITTEE MARKUPS

FULL COMMITTEE MARKUP, FEBRUARY 28, 2017

Considered and ordered reported:

- Fiscal Year 2018 Budget Views and Estimates of the Committee on Transportation and Infrastructure
- H.R. 1214, Disaster Simplified Assistance Value Enhancement Act
- H.R. 654, 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
- H.R. 1174, To provide a lactation room in public buildings
- H.R. 1117, To require the Administrator of the Federal Emergency Management Agency to submit a report regarding certain plans regarding assistance to applicants and grantees during the response to an emergency or disaster
- H.R. 375, To designate the Federal building and United States courthouse located at 719 Church Street in Nashville, Tennessee, as the “Fred D. Thompson Federal Building and United States Courthouse”
- General Services Administration Capital Investment and Leasing Program Resolution

FULL COMMITTEE MARKUP, MARCH 29, 2017

Considered and ordered reported:

- H.R. 1346, To repeal the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled “Metropolitan Planning Organization Coordination and Planning Area Reform”
- H.R. 1093, To require the Federal Railroad Administration and the Federal Transit Authority to provide appropriate Con-

gressional notice of safety audits conducted with respect to railroads and rail transit agencies

- H.R. 1665, To ensure that Administrator of the Federal Emergency Management Agency considers severe local impact in making a recommendation to the President for a major disaster declaration
- H.R. 1678, To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act concerning the statute of limitations for actions to recover disaster or emergency assistance payments, and for other purposes
- H.R. 1679, To ensure that the Federal Emergency Management Agency's current efforts to modernize its grant management system includes applicant accessibility and transparency, and for other purposes
- H. Con. Res. 35, 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. 36, Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby
- H.R. 455, To designate the United States courthouse located at 501 East Court Street in Jackson, Mississippi, as the "R. Jess Brown United States Courthouse"

FULL COMMITTEE MARKUP, MAY 24, 2017

Considered and ordered reported:

- H.R. 1684, To direct the Administrator of the Federal Emergency Management Agency to provide technical assistance to common interest communities regarding eligibility for disaster assistance, and for other purposes
- H.R. 2258, To require that certain standards for commercial driver's licenses applicable to former members of the armed services or reserves also apply to current members of the armed services or reserves
- H.R. 2518, To authorize appropriations for the Coast Guard for fiscal years 2018 and 2019, and for other purposes;
- H.R. 2547, To expand the Department of Veterans Affairs medical professionals who may qualify to perform physical examinations on eligible veterans and issue medical certificates required for operation of a commercial motor vehicle, and for other purposes
- H.R. 2548, To reauthorize the programs and activities of the Federal Emergency Management Agency
- H.R. 2593, To authorize appropriations for the Federal Maritime Commission for fiscal years 2018 and 2019, and for other purposes

FULL COMMITTEE MARKUP, JUNE 27, 2017

Considered and ordered reported:

- H.R. 2997, To transfer operation of air traffic services currently provided by the Federal Aviation Administration to a separate not-for-profit corporate entity, to reauthorize programs of the Federal Aviation Administration, and for other purposes

FULL COMMITTEE MARKUP, JULY 27, 2017

Considered and ordered reported:

- H. Res. 437, Of inquiry requesting the President to provide certain documents in the President's possession
- H.R. 1735, Community Empowerment for Mitigated Properties Act of 2017
- H.R. 3176, Disaster Assistance Fairness and Accountability Act of 2017
- H. Con. Res. 69, Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run
- H.R. 1758, Brownfields Reauthorization Act of 2017

FULL COMMITTEE MARKUP, NOVEMBER 30, 2017

Considered and ordered reported:

- H.R. 4460, To improve the provision of disaster and mitigation assistance to eligible individuals and households and to eligible State, local, Tribal, and territorial governments and certain private nonprofit organizations, and for other purposes
- H.R. 3814, To disqualify from operating a commercial motor vehicle for life an individual who uses a commercial motor vehicle in committing a felony involving human trafficking
- H.R. 3813, To designate a human trafficking prevention coordinator and to expand the scope of activities authorized under the Federal Motor Carrier Safety Administration's outreach and education program to include human trafficking prevention activities, and for other purposes

FULL COMMITTEE MARKUP, FEBRUARY 14, 2018

Considered and ordered reported:

- Fiscal Year 2019 Budget Views and Estimates of the Committee on Transportation and Infrastructure
- H.R. 4921, To require the Surface Board of Transportation to implement certain recommendations of the Inspector General of the Department of Transportation
- H.R. 4925, To require the Administrator of the Federal Railroad Administration to implement certain recommendations for management and collection of railroad safety data

FULL COMMITTEE MARKUP, APRIL 12, 2018

Considered and ordered reported:

- H.R. 5294, To amend title 40, United States Code, to address the impact of drug abuse on economic development in Appalachia, and for other purposes
- H.R. 3288, To amend title 40, United States Code, to promote regional economic and infrastructure development, and for other purposes
- H. Con. Res. 115, 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. 113, Authorizing the use of Capitol Grounds for the Greater Washington Soap Box Derby

- General Services Administration Capital Investment and Leasing Program Resolutions
 - H.R. 4177, 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
 - H.R. 5319, To transfer Coast Guard property in the Town of Jupiter Island, Florida, for inclusion in Hobe Sound National Wildlife Refuge
 - H.R. 5326, To amend titles 14 and 46, United States Code, to make technical corrections with respect to Coast Guard and shipping authorities, and for other purposes
 - H.R. 4673, To create opportunities for women in the aviation industry

FULL COMMITTEE MARKUP, MAY 23, 2018

Considered and ordered reported:

- H.R. 8, 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

FULL COMMITTEE MARKUP, JUNE 27, 2018

Considered and ordered reported:

- 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
 - General Services Administration Capital Investment and Leasing Program Resolutions
 - H.R. 6194, To reduce costs of Federal real estate, improve building security, and for other purposes
 - H.R. 5846, To require the Comptroller General of the United States to conduct a study regarding the buyout practices of the Federal Emergency Management Agency, and for other purposes
 - H.R. 5772—To designate the J. Marvin Jones Federal Building and Courthouse in Amarillo, Texas, as the “J. Marvin Jones Federal Building and Mary Lou Robinson United States Courthouse”
 - H.R. 3460—To designate the United States courthouse located at 323 East Chapel Hill Street in Durham, North Carolina, as the “John Hervey Wheeler United States Courthouse”
 - H.R. 6175, To enhance maritime safety, and for other purposes
 - H.R. 6206, To direct the Commandant of the Coast Guard to establish a Blue Technology center of expertise, and for other purposes
 - S. 756, To reauthorize and amend the Marine Debris Act to promote international action to reduce marine debris, and for other purposes

- H.R. 3906, To establish centers of excellence for innovative stormwater control infrastructure, and for other purposes

FULL COMMITTEE MARKUP, SEPTEMBER 27, 2018

Considered and ordered reported:

- H.R. 5158, 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
- H.R. 6622, To designate the Federal building located at 2110 First Street in Fort Myers, Florida, as the “George W. Whitehurst Federal Building”
- General Services Administration Capital Investment and Leasing Program Resolutions

FULL COMMITTEE MARKUP, DECEMBER 12, 2018

Considered and ordered reported:

- General Services Administration Capital Investment and Leasing Program Resolutions

Exchange of Letters

BILLS REFERRED TO THE COMMITTEE

H.R. 4

To reauthorize programs of the Federal Aviation Administration, and for other purposes.

“FAA Reauthorization Act of 2018”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Ways and Means Chairman Kevin Brady occurred on April 17, 2018.

The exchange of letters was printed in the Congressional Record dated April 26, 2018 on page H3591.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Rob Bishop occurred on April 17 and 18, 2018.

The exchange of letters was printed in the Congressional Record dated April 26, 2018 on pages H3591 and H3592.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Financial Services Chairman Jeb Hensarling occurred on April 23, 2018.

The exchange of letters was printed in the Congressional Record dated April 26, 2018 on page H3591.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Science, Space and Technology Chairman Lamar Smith occurred on April 19, 2018.

The exchange of letters was printed in the Congressional Record dated April 26, 2018 on page H3592.

H.R. 10

H.R. 10, To create hope and opportunity for investors, consumers, and entrepreneurs by ending bailouts and Too Big to Fail, holding Washington and Wall Street accountable, eliminating red tape to increase access to capital and credit, and repealing the provisions of the Dodd-Frank Act that make America less prosperous, less stable, and less free, and for other purposes.

“Financial CHOICE Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Financial Services Chairman Jeb Hensarling occurred on May 19, 2017.

The exchange of letters was printed in House Report 115–153, on pages 960 and 961.

H.R. 302

“FAA Reauthorization Act of 2018”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on September 26, 2018.

The exchange of letters was printed in the Congressional Record dated September 26, 2018 on pages H9034.

H.R. 654

H.R. 654, 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.

“Pacific Northwest Earthquake Preparedness Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Science, Space and Technology Chairman Lamar Smith occurred on March 27, 2017.

The exchange of letters was printed in the Congressional Record dated March 27, 2017 on pages H2451.

H.R. 1372

H.R. 1372, 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.

“Homeland Security for Children Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on March 10 and 15, 2017.

The exchange of letters was printed in House Report 115–92, Part I on pages 12 and 13.

H.R. 1397

H.R. 1397, To authorize, direct, facilitate, and expedite the transfer of administrative jurisdiction of certain Federal land, and for other purposes.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Rob Bishop occurred on July 5, 2017.

The exchange of letters was printed in House Report 115–206, Part I on pages 5 and 6.

H.R. 1644

To enhance sanctions with respect to transactions relating to North Korea, and for other purposes.

“Korean Interdiction and Modernization of Sanctions Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Foreign Affairs Chairman Ed Royce occurred on April 26, 2017.

The exchange of letters was printed in House Report 115–98, Part I on pages 27 and 28.

H.R. 1731

To amend the Surface Mining Control and Reclamation Act of 1977 to provide funds to States and Indian tribes for the purpose of promoting economic revitalization, diversification, and development in economically distressed communities through the reclamation and restoration of land and water resources adversely affected by coal mining carried out before August 3, 1977, and for other purposes.

“RECLAIM Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Rob Bishop occurred on October 10 and 12, 2017.

The exchange of letters was printed in House Report 115–351, Part I on pages 39 and 40.

H.R. 2200

To reauthorize the Trafficking Victims Protection Act of 2000, and for other purposes.

“Frederick Douglass Trafficking Victims Prevention and Protection Reauthorization Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Foreign Affairs Chairman Ed Royce occurred on May 19, 2017.

The exchange of letters was printed in the Congressional Record dated July 12, 2017 on pages H5500.

H.R. 2548

To reauthorize the programs and activities of the Federal Emergency Management Agency.

“FEMA Reauthorization Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Com-

mittee on Natural Resources Chairman Rob Bishop occurred on June 13, 2017.

The exchange of letters was printed in House Report 115–191, Part I on pages 45 and 46.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Financial Services Chairman Jeb Hensarling occurred on June 20, 2017.

The exchange of letters was printed in House Report 115–191, Part I on pages 47 and 48.

H.R. 2872

To amend the Federal Power Act to promote hydropower development at existing nonpowered dams, and for other purposes.

“Promoting Hydropower Development at Existing Nonpowered Dams Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Greg Walden occurred on December 12, 2017.

The exchange of letters was printed in the Congressional Record dated December 12, 2017 on page H9810.

H.R. 2883

To establish a more uniform, transparent, and modern process to authorize the construction, connection, operation, and maintenance of international border-crossing facilities for the import and export of oil and natural gas and the transmission of electricity.

“Promoting Cross-Border Energy Infrastructure Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Greg Walden occurred on July 14 and 17, 2017.

The exchange of letters was printed in House Report 115–225, Part I on pages 25 and 26.

H.R. 2936

To expedite under the National Environmental Policy Act of 1969 and improve forest management activities on National Forest System lands, on public lands under the jurisdiction of the Bureau of Land Management, and on Tribal lands to return resilience to overgrown, fire-prone forested lands, and for other purposes.

“Resilient Federal Forests Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Agriculture Chairman K. Michael Conaway occurred on October 25, 2017.

The exchange of letters was printed in the Congressional Record dated July 12, 2017 on pages H5500.

H.R. 2997

To transfer operation of air traffic services currently provided by the Federal Aviation Administration to a separate not-for-profit

corporate entity, to reauthorize programs of the Federal Aviation Administration, and for other purposes.

“21st Century Aviation Innovation, Reform, and Reauthorization Act.” or the “21st Century AIRR Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Ways and Means Chairman Kevin Brady occurred on July 11 2017.

The exchange of letters was printed in House Report 115–296 on pages 456 and 457.

H.R. 3017

To amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 to reauthorize and improve the brownfields program, and for other purposes.

“Brownfields Enhancement, Economic Redevelopment, and Reauthorization Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Greg Walden occurred on November 9 and 14, 2017.

The exchange of letters was printed in House Report 115–536, Part I on pages 15 and 16.

H.R. 3101

To enhance cybersecurity information sharing and coordination at ports in the United States, and for other purposes.

“Strengthening Cybersecurity Information Sharing and Coordination in Our Ports Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on October 19, 2017.

The exchange of letters was printed in House Report 115–536, Part I on pages 15 and 16.

H.R. 3144

To provide for operations of the Federal Columbia River Power System pursuant to a certain operation plan for a specified period of time, and for other purposes.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Rob Bishop occurred on April 12 and 16, 2018.

The exchange of letters was printed in the Congressional Record dated October 23, 2017 on pages H8051.

H.R. 3186

To establish an Every Kid Outdoors program, and for other purposes.

“Every Kid Outdoors Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Com-

mittee on Natural Resources Chairman Rob Bishop occurred on July 19 and August 1, 2018.

The exchange of letters was printed in House Report 115–880, Part I on pages 8 and 9.

H.R. 3328

To require a study regarding security measures and equipment at Cuba’s airports, require the standardization of Federal Air Marshal Service agreements, require efforts to raise international aviation security standards, and for other purposes.

“Cuban Airport Security Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on September 13, 2017.

The exchange of letters was printed in the Congressional Record dated October 23, 2017 on pages H8051.

H.R. 3359

To amend the Homeland Security Act of 2002 to authorize the Cybersecurity and Infrastructure Security Agency of the Department of Homeland Security, and for other purposes.

“Cybersecurity and Infrastructure Security Agency Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on December 7, 2017.

The exchange of letters was printed in the Congressional Record dated December 11, 2017 on page H9766.

H.R. 3548

To make certain improvements to the security of the international borders of the United States, and for other purposes.

“Border Security for America Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on December 7, 2017.

The exchange of letters was printed in House Report 115–505, Part I on pages 98 and 99.

H.R. 3328

To require a study regarding security measures and equipment at Cuba’s airports, require the standardization of Federal Air Marshal Service agreements, require efforts to raise international aviation security standards, and for other purposes.

“Cuban Airport Security Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on September 13, 2017.

The exchange of letters was printed in the Congressional Record dated October 23, 2017 on pages H8051.

H.R. 3668

To provide for the preservation of sportsmen's heritage and enhance recreation opportunities on Federal land, and for other purposes.

"Sportsmen's Heritage And Recreational Enhancement Act." or the "SHARE Act."

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Rob Bishop occurred on September 13 and 15, 2017.

The exchange of letters was printed in House Report 115-314, Part I on pages 139 and 140.

H.R. 3906

To establish centers of excellence for innovative stormwater control infrastructure, and for other purposes.

"Innovative Stormwater Infrastructure Act of 2018."

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Science Space and Technology Chairman Lamar Smith occurred on July 12, 2018.

The exchange of letters was printed in House Report 115-828, Part I on pages 6 and 7.

H.R. 4009

To provide for the preservation of sportsmen's heritage and enhance recreation opportunities on Federal land, and for other purposes.

"Smithsonian National Zoological Park Central Parking Facility Authorization Act."

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on House Administration Chairman Gregg Harper occurred on April 24, 2018.

The exchange of letters was printed in House Report 115-314, Part I on pages 139 and 140.

H.R. 4460

To improve the provision of disaster and mitigation assistance to eligible individuals and households and to eligible State, local, Tribal, and territorial governments and certain private nonprofit organizations, and for other purposes.

"Disaster Recovery Reform Act."

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Financial Services Chairman Jeb Hensarling occurred on December 4, 2017.

H.R. 4986

To amend the Communications Act of 1934 to reauthorize appropriations for the Federal Communications Commission, to provide for certain procedural changes to the rules of the Commission to

maximize opportunities for public participation and efficient decision making, and for other purposes.

“Repack Airwaves Yielding Better Access for Users of Modern Services Act of 2018.” or the “RAY BAUM’S Act of 2018.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Greg Walden occurred on March 6, 2018.

The exchange of letters was printed in the Congressional Record dated March 6 on page H1409.

H.R. 5319

To transfer Coast Guard property in the Town of Jupiter Island, Florida, for inclusion in Hobe Sound National Wildlife Refuge.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Rob Bishop occurred on September 11 and 18, 2018.

The exchange of letters was printed on page 5 of the Committee Report, H. Rept. 115–1016.

H.R. 5869

To require the Secretary of Homeland Security to conduct a maritime border threat analysis, and for other purposes.

“Maritime Border Security Review Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on September 4, 2018.

The exchange of letters was printed in the Congressional Record dated September 4, 2018 on page H7797.

H.R. 6620

To require the Department of Homeland Security to prepare a threat assessment relating to unmanned aircraft systems, and for other purposes.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on September 21, 2018.

The exchange of letters was printed in the Congressional Record dated September 25, 2018 on pages H8750 and 8751.

S. 756

To reauthorize and amend the Marine Debris Act to promote international action to reduce marine debris, and for other purposes.

“Save Our Seas Act of 2018.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Rob Bishop occurred on July 10, 2018.

The exchange of letters was printed on Page E1356 of the Congressional Record on October 2, 2018.

BILLS NOT REFERRED TO THE COMMITTEE

H.R. 2

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2023, and for other purposes.

“Agriculture Improvement Act of 2018.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Agriculture Chairman Michael Conaway occurred on May 2, 2018.

The exchange of letters was printed in the Congressional Record dated January 9, 2017 on pages H215.

H.R. 353

To improve the National Oceanic and Atmospheric Administration’s weather research through a focused program of investment on affordable and attainable advances in observational, computing, and modeling capabilities to support substantial improvement in weather forecasting and prediction of high impact weather events, to expand commercial opportunities for the provision of weather data, and for other purposes.

“Weather Research and Forecasting Innovation Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Science, Space and Technology Chairman Lamar Smith occurred on January 9, 2017.

The exchange of letters was printed in the Congressional Record dated January 9, 2017 on pages H215.

H.R. 642

To amend the Homeland Security Act of 2002 to enhance the partnership between the Department of Homeland Security and the National Network of Fusion Centers, and for other purposes.

“Fusion Center Enhancement Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on January 31, 2017.

The exchange of letters was printed in the Congressional Record dated January 31, 2017 on pages H779 and H780.

H.R. 1258

To make technical corrections to the Homeland Security Act of 2002.

“HSA Technical Corrections Act”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on May 31, 2017.

The exchange of letters was sent after the bill was reported by CHS.

H.R. 1302

To require an exercise related to terrorist and foreign fighter travel, and for other purposes.

“Terrorist and Foreign Fighter Travel Exercise Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on March 10 and 15, 2017.

The exchange of letters was printed in the Congressional Record dated March 22, 2017 on pages H2303 and H2304.

H.R. 1309

To streamline the office and term of the Administrator of the Transportation Security Administration, and for other purposes.

“TSA Administrator Modernization Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on March 10, 2017.

The exchange of letters was printed in the Congressional Record dated March 20, 2017 on pages H2210.

H.R. 2182

To require the Comptroller General of the United States to submit a report to Congress on the alternatives for the final disposition of Plum Island, including preservation of the island for conservation, education, and research, and for other purposes.

“Plum Island Preservation Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on July 25, 2017.

The exchange of letters was printed in the Congressional Record dated July 25, 2017 on page H6240.

H.R. 2281

To amend the Homeland Security Act of 2002 to reauthorize the Border Enforcement Security Task Force program within the Department of Homeland Security, and for other purposes.

“Border Enforcement Security Task Force Reauthorization Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on May 15, 2017.

The exchange of letters was printed in the Congressional Record dated May 17, 2017 on pages H4272.

H.R. 2809

To amend title 51, United States Code, to provide for the authorization and supervision of nongovernmental space activities, and for other purposes.

“American Space Commerce Free Enterprise Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Science, Space and Technology Chairman Lamar Smith occurred on April 23 and 24, 2018.

The exchange of letters was printed in the Congressional Record dated April 24, 2018 on pages H3485.

H.R. 2810

To authorize appropriations for fiscal year 2018 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.

“National Defense Authorization Act for Fiscal Year 2018.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Armed Services Chairman William M. “Mac” Thornberry occurred on July 5, 2017.

The exchange of letters was printed in House Report 115–200 on page 548.

H.R. 2825

To amend the Homeland Security Act of 2002 to make certain improvements in the laws administered by the Secretary of Homeland Security, and for other purposes.

“Department of Homeland Security Authorization Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Armed Services Chairman William M. “Mac” Thornberry occurred on June 27, 2017.

The exchange of letters was printed in the Congressional Record dated July 20, 2017 on pages H6110.

H.R. 4661

To reauthorize the United States Fire Administration, the Assistance to Firefighters Grants program, the Fire Prevention and Safety Grants program, and the Staffing for Adequate Fire and Emergency Response grant program, and for other purposes.

“United States Fire Administration, AFG, and SAFER Program Reauthorization Act of 2017.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Science, Space and Technology Chairman Lamar Smith occurred on December 18, 2017.

The exchange of letters was printed in the Congressional Record dated December 18, 2017 on pages H10157.

H.R. 5105

To establish the United States International Development Finance Corporation, and for other purposes.

“Better Utilization of Investments Leading to Development Act of 2018.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Foreign Affairs Chairman Ed Royce occurred on July 16, 2018.

The exchange of letters was printed in the Congressional Record dated July 17, 2018 on pages H6330 and H6331.

H.R. 5515

To authorize appropriations for fiscal year 2019 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.

“John S. McCain National Defense Authorization Act for Fiscal Year 2019.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Armed Services Chairman William M. “Mac” Thornberry occurred on May 14, 2018.

The exchange of letters was printed in House Report 115–676, on page 505 and 506.

H.R. 6438

To amend the Homeland Security Act of 2002 to establish in the Department of Homeland Security an Unmanned Aircraft Systems Coordinator, and for other purposes.

“DHS Countering Unmanned Aircraft Systems Coordinator Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on September 4, 2018.

The exchange of letters was printed in the Congressional Record dated September 4, 2018 on page H7811.

Legislative and Oversight Activities: Hearings, Meetings, and Oversight Letters

HEARINGS

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA (SERIAL
NO. 115–1)

On February 1, 2017, the Committee held an oversight hearing to explore the importance of infrastructure to America’s job creators, and what sort of infrastructure investments must be made to prepare the Nation to take on the challenges of the 21st century. The hearing featured testimony from the following users of the Nation’s transportation networks and infrastructure, as well as labor: FedEx Corporation, Cargill Incorporated, BMW of North America, Vermeer Corporation, and the AFL–CIO.

OVERSIGHT OF U.S. AIRLINE CUSTOMER SERVICE (SERIAL NO. 115–13)

On May 2, 2017, the Committee held an oversight hearing to examine U.S. airlines' customer service policies and issues, and what can be done to improve the flying experience for American travelers. The Committee heard testimony from United Airlines, American Airlines, Alaska Airlines, Southwest Airlines, and the Consumers Union.

THE NEED TO REFORM THE FEDERAL AVIATION ADMINISTRATION AND AIR TRAFFIC CONTROL TO BUILD A 21ST-CENTURY AVIATION SYSTEM FOR AMERICA (SERIAL NO. 115–15)

On May 17, 2017, the Committee held a legislative and oversight hearing on Federal Aviation Administration reform, and in particular, the management of air traffic control services. The Committee heard testimony from the Office of the Inspector General of the Department of Transportation, National Air Traffic Controllers Association, the Reason Foundation, a former special assistant to President Clinton for economic policy, and Hartzell Propeller, Inc.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: FEDERAL AVIATION ADMINISTRATION AUTHORIZATION (SERIAL NO. 115–18)

On June 8, 2017, the Committee held a legislative and oversight hearing as part of a series of hearings held to prepare for the Federal Aviation Administration reauthorization bill. The Committee heard testimony from the Secretary of Transportation on the administration's priorities for FAA reform and authorization.

EMERGENCY RESPONSE AND RECOVERY: CENTRAL TAKEAWAYS FROM THE UNPRECEDENTED 2017 HURRICANE SEASON (SERIAL NO. 115–29)

On November 2, 2017, the Committee held a legislative and oversight hearing to review the lessons learned in the aftermath of the 2017 hurricane season, as well as the challenges and obstacles that may remain in the way of recovery. These discussions will inform long-term solutions and legislative proposals that will help speed smart recovery in the impacted communities. The Committee heard testimony from Members of Congress whose states and territories were impacted by these storms, the Federal Emergency Management Agency, the U.S. Coast Guard, the U.S. Army Corp of Engineers, and the Environmental Protection Agency.

EXAMINING THE ADMINISTRATION'S INFRASTRUCTURE PROPOSAL (SERIAL NO. 115–37)

On March 6, 2018, the Committee held a legislative hearing to examine the administration's infrastructure proposal, which encompassed a broad array of infrastructure sectors including highways, transit, aviation, rail, drinking and wastewater waterways, public buildings, brownfield and Superfund sites, energy, public lands, and veterans' hospitals. The Committee heard testimony from the Secretary of Transportation.

SUBCOMMITTEE ON AVIATION
U.S. HOUSE OF REPRESENTATIVES
115th CONGRESS

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Legislative Activities

Public Laws

**DISASTER TAX RELIEF AND AIRPORT AND AIRWAY EXTENSION ACT OF
2017**

PUBLIC LAW 115–63 (H.R. 3823)

Summary

TITLE I—FEDERAL AVIATION PROGRAMS

(Sec. 101) This bill reauthorizes for the period October 1, 2017, through March 31, 2018, the airport improvement program.

(Sec. 102) The following expiring authorities are extended through March 31, 2018: the competition disclosure requirement under a development project grant for a large hub airport or a medium hub airport; the eligibility for small airport grants of sponsors of airports in the Republic of the Marshall Islands, Federated States of Micronesia, and Republic of Palau; the air traffic control contract program; state and local government compatible land use planning and projects; Federal Aviation Administration (FAA) operations; the essential air service program and small community air service development program; Department of Transportation (DOT) authority to appropriate funds to acquire, establish, and improve air navigation facilities; and civil aviation research and development.

The DOT requirement to apportion amounts for airport planning and development and noise compatibility planning and programs to

sponsors of primary airports based on the number of passenger boardings is extended through FY2018.

The bill amends the Vision 100—Century of Aviation Reauthorization Act to extend through March 31, 2018: the authorization for airport development at Midway Island Airport, and the authority of any final order with respect to the eligibility for essential air service compensation.

The bill amends the FAA Modernization and Reform Act of 2012 to extend through: FY2018, the requirement for an Inspector General report on participation in FAA programs by disadvantaged small business concerns; and March 31, 2018, the pilot program for the redevelopment of airport properties, and the advisory committee for aviation consumer protection.

The bill amends the FAA Extension, Safety, and Security Act of 2016 to extend through March 31, 2018, the prohibition against the FAA discontinuing the contract weather observer program at any airport.

TITLE II—AVIATION REVENUE PROVISIONS

(Sec. 201) The bill amends the Internal Revenue Code to extend through March 31, 2018, the expenditure authority from the Airport and Airway Trust Fund.

(Sec. 202) The excise taxes on aviation fuels and the transportation of persons and property by air are extended through March 31, 2018.

TITLE III—EXPIRING HEALTH PROVISIONS

(Sec. 301) This section amends the Public Health Service Act to extend through the first quarter of FY2018: (1) the Teaching Health Center Graduate Medical Education Program, and (2) the Special Diabetes Program for Indians.

(The Teaching Health Center Graduate Medical Education Program provides payments to outpatient facilities to support training in primary care for medical and dental residents. The Special Diabetes Program for Indians provides funding for the Indian Health Service to award grants for the prevention and treatment of diabetes for American Indians and Alaska Natives.)

(Sec. 302) This section amends the Medicare IVIG Access and Strengthening Medicare and Repaying Taxpayers Act of 2012 to extend through 2020 the Medicare Patient Intravenous Immunoglobulin (IVIG) Demonstration Project. (The project provides payments to Medicare beneficiaries for items and services needed for the in-home administration of IVIG for the treatment of primary immune deficiency diseases. Immunoglobulin therapy is used to temporarily replace some of the antibodies that are missing or not working properly in people with the diseases.)

(Sec. 303) This section amends title XVIII (Medicare) of the Social Security Act to reduce funding for the Medicare Improvement Fund during and after FY2021.

TITLE V—TAX RELIEF FOR HURRICANES HARVEY, IRMA, AND MARIA

This title amends the Internal Revenue Code to allow various tax credits, deductions, and modifications to existing rules for individ-

uals and businesses affected by Hurricanes Harvey, Irma, and Maria.

(Sec. 501) This section specifies the areas and zones that are eligible for the tax provisions included in this title based on Presidential declarations under the Robert T. Stafford Disaster Relief and Emergency Assistance Act for Hurricanes Harvey, Irma, and Maria before September 21, 2017.

(Sec. 502) This section waives the 10% additional tax on early distributions from retirement plans for up to \$100,000 in distributions made on or after August 23, 2017, and before January 1, 2019.

The distributions must be made to an individual: (1) whose principal place of abode on specified dates was in a hurricane disaster area, and (2) who has sustained an economic loss by reason of Hurricanes Harvey, Irma, or Maria.

A taxpayer who has received such a distribution may: (1) repay the distribution by making additional contributions to a retirement account within three years, and (2) include the distribution in gross income by dividing the amount over a three-year period.

This section also: (1) permits individuals to recontribute funds to retirement plans if the funds were distributed for a home purchase in a hurricane disaster area that was cancelled on account of the hurricanes, and (2) increases the limit and extends the repayment deadline for loans from retirement plans.

(Sec. 503) This section allow an employee retention tax credit for employers affected by the hurricanes. The credit is equal to 40% of the qualified wages (up to \$6,000 per employee) paid to an employee whose principal place of employment on specified dates was in a hurricane disaster zone.

“Qualified wages” include wages that: (1) are paid or incurred on or after August 23, 2017, and before January 1, 2018; and (2) occurred during the period that begins when the trade or business became inoperable at the principal place of employment of the employee immediately before the hurricane and ends when the trade or business has resumed significant operations.

(Sec. 504) The bill modifies the deduction for charitable contributions to temporarily suspend the limitations on charitable contributions made before December 31, 2017, for relief efforts in the hurricane disaster areas.

The bill modifies the deduction for personal casualty losses in the hurricane disaster areas to eliminate: (1) the requirement for losses to exceed 10% of adjusted gross income to qualify for the deduction, and (2) the requirement to itemize.

For the purposes of determining earned income for the earned income tax credit and the child tax credit, taxpayers in the hurricane disaster areas may use earned income from the immediately preceding years.

The Department of the Treasury must pay: (1) to the U.S. Virgin Islands amounts equal to the loss in revenues to the U.S. Virgin Islands by reason of the provisions of this title, and (2) to Puerto Rico amounts equal to the aggregate benefits that would have been provided to residents of Puerto Rico by reason of the provisions of this title if a mirror code tax system had been in effect in Puerto Rico.

(Sec. 505) The bill designates this title as an emergency requirement pursuant to the Statutory Pay-As-You-Go Act of 2010 (PAYGO) and the FY2010 congressional budget resolution.

Legislative History

Sep. 25, 2017. Mr. Curbelo (FL) moved to suspend the rules and pass the bill.

Sep. 25, 2017. Considered under suspension of the rules.

Sep. 25, 2017. The House proceeded with forty minutes of debate on H.R. 3823.

Sep. 25, 2017. Considered as unfinished business.

Sep. 25, 2017. On motion to suspend the rules and pass the bill Failed by the Yeas and Nays: ($\frac{2}{3}$ required): 245–171 (Roll no. 530).

Sep. 26, 2017. Rules Committee Resolution H. Res. 538 Reported to House. Rule provides for consideration of H.R. 3823 with 1 hour of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. Measure will be considered read. Bill is closed to amendments. The amendment printed in the report of the Committee on Rules shall be considered as adopted. The rule also provides for suspension authority on the legislative day of September 28, 2017.

Sep. 27, 2017. Rule H. Res. 538 passed House.

Sep. 27, 2017. Considered under the provisions of rule H. Res. 538.

Sep. 27, 2017. Rule provides for consideration of H.R. 3823 with 1 hour of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. Measure will be considered read. Bill is closed to amendments. The amendment printed in the report of the Committee on Rules shall be considered as adopted. The rule also provides for suspension authority on the legislative day of September 28, 2017.

Sep. 27, 2017. The House proceeded with one hour of debate on H.R. 3823.

Sep. 27, 2017. The previous question was ordered pursuant to the rule.

Sep. 27, 2017. Pursuant to clause 1(c) of rule 19, further consideration of H.R. 3823 is postponed.

Sep. 28, 2017. Pursuant to clause 1(c) of rule 19, further consideration of H.R. 3823 resumed. (consideration: CR H7602–7614)

Sep. 28, 2017. Mr. Nadler moved to recommit with instructions to the Committee on Ways and Means. (text: CR H7603–7610)

Sep. 28, 2017.—The House proceeded with 10 minutes of debate on the Nadler motion to recommit with instructions. The instructions contained in the motion seek to report the same back to the House forthwith with an amendment to increase by \$1 billion the amount appropriated to Puerto Rico and the U.S. Virgin Islands.

Sep. 28, 2017. The previous question on the motion to recommit with instructions was ordered without objection.

Sep. 28, 2017. On motion to recommit with instructions Failed by the Yeas and Nays: 188–227 (Roll no. 541).

Sep. 28, 2017. On passage Passed by the Yeas and Nays: 264–155 (Roll no. 542). (text: CR 9/25/2017 H7457–7463)

Sep. 28, 2017. Motion to reconsider laid on the table Agreed to without objection.

Sep. 28, 2017. Received in the Senate, read twice.

Sep. 28, 2017. Measure laid before Senate by unanimous consent. (consideration: CR S6205)

Sep. 28, 2017. S.AMDT.1108 Amendment SA 1108 proposed by Senator McConnell for Senator Cassidy. (consideration: CR S6232; text: CR S6205)

To strike the provisions relating to development of a private flood insurance market.

Sep. 28, 2017. S.AMDT.1108 Amendment SA 1108 agreed to in Senate by Unanimous Consent.

Sep. 28, 2017. Passed Senate with an amendment by Voice Vote.

Sep. 28, 2017. Message on Senate action sent to the House.

Sep. 28, 2017. Mr. Smith (NE) asked unanimous consent to take from the Speaker's Table and agree to the Senate amendment.

Sep. 28, 2017. On motion that the House agree to the Senate amendment Agreed to without objection. (consideration: CR H7633)

Sep. 28, 2017. Motion to reconsider laid on the table Agreed to without objection.

Sep. 29, 2017. Presented to President.

Sep. 29, 2017. Signed by President.

Oct. 2, 2017. Became Public Law No: 115–63.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2018

PUBLIC LAW 115–91 (H.R. 2810)

Summary

This bill authorizes fiscal year 2018 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 appropriations to DOD for: (1) Procurement, including aircraft, missiles, weapons and tracked combat vehicles, ammunition, shipbuilding and conversion, space procurement, and other procurement; (2) Research, Development, Test, and Evaluation; (3) Operation and Maintenance; (4) Working Capital Funds; (5) the Joint Urgent Operational Needs Fund; (6) Chemical Agents and Munitions Destruction; (7) Drug Interdiction and Counter-Drug Activities; (8) the Defense Inspector General; (9) the Defense Health Program; (10) the Armed Forces Retirement Home; (11) Overseas Contingency Operations; and (12) Military Construction.

The bill also authorizes the fiscal year 2018 personnel strength for active duty and reserve forces and sets forth policies regarding compensation and other personnel benefits, the Ready Reserve Force and Military Sealift Command surge fleet, and matters relating to foreign nations.

The Committee worked with the Committee on Armed Services to clear provisions in H.R. 2810 within the Committee on Transportation and Infrastructure's jurisdiction.

Legislative History

Oct. 12, 2017. Mr. Thornberry asked unanimous consent that the House disagree to the Senate amendment, and request a conference. (consideration: CR H8004–8008, H8008–8009, H8009–8010).

Oct. 12, 2017. On motion that the House disagree to the Senate amendment, and request a conference Agreed to without objection.

Oct. 12, 2017. Mr. Langevin moved that the House instruct conferees. (consideration: CR H8004–8008, H8008–8009, H8009–8010; text as House agreed to Senate amendment: CR H8004)

Oct. 12, 2017. The House proceeded with one hour of debate on the Langevin motion to instruct conferees on H.R. 2810. The instructions contained in the motion seek to require the managers on the part of the House to disagree with subsection (c) of section 336 of the Senate amendment, to recede from section 1064 of the House bill and to disagree with section 1087 of the Senate amendment.

Oct. 12, 2017. The previous question was ordered without objection.

Oct. 12, 2017. On motion that the House instruct conferees Failed by the Yeas and Nays: 184–237 (Roll no. 564).

Oct. 12, 2017. Mr. Thornberry moved that the House to close portions of the conference.

Oct. 12, 2017. On motion to close portions of the conference Agreed to by the Yeas and Nays: 414–8 (Roll no. 565).

Oct. 12, 2017. Motion to reconsider laid on the table Agreed to without objection.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Armed Services for consideration of the House bill and the Senate amendment, and modifications committed to conference: Thornberry, Wilson (SC), LoBiondo, Bishop (UT), Turner, Rogers (AL), Franks (AZ), Shuster, Conaway, Lamborn, Wittman, Coffman, Hartzler, Scott, Austin, Cook, Stefanik, Knight, Bacon, Smith (WA), Brady (PA), Davis (CA), Langevin, Larsen (WA), Cooper, Bordallo, Courtney, Tsongas, Garamendi, Speier, Veasey, and Gabbard.

Oct. 12, 2017. The Speaker appointed conferees—from the Permanent Select Committee on Intelligence for consideration of matters within the jurisdiction of that committee under clause 11 of rule X: Nunes, Stewart, and Schiff.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on the Budget for consideration of sec. 1262 of the House bill, and sec. 4 of the Senate amendment, and modifications committed to conference: Johnson (OH), Bergman, and Yarmuth.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Education and the Workforce for consideration of secs. 221, 551, 555, and 3509 of the House bill, and secs. 236, 551–53, 3116, 5508, and 6001 of the Senate amendment, and modifications committed to conference: Foxx, Byrne, and Scott (VA).

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Energy and Commerce for consideration of secs. 313, 314, 601, 723, 727, 729, 732, 3118, and 3122 of the House bill, and secs. 601, 701, 725, 732, 1089A, 1625, and 3114 of the Senate amendment, and modifications committed to conference: Walden, Barton, and Pallone.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Financial Services for consideration of sec. 862 of the Senate amendment, and modifications committed to conference: Barr, Williams, and Waters, Maxine.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Foreign Affairs for consideration of secs. 864, 1032, 1039, 1040, 1058, 1201, 1203–05, 1211, 1222, 1223, 1231, 1232, 1234, 1243, 1246, 1247, 1265, 1270A, 1272, 1276, 1278, 1280, 1301, 1302, 1521, 1522, 1687, 2841, and 3117 of the House bill, and secs. 111, 861, 867, 1011, 1203–05, 1212, 1213, 1231–33, 1241–45, 1250, 1261–63, 1270B, 1270C, 1282, 1283, 1301, 1302, 1531, and 1651 of the Senate amendment, and modifications committed to conference: Royce (CA), Donovan, and Engel.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on the Judiciary for consideration of secs. 515, 1062, 1063, 1067, 1080, 1695, 2843, and 3510 of the House bill, and secs. 520A, 529, 1035, 1081, 1083, 1217, 1264, and 14013 of the Senate amendment, and modifications committed to conference: Goodlatte, Issa, and Conyers.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Natural Resources for consideration of secs. 601, 1062, 1265, 2827, 2828, 2831, 2832, 2844, 2863, subtitle F of title XXVIII, and sec. 2863 of the House bill, and secs. 311, 338, 601, 1263, 1264, 2850, and 12801 of the Senate amendment, and modifications committed to conference: Westerman, Cheney, and Grijalva.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Oversight and Government Reform for consideration of secs. 323, 501, 801, 803, 859–860A, 873, and 1101–09 of the House bill, and secs. 218, 544, 557, 801, 812, 821, 822, 829, 852, 902, 931, 934, 938, 1045, 1093, 1094, 1101, 1102, 1104–06, 1111–13, 2821, 2822, 6005, 6012, 10804, 11023–25, and 11603 of the Senate amendment, and modifications committed to conference: Meadows, Ross, and Lynch.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Science, Space, and Technology for consideration of sec. 223 of the House bill and secs. 897, 898, 1662–64, and 6002 of the Senate amendment, and modifications committed to conference: Smith (TX), Lucas, and Johnson, E.B.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Small Business for consideration of secs. 801, 860B, 867, 1701–04, 1711–13, 1721–23, 1731–37, and 1741 of the House bill, and secs. 854, 862, 897, 898, 899C, 10801, and 10802 of the Senate amendment, and modifications committed to conference: Chabot, Kelly (MS), and Velázquez.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Transportation and Infrastructure for consideration of secs. 122, 311, 546, 601, 1082, 1617, 1695, 3501, 3502, 3505, and 3507–10 of the House bill, and secs. 331, 601, 1048, 6002, 13501, 13502, 13508, 13513, 13607, and 14013 of the Senate amendment, and modifications committed to conference: Graves (MO), Hunter, and Bustos.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Veterans' Affairs for consideration of secs. 572, 573, 576, 578, 1077, and 2841 of the House bill, and secs. 731, 1084, 1088,

1264, 11001, 11008, and 14004 of the Senate amendment, and modifications committed to conference: Roe (TN), Bilirakis, and Walz.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Ways and Means for consideration of sec. 701 of the Senate amendment, and modifications committed to conference: Tiberi, Walorski, and Neal.

Oct. 25, 2017. Conference held.

Nov. 8, 2017. Conferees agreed to file conference report.

Nov. 9, 2017. Conference report H. Rept. 115–404 filed. (text of conference report: CR H8701–9136)

Nov. 9, 2017. Conference papers: Senate report and manager’s statement held at the desk in Senate.

Nov. 13, 2017. Rules Committee Resolution H. Res. 616 Reported to House. The resolution provides for one hour of general debate and closed rule for H.R. 2874. Also, the resolution provides for consideration of the conference report to accompany H.R. 2810.

Nov. 14, 2017. Rule H. Res. 616 passed House.

Nov. 14, 2017. Mr. Thornberry brought up conference report H. Rept. 115–404 for consideration under the provisions of H. Res. 616. (consideration: CR H9200–9209)

Nov. 14, 2017. The House proceeded with 1 hour of debate on the Conference report to accompany H.R. 2810.

Nov. 14, 2017. The previous question was ordered pursuant to the rule.

Nov. 14, 2017. The House proceeded to consider the conference report H. Rept. 115–404 as unfinished business. (consideration: CR H9238–9239)

Nov. 14, 2017. On agreeing to the conference report Agreed to by the Yeas and Nays: 356–70 (Roll no. 631).

Nov. 14, 2017. Motions to reconsider laid on the table Agreed to without objection.

Nov. 16, 2017. Conference papers: message on House action held at the desk in Senate.

Nov. 16, 2017. Conference report considered in Senate.

Nov. 16, 2017. Senate agreed to conference report by Voice Vote.

Nov. 16, 2017. Message on Senate action sent to the House.

Nov. 30, 2017. Presented to President.

Dec. 12, 2017. Signed by President.

Dec. 12, 2017. Became Public Law No: 115–91.

JOHN S. MCCAIN NATIONAL DEFENSE AUTHORIZATION ACT FOR
FISCAL YEAR 2019

PUBLIC LAW 115–232 (H.R. 5515)

Summary

This bill authorizes fiscal year 2018 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.

Legislative History

June 27, 2018. Mr. Thornberry asked unanimous consent that the House disagree to the Senate amendment, and request a conference. (consideration: CR H5782–5783; text: CR H5782)

June 27, 2018. On motion that the House disagree to the Senate amendment, and request a conference Agreed to without objection.

June 27, 2018. Mr. Carbajal moved that the House instruct conferees.

June 27, 2018. The House proceeded with one hour of debate on the Carbajal motion to instruct conferees on H.R. 5515. The instructions contained in the motion seek to require the managers on the part of the House to agree to section 703 of the Senate bill.

June 27, 2018. The previous question was ordered without objection.

June 27, 2018. On motion that the House instruct conferees Failed by the Yeas and Nays: 188–231 (Roll No. 300).

June 27, 2018. Mr. Thornberry moved to close portions of the conference.

June 27, 2018. On Closing Portions of the Conference Agreed to by the Yeas and Nays: 403–15 (Roll no. 301).

June 27, 2018. Motion to reconsider laid on the table Agreed to without objection.

June 27, 2018. The Speaker appointed conferees—from the Committee on Armed Services for consideration of the House bill and the Senate amendment, and modifications committed to conference: Thornberry, Wilson (SC), LoBiondo, Bishop (UT), Turner, Rogers (AL), Shuster, Conaway, Lamborn, Wittman, Coffman, Hartzler, Scott, Austin, Cook, Byrne, Stefanik, Bacon, Banks (IN), Smith (WA), Davis (CA), Langevin, Cooper, Bordallo, Courtney, Tsongas, Garamendi, Speier, Veasey, Gabbard, O'Rourke, and Murphy (FL).

June 27, 2018. The Speaker appointed conferees—from the Committee on Energy and Commerce for consideration of title XVII of the Senate amendment, and modifications committed to conference: Latta, Johnson (OH), and Pallone.

June 27, 2018. The Speaker appointed conferees—from the Committee on Financial Services for consideration of title XVII of the Senate amendment, and modifications committed to conference: Hensarling, Barr, and Waters, Maxine.

June 27, 2018. The Speaker appointed conferees—from the Committee on Foreign Affairs for consideration of title XVII of the Senate amendment, and modifications committed to conference: Royce (CA), Kinzinger, and Engel.

June 27, 2018. Message on House action received in Senate and at desk: House requests a conference.

July 3, 2018. The Speaker appointed additional conferees—from the Permanent Select Committee on Intelligence for consideration of matters within the jurisdiction of that committee under clause 11 of rule X: Nunes, Stewart, and Schiff.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on the Budget for consideration of secs. 1252 and 1523 of the House bill, and secs. 4, 1002, 1032, and 1721 of the Senate amendment, and modifications committed to conference: Womack and Yarmuth.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Education and the Workforce for consideration of secs. 228, 563, 564, 1094, and 3120C of the House bill, and secs. 561–63 of the Senate amendment, and modifications committed to conference: Foxx and Scott (VA).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Energy and Commerce for consideration of secs. 701, 712, 1083, 1096, 3111–13, 3118, 3119, 3132, and 4305 of the House bill, and secs. 315, 601, 714, 3111–15, 5802, and 7509 of the Senate amendment, and modifications committed to conference: Walden, Hudson, and Pallone.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Financial Services for consideration of 1299O–2 and 1236 of the House bill, and modifications committed to conference: Hensarling, Barr, and Waters, Maxine.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Foreign Affairs for consideration of secs. 346, 1042, 1202–06, 1210, 1211, 1221–23, 1230A, 1230D, 1230F, 1231, 1234, 1236, 1237, 1239, 1240, 1254–56, 1264, 1267, 1268, 1271, 1274, 1276, 1278, 1280, 1282, 1288, 1299O–1, 1299O–2, 1299O–3, 1299O–4, 1301, 1302, 1521, 1522, and 3116 of the House bill, and secs. 331, 1061, 1063, 1201–04, 1207, 1211, 1213, 1221–23, 1231–33, 1241, 1244, 1245, 1261, 1262, 1264–66, 1269, 1301, 1302, 1531, 1622, 1623, 1654, 3113, 3116, 6002, 6202–04, 6701, and 6702 of the Senate amendment, and modifications committed to conference: Royce (CA), Mast, and Engel.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Homeland Security for consideration of sec. 1634 of the House bill, and modifications committed to conference: McCaul, Ratcliffe, and Thompson (MS).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on the Judiciary for consideration of secs. 826, 1043, 1050B, 1073, 1074, 1079, 1085, 1087, 1090, 1299O–2, 4319, and 4710 of the House bill, and secs. 1025, 1035 and 1715 of the Senate amendment, and modifications committed to conference: Goodlatte, Sensenbrenner, and Nadler.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Natural Resources for consideration of secs. 313, 314, 316, 342, 1043, 1076, 1079, 2822, 2830, 2830A, 2831, 2832, 2845–47, 3402, 3549, 4810, 4837, division E, and sec. 6101 of the House bill, and secs. 601, 2833, 2836, and 7518 of the Senate amendment, and modifications committed to conference: Westerman and Grijalva.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Oversight and Government Reform for consideration of secs. 506, 511, 569, 822, 831, 832, 834, 835, 860, 875, 880–84, 886, 917, 1101–11, 4711, and 4829 of the House bill, and secs. 568, 595, 607, 632, 702, 813, 902, 937, 1101–05, 1122–25, 1254B, 1628, 1639, 1640, 1716, 1726, 2835, and 6702 of the Senate amendment, and modifications committed to conference: Sanford, Ross, and Lynch.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Science, Space, and Technology for consideration of secs. 854, 858, and 1603 of the House bill, and secs. 893 and

1604 of the Senate amendment, and modifications committed to conference: Smith (TX), Lucas, and Johnson, E.B.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Small Business for consideration of secs. 811, 851–58, 861, 863–68, and 2803 of the House bill, and secs. 893, 1626, and 6006 of the Senate amendment, and modifications committed to conference: Chabot, Knight, and Velázquez.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Transportation and Infrastructure for consideration of secs. 518, 554, 883, 1044, 1049, 1050B, 1075, 1095, 1111, 2848, 3501, 3504, 3522–25, 3528, 3529, and division D of the House bill, and secs. 153, 556, 601, 1604, 3501, 3502, 7501, 7502, 7507–09, 7515, and 7517 of the Senate amendment, and modifications committed to conference: Comstock and Brownley (CA).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Veterans' Affairs for consideration of secs. 547, 552, 582, 1411, and 2844 of the House bill, and secs. 721, 726, and 1431 of the Senate amendment, and modifications committed to conference: Roe (TN), Poliquin, and Walz.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Ways and Means for consideration of sec. 701 of the House bill, and sec. 6201 of the Senate amendment, and modifications committed to conference: Reichert, Roskam, and Neal.

July 3, 2018. The Speaker appointed a conferee for consideration of secs. 313, 314, 316, 342, 1043, 1076, 1079, 1252, 1523, 2822, 2830, 2830A, 2831, 2832, 2845–47, 3402, 3549, 4810, 4837, division E, and sec. 6101 of the House bill and secs. 4, 601, 1002, 1032, 1721, 2833, 2836, and 7518 of the Senate amendment, and modifications committed to conference: Bergman.

July 3, 2018. The Speaker appointed a conferee for consideration of secs. 228, 518, 554, 563, 564, 883, 1044, 1049, 1050B, 1075, 1094, 1095, 1111, 2848, 3120C, 3501, 3504, 3522–25, 3528, 3529, and division D of the House bill and secs. 153, 556, 561–63, 601, 1604, 3501, 3502, 7501, 7502, 7507–09, 7515, and 7517 of the Senate amendment, and modifications committed to conference: Lewis (MN).

July 10, 2018. Measure laid before Senate by unanimous consent.

July 10, 2018. Motion to insist on Senate amendment to House bill, agree to request for conference, and authorize the Presiding Officer to appoint conferees made in Senate.

July 10, 2018. Motion to insist on Senate amendment to House bill, agree to request for conference, and authorize the Presiding Officer to appoint conferees agreed to in Senate by Yea-Nay Vote. 91–8. Record Vote Number: 147.

July 10, 2018. Senate insists on its amendment, agrees to request for conference, and authorizes the Presiding Officer to appoint conferees.

July 10, 2018. Motion by Senator Cornyn to instruct Senate conferees made in Senate.

July 10, 2018. Motion by Senator Cornyn to instruct Senate conferees (Committee on Foreign Investment) agreed to in Senate by Yea-Nay Vote. 97–2. Record Vote Number: 148.

July 10, 2018. Motion by Senator Reed to instruct Senate conferees made in Senate.

July 10, 2018. Motion by Senator Reed to instruct Senate conferees (NATO) agreed to in Senate by Yea-Nay Vote. 97–2. Record Vote Number: 149.

July 10, 2018. Senate appointed conferees. McCain; Inhofe; Wicker; Fischer; Cotton; Rounds; Ernst; Tillis; Sullivan; Perdue; Cruz; Graham; Sasse; Scott; Crapo; Reed; Nelson; McCaskill; Shaheen; Gillibrand; Blumenthal; Donnelly; Hirono; Kaine; King; Heinrich; Warren; Peters; Brown.

July 11, 2018. Message on Senate action sent to the House.

July 23, 2018. Conference report H. Rept. 115–863 filed.

July 24, 2018. Conference papers: Senate report and manager's statement held at the desk in Senate.

July 24, 2018. House recommitted the conference report pursuant to H. Res. 1019.

July 24, 2018. House recommitted the conference report pursuant to H. Res. 1019.

July 25, 2018. Conference report H. Rept. 115–874 filed. (text of conference report: CR H7202–7637)

July 25, 2018. Rules Committee Resolution H. Res. 1027 Reported to House. Rule provides for consideration of the conference report to H.R. 5515.

July 25, 2018. Conference papers: Senate report and manager's statement held at the desk in Senate.

July 26, 2018. Rule H. Res. 1027 passed House.

July 26, 2018. Mr. Thornberry brought up conference report H. Rept. 115–874 for consideration under the provisions of H. Res. 1027. (consideration: CR H7699–7709)

July 26, 2018. The House proceeded with one hour of debate on the conference report to accompany H.R. 5515.

July 26, 2018. The House resumed debate on the conference report to accompany H.R. 5515.

July 26, 2018. The previous question was ordered pursuant to the rule.

July 26, 2018. On agreeing to the conference report Agreed to by the Yeas and Nays: 359–54 (Roll no. 379). (consideration: CR H7708–7709)

July 26, 2018. Motions to reconsider laid on the table Agreed to without objection.

July 26, 2018. Conference papers: message on House action held at the desk in Senate.

July 26, 2018. Conference report considered in Senate. (consideration: CR S5412–5417)

July 26, 2018. Cloture motion on the conference report to accompany H.R. 5515 presented in Senate. (CR S5412)

Aug. 1, 2018. Conference report considered in Senate. (consideration: CR S5538–5543)

Aug. 1, 2018. Cloture motion on the conference report to accompany H.R. 5515 withdrawn by unanimous consent in Senate.

Aug. 1, 2018. Senate agreed to conference report by Yea-Nay Vote. 87–10. Record Vote Number: 181.

Aug. 1, 2018. Message on Senate action sent to the House.

Aug. 3, 2018. Presented to President.

Aug. 13, 2018. Signed by President.

Aug. 13, 2018. Became Public Law No: 115–232.

TO EXTEND THE AUTHORIZATIONS OF FEDERAL AVIATION PROGRAMS,
TO EXTEND THE FUNDING AND EXPENDITURE AUTHORITY OF THE
AIRPORT AND AIRWAY TRUST FUND, AND FOR OTHER PURPOSES

PUBLIC LAW 115–250 (H.R. 6897)

Summary

This bill extended the authorization of Federal aviation programs, including programs of the FAA, and authority to collect aviation taxes for deposit into the Airport and Airway Trust Fund by seven days to October 7, 2018. The bill also directed that the FAA calculate airport grant apportionments under the Airport Improvement Program for fiscal 2019 on October 8, 2018. The bill allowed additional time for the *FAA Reauthorization Act of 2018*, which passed the same day as the bill, to be considered in the Senate.

Legislative History

Sep. 26, 2018. Mr. Shuster asked unanimous consent to discharge from committee and consider.

Sep. 26, 2018. Committee on Transportation discharged.

Sep. 26, 2018. Committee on Ways and Means discharged.

Sep. 26, 2018. Considered by unanimous consent. (consideration: CR H9060)

Sep. 26, 2018. On passage Passed without objection. (text: CR H9060)

Sep. 26, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 26, 2018. Received in the Senate, read twice.

Sep. 28, 2018. Passed Senate without amendment by Unanimous Consent.

Sep. 28, 2018. Message on Senate action sent to the House.

Sep. 28, 2018. Presented to President.

Sep. 29, 2018. Signed by President.

Sep. 29, 2018. Became Public Law No: 115–250.

FAA REAUTHORIZATION ACT OF 2018

PUBLIC LAW 115–254 (H.R. 302)

Summary

Division B of this bill reauthorizes the FAA and Federal aviation programs through fiscal year 2023. It maintains reforms to programs that facilitate air service to small and rural airports and provides steady funding for the Airport Improvement Program. H.R. 302 removes unnecessary restrictions on the Passenger Facility Charge (PFC), allowing airports to more effectively finance projects that improve airport infrastructure and benefit the traveling public, and streamlines the PFC application process to increase airport flexibility in financing projects and reduce both airport and federal administrative costs. It directs the FAA to conduct a future aviation infrastructure and financing study to assess aviation infrastructure needs and potential funding sources.

The bill provides the FAA with a number of tools, methods, and strategies to mitigate the impact of airport noise on communities

neighboring airports. Among these tools, the bill requires the FAA to study the potential health impacts of overflight noise and consider the feasibility of amending existing departure procedures over noise sensitive areas.

Under the bill, the Federal Contract Tower Program is continued and reformed to enable new towers to enter the program. H.R. 302 also updates the FAA's out of date cost benefit analysis for current contract towers. The bill creates a remote air traffic control tower pilot program, deploying new advanced technologies in a way that will lower the cost of air traffic control services. The bill includes a provision that gives the FAA authority to release airports from additional land restrictions without Congressional approval. It requires large and medium commercial airports to provide clean, private rooms in every terminal for nursing mothers.

This bill reforms the FAA's aircraft certification processes in a number of ways. It directs the FAA to fully utilize its existing authority to delegate certain certification functions to approved persons and entities. The bill also improves the FAA workforce training and development for FAA inspectors and engineers, and provides for greater FAA collaboration with industry and labor stakeholders, as well as increased transparency and accountability for both the FAA and industry. H.R. 302 includes reforms to ensure consistency in regulatory interpretation among the FAA regional offices and headquarters, and addresses delays in foreign certification of U.S. products abroad. It requires the FAA to promote U.S. aerospace safety standards abroad. Additionally, the bill includes provisions to permit the reintroduction of civil supersonic aircraft.

H.R. 302 improves aviation safety. The bill requires a review of runway safety programs; crash resistant fuel systems in newly manufactured rotorcraft; and pilot training on manual flying skills and how to monitor aircraft automation systems. It also provides a robust approach to address transportation of lithium batteries by air. The bill addresses general aviation safety by mandating an in-depth study of past general aviation (GA) accidents to evaluate lessons learned and develop recommendations to improve GA. It also streamlines the approval processes for the installation of safety-enhancing technologies on small GA airplanes. Finally, the bill imposes new flight attendant rest requirements; mandates a review of existing aircraft cabin evacuation certification processes; and addresses sexual misconduct on aircraft.

The bill includes a number of provisions to address aviation consumer needs. It prohibits the involuntary bumping of passengers once they have been cleared to board the aircraft; prohibits the use of cell phones and mobile devices for voice communications during commercial flights; and directs the FAA to establish minimum seat size requirements, including width, length, and pitch, necessary for passenger safety. The bill requires airlines, in the event of a widespread disruption of their computer systems, to post via a prominent link on their website what services the airline will provide impacted passengers. H.R. 302 also extends the Advisory Committee for Aviation Consumer Protection that was created in the FAA Modernization and Reform Act of 2012 through the end of fiscal year 2023.

H.R. 302 takes multiple steps to improve the travel experience for aviation consumers with disabilities. The bill requires DOT to address issues regarding restroom accessibility, service animals, and in-flight entertainment systems for passengers with disabilities, and mandates studies on airport accessibility, airline employee training, and in-cabin wheelchair restraint systems. It also requires DOT to issue an Airline Passengers with Disabilities Bill of Rights and creates an advisory committee on issues related to the air travel needs of passengers with disabilities.

H.R. 302 advances the safe integration of unmanned aircraft into the National Airspace System. The bill establishes for the FAA to accept consensus safety standards for the design and manufacture of small UAS. It creates a regulatory framework for authorizing the carriage of property using small UAS. The bill also creates a new framework for the safe recreational operations of UAS such as model aircraft. H.R. 302 also creates new penalties for unsafe or unlawful operations of UAS. The bill improves transparency in the regulatory process for approving certain advanced operations of small UAS. The bill also codifies the UAS integration pilot program established by the Department of Transportation. The bill also strengthens privacy protections related to UAS operations. Finally, H.R. 302 creates a comprehensive framework for the deployment of UAS traffic management systems.

Division C of this bill reauthorizes the National Transportation Safety Board through fiscal year 2022 and makes reforms to its operations. Specifically, the enhances public understanding of NTSB's safety recommendations by requiring a report on the "Most Wanted List" selection process and a methodology section to accompany each recommendation. Further, the bill promotes collaboration and communication among NTSB members by allowing, with robust disclosure requirements, a majority of members to meet privately and discuss official business. In addition, it expands access to assistance for families of rail and aviation accident victims. The bill also increases transparency of the Board by created a multimodal accident database management system for investigations and by adding still images to the items the NTSB may disclose during the course of an investigation.

Legislative History

Sep. 26, 2018. House agreed to Senate amendment with an amendment pursuant to H.Res. 1082.

Sep. 28, 2018. Message on House action received in Senate and at desk: House amendment to Senate amendment.

Sep. 28, 2018. Motion to proceed to consideration of measure agreed to in Senate by Voice Vote.

Sep. 28, 2018. Measure laid before Senate by motion.

Sep. 28, 2018. Motion by Senator McConnell to concur in the House amendment to the Senate amendment to H.R. 302 made in Senate.

Sep. 28, 2018. Cloture motion on the motion to concur in the House amendment to the Senate amendment to H.R. 302 presented in Senate.

Sep. 28, 2018. Motion by Senator McConnell to concur in the House amendment to the Senate amendment to H.R. 302 with an amendment (SA 4026) made in Senate.

Sep. 28, 2018. S.AMDT.4026 Amendment SA 4026 proposed by Senator McConnell. To change the enactment date.

Sep. 28, 2018. S.AMDT.4027 Amendment SA 4027 proposed by Senator McConnell to Amendment SA 4026. Of a perfecting nature.

Sep. 28, 2018. Motion by Senator McConnell to refer to Senate Committee on Commerce, Science, and Transportation the House message to accompany H.R. 302 with instructions to report back forthwith with the following amendment (SA 4028) made in Senate.

Sep. 28, 2018. S.AMDT.4028 Amendment SA 4028 proposed by Senator McConnell. To change the enactment date.

Sep. 28, 2018. S.AMDT.4029 Amendment SA 4029 proposed by Senator McConnell to Amendment SA 4028 (the instructions of the motion to refer). Of a perfecting nature.

Sep. 28, 2018. S.AMDT.4030 Amendment SA 4030 proposed by Senator McConnell to Amendment SA 4029. Of a perfecting nature.

Oct. 1, 2018. S.AMDT.4026 Considered by Senate (Message from the House considered). (consideration: CR S6408)

Oct. 1, 2018. S.AMDT.4027 Considered by Senate (Message from the House considered). (consideration: CR S6408)

Oct. 1, 2018. S.AMDT.4028 Considered by Senate (Message from the House considered). (consideration: CR S6408)

Oct. 1, 2018. S.AMDT.4029 Considered by Senate (Message from the House considered). (consideration: CR S6408)

Oct. 1, 2018. S.AMDT.4030 Considered by Senate (Message from the House considered). (consideration: CR S6408)

Oct. 1, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6408–6416)

Oct. 1, 2018. Cloture on the motion to concur in the House amendment to the Senate amendment to H.R. 302 invoked in Senate by Yea-Nay Vote. 90–7. Record Vote Number: 219. (CR S6409)

Oct. 1, 2018. Motion by Senator McConnell to refer to Senate Committee on Commerce, Science, and Transportation the House message to accompany H.R. 302 with instructions to report back forthwith with the following amendment (SA 4028) fell when cloture was invoked on the motion to concur in the House amendment to the Senate amendment to H.R. 302 in Senate.

Oct. 1, 2018. S.AMDT.4028 SA 4028 fell when cloture was invoked on the motion to concur in the House amendment to the Senate amendment to H.R. 302.

Oct. 1, 2018. S.AMDT.4029 SA 4029 fell when SA 4028 fell.

Oct. 1, 2018. S.AMDT.4030 SA 4030 fell when SA 4029 fell.

Oct. 2, 2018. S.AMDT.4026 Considered by Senate (Message from the House considered). (consideration: CR S6417)

Oct. 2, 2018. S.AMDT.4027 Considered by Senate (Message from the House considered). (consideration: CR S6417)

Oct. 2, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6417–6428; S6428–6451)

Oct. 3, 2018. S.AMDT.4026 Considered by Senate (Message from the House considered).

Oct. 3, 2018. S.AMDT.4027 Considered by Senate (Message from the House considered).

Oct. 3, 2018. Considered by Senate (Message from the House considered).

Oct. 3, 2018. Senate agreed to the House amendment to the Senate amendment to H.R. 302 by Yea-Nay Vote. 93–6. Record Vote Number: 220.

Oct. 3, 2018. Motion by Senator McConnell to concur in the House amendment to the Senate amendment to H.R. 302 with an amendment (SA 4026) was rendered moot when the motion to concur in the House amendment to the Senate amendment to H.R. 302 was agreed to in Senate.

Oct. 3, 2018. S.AMDT.4026 SA 4026 fell when the motion to concur in the House amendment to the Senate amendment to H.R. 302 with an amendment (SA 4026) was rendered moot.

Oct. 3, 2018. S.AMDT.4027 SA 4027 fell when SA 4026 fell.

Oct. 3, 2018. Message on Senate action sent to the House.

Oct. 4, 2018. Presented to the President.

Oct. 5, 2018. Signed by the President.

Oct. 5, 2018. Became Public Law No. 114–254.

Pending in the Senate

FAA REAUTHORIZATION ACT OF 2018

PENDING IN THE SENATE (H.R. 4)

Summary

H.R. 4, the FAA Reauthorization Act of 2018, reauthorizes Federal aviation programs, including those of the Federal Aviation Administration (FAA) through fiscal year 2023. H.R. 4 provides five years of stable funding for the Airport Improvement Program (AIP) which issues grants to public use airports for planning and development purposes and is an essential part of maintaining long-term sustainability of airports of all sizes. The bill removes unnecessary restrictions on the Passenger Facility Charge allowing airports to more effectively finance projects that improve airport infrastructure and benefit the traveling public, and streamlines the PFC application process. H.R. 4 restores funding for three years to unclassified airports without a classified status in the National Plan of Integrated Airport Systems (NPIAS).

The bill addresses airport noise and environmental issues, two of the largest issues for communities around airports. The bill provides the FAA with a number of tools, methods, and strategies to mitigate the impact of airport noise and the communities neighboring airports. Among these tools, the bill requires the FAA to study the potential health impacts of overflight noise and consider the feasibility of amending existing departure procedures over noise sensitive areas.

Under the bill, the critically important Federal Contract Tower Program is continued and reformed to enable new towers to enter the program and updates the FAA's out of date cost benefit analysis for current contract towers. The bill creates a remote air traffic control tower pilot program, deploying new advanced technologies in a way that will lower the cost of air traffic control services. The

bill includes a provision that gives the FAA authority to release airports from additional land restrictions without Congressional approval. It requires large and medium commercial airports to provide clean, private rooms in every terminal for nursing mothers.

The bill reforms the FAA's safety certification programs by ensuring collaboration between the FAA and stakeholders to streamline certification and regulatory processes. H.R. 4 allows manufacturers to benefit from consistent regulatory interpretation among FAA offices, enables manufacturers to fully utilize delegated certification authorities, and addresses delays in foreign certification of U.S. products.

H.R. 4 enhances aviation safety by furthering the FAA's safety mission, ensuring efficient utilization of safety workforce, and enhancing safety workforce training. It strengthens voluntary safety reporting programs for pilots, addresses alternative methods of tracking aircraft over oceans, streamlines approval process for safety-enhancing technologies on small GA airplanes, and provides a robust approach to address transportation of lithium batteries by air.

The bill includes a number of provisions to address aviation consumer needs. It prohibits the involuntary bumping of passengers once they have already boarded the plane; prohibits the use of cell phones and mobile devices for voice communications during commercial flights; and directs the FAA to establish minimum seat size requirements, including width, length, and pitch, necessary for passenger health and safety. H.R. 4 ensures airlines are transparent with respect to government-imposed taxes and fees that will be added to the base fare of a ticket, so the consumer knows exactly what they will be paying, and ensures consumers can voice complaints through the consumer complaints hot-line and by using new technologies, such as smart phone applications, to facilitate these complaints. It requires airlines, in the event of a widespread disruption of their computer systems, to post via a prominent link on their website what services the airline will provide impacted passengers. H.R. 4 also extends the Advisory Committee for Aviation Consumer Protection that was created in the FAA Modernization and Reform Act of 2012 through the end of Fiscal Year 2023.

H.R. 4 takes multiple steps to improve the travel experience for aviation consumers with disabilities. The bill requires DOT to address issues regarding restroom accessibility, service animals on-board planes, and in-flight entertainment systems for passengers with disabilities, and mandates studies on airport accessibility, airline employee training, and in-cabin wheelchair restraint systems. Finally, it establishes the Select Subcommittee for Aviation Consumers with Disabilities to advise the Secretary and the Advisory Committee for Aviation Consumer Protection on issues related to the air travel needs of passengers with disabilities.

H.R. 4 addresses the unique needs of the fast-growing unmanned aircraft systems (UAS) segment. It establishes processes to accelerate implementation of low-altitude unmanned aircraft system traffic management (UTM) system. It also establishes an air carrier certificate for operators of small unmanned aircraft, expedites the safe deployment of commercial UAS by creating a risk-based permitting process, fosters the development of sense-and-avoid

technology at UAS test ranges, and establishes a streamlined process for the FAA to permit the operation of small UAS for certain uses. The bill requires a DOT study on the privacy implications of UAS operations, directs the DOT Inspector General (IG) to assess the FAA's small UAS registration system and to study the potential roles of state and local governments in regulating low-altitude UAS operations, and requires the FAA to develop and track metrics to assess compliance with and effectiveness of the agency's UAS registration system. Finally, the bill tasks FAA with streamlining regulations for the safe operation of micro-drones, requires the Comptroller General to study financing options related to the regulation and oversight of UAS, and increases transparency by requiring the FAA to publish information on approved small UAS waivers and airspace authorizations, and to provide real time data on the status of applications for small UAS waivers and airspace authorizations.

Lastly, the bill expedites the safe deployment of commercial UAS by creating a risk-based permitting process for commercial operations. H.R. 4 fosters the development of sense-and-avoid and beyond line of sight systems at UAS test ranges and establishes a streamlined process for the FAA to permit the operation of small UAS for certain uses. The bill also creates improvements and transparency in the regulatory process for operating small UAS and establishes a review of interagency coordination related to use of counter UAS systems in the National Airspace System. H.R. 4 creates a comprehensive framework for the deployment of UAS traffic management systems.

The bill also codified the UAS integration pilot program established by the Department of Transportation.

Legislative History

April 16, 2018. Referred to the Subcommittee on Aviation.

Apr. 26, 2018. Considered under the provisions of rule H. Res. 839.

Apr. 26, 2018. The rule provides for consideration of H.R. 4, under a structured rule, and H.R. 3144, under a closed rule. The rule makes in order only those amendments printed in Part A of the committee report for H.R. 4. The rule provides for 1 hour of general debate for both H.R. 4 and H.R. 3144. The rule provides for one motion to recommit for both bills. And, the rule provides that on any legislative day during the period from April 30, 2018 through May 4, 2018, the Journal of the proceedings of the previous day shall be considered as approved.

Apr. 26, 2018. House resolved itself into the Committee of the Whole House on the state of the Union pursuant to H. Res. 839 and Rule XVIII.

Apr. 26, 2018. The Speaker designated the Honorable Daniel M. Donovan, Jr. to act as Chairman of the Committee.

Apr. 26, 2018. The Committee of the Whole proceeded with one hour of general debate on H.R. 4.

Apr. 26, 2018. H.AMDT.546 Amendment (A001) offered by Mr. Shuster. Amendment numbered 1 printed in Part A of House Report 115-650 to improve aviation safety by addressing issues such as airline engines, air ambulances, FAA certification processes, and

airspace operations. Adjusts FAA authorization levels to conform with updated CBO baseline for FY 2018. Makes counter-UAS systems AIP eligible. Continues the contract weather observer program and requires the Secretary to define the roles and responsibilities of the FAA Tech Center. Reforms and provides transparency to the FAA organization and programs. Addresses consumer concerns, including sexual misconduct on flights, treatment of passengers with disabilities, and harmonization of service animal standards. Improves the Airport Investment Partnership Program.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Shuster amendment No. 1.

Apr. 26, 2018. H.AMDT.546 On agreeing to the Shuster amendment (A001) Agreed to by voice vote.

Apr. 26, 2018. The Committee rose informally to receive a message from the Senate.

Apr. 26, 2018. The Committee resumed its sitting.

Apr. 26, 2018. H.AMDT.547 Amendments en bloc (A002) offered by Mr. Shuster. Printed in Part A of House Report 115-650 consisting of amendments numbered 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, as modified, 26, 27, 28, 29, and 30.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 20 minutes of debate on the Shuster En bloc amendment No. 1, as modified.

Apr. 26, 2018. H.AMDT.547 Shuster amendment (A002) modified by unanimous consent.

Apr. 26, 2018. H.AMDT.547 On agreeing to the Shuster amendments (A002) as modified Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.548 Amendment (A003) offered by Mr. Roskam. Page 46, after line 22, insert the following: SEC. XX. AIRPORT NOISE MITIGATION AND SAFETY STUDY. (a) Study— Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a study to review and evaluate existing studies and analyses of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports. ***.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Roskam amendment No. 13.

Apr. 26, 2018. H.AMDT.548 On agreeing to the Roskam amendment (A003) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.549 Amendment (A004) offered by Mr. Denham. At the end of title I, insert the following: SEC. 1XX. JUDICIAL REVIEW FOR PROPOSED ALTERNATIVE ENVIRONMENTAL REVIEW AND APPROVAL PROCEDURES. Section 330(e) of title 23, United States Code, is amended— ***.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Denham amendment No. 17.

Apr. 26, 2018. H.AMDT.549 On agreeing to the Denham amendment (A004) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.550 Amendments en bloc (A005) offered by Mr. Shuster. Amendments en bloc printed in Part A of House Report 115–650 consisting of amendments numbered 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 43, 45, 48, 50, 51, 52, 54, 55, 56, 57, 58, 59, 61, 62, 64, and 65.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 20 minutes of debate on the Shuster En bloc amendment No. 2.

Apr. 26, 2018. H.AMDT.550 On agreeing to the Shuster amendments (A005) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.551 Amendment (A006) offered by Mr. Higgins (LA). At the end of title IV, insert the following: SEC. 6XX. AUTHORIZATION OF CERTAIN FLIGHTS BY STAGE 2 AIRPLANES. (a) In General—Notwithstanding section 47534 of title 49, United States Code, not later than 180 days after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a pilot program to permit the operator of a Stage 2 airplane to operate that airplane in revenue and nonrevenue service into medium hub airports or non-hub airports if— ***.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Higgins (LA) amendment No. 41.

Apr. 26, 2018. H.AMDT.551 On agreeing to the Higgins (LA) amendment (A006) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.552 Amendment (A007) offered by Mr. DeFazio. Page 214, strike lines 11 through 15. Page 215, beginning on line 13, strike “Pursuant to section 828 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44701 note), not” and insert “Not”. Page 216, strike lines 1 through 5 and insert the following: ***.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the DeFazio amendment No. 42.

Apr. 26, 2018. H.AMDT.553 Amendment (A008) offered by Mr. Cohen.

Apr. 26, 2018. H.AMDT.553 Cohen amendment (A008) modified by unanimous consent.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Cohen amendment No. 46, as modified.

Apr. 26, 2018. H.AMDT.553 On agreeing to the Cohen amendment (A008) as modified Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.554 Amendment (A009) offered by Mr. Burgess. Add at the end of title V the following: SEC. 543. PROHIBITION REGARDING WEAPONS. (a) In General—Unless authorized by the Administrator of the Federal Aviation Administration, a person may not operate an unmanned aircraft or unmanned aircraft system that is equipped or armed with a dangerous weapon. ***.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Burgess amendment No. 47.

Apr. 26, 2018. H.AMDT.554 On agreeing to the Burgess amendment (A009) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.555 Amendment (A010) offered by Mr. Perlmutter. At the end of title V, insert the following: SEC. 5XX. HELICOPTER FUEL SYSTEM SAFETY. (a) In General—Chapter 447 of title 49, United States Code, is further amended by adding at the end the following: ***.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Perlmutter amendment No. 49.

Apr. 26, 2018. H.AMDT.555 On agreeing to the Perlmutter amendment (A010) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.556 Amendment (A011) offered by Mr. Rohrabacher. At the end of title V of the bill, add the following: SEC. 5XX. COASTAL OVERFLIGHT. The Administrator of the Federal Aviation Administration shall ensure that all aircraft transitioning from flight over ocean to flight over land shall fly at a safe altitude. Such altitude shall not be lower than specific flight operations require.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Rohrabacher amendment No. 60.

Apr. 26, 2018. H.AMDT.557 Amendment (A012) offered by Mr. King (IA). At the end of title V of the bill, add the following: SEC. XX. PREVAILING RATE OF WAGE REQUIREMENTS. None of the funds made available by this Act, including the amendments made by this Act, may be used to implement, administer, or enforce the prevailing rate of wage requirements in subchapter IV of chapter 31 of title 40, United States Code (commonly referred to as the Davis-Bacon Act).

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the King (IA) amendment No. 63.

Apr. 26, 2018. H.AMDT.558 Amendments en bloc (A013) offered by Mr. Shuster. Amendments en bloc printed in Part A of House Report 115–650 consisting of amendments numbered 66, 69, 70, 71, 72, 73, 74, 76, 77, 80, 82, 83, 85, 86, 89, 90, 91, 92, 93, 94, 95, 98, 99, 100, and 101.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 20 minutes of debate on the Shuster En bloc amendment No. 3.

Apr. 26, 2018. H.AMDT.558 On agreeing to the Shuster amendments (A013) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.559 Amendment (A014) offered by Mr. Beyer. At the end of title V, add the following: SEC. XX. NATIONAL CAPITAL REGION HELICOPTER FLIGHT PATHS. (a) In General—With respect to the National Capital Region, the Administrator of the Federal Aviation Administration shall review and revise helicopter flight paths, including those used by the Department of Defense and all military helicopters, identifying and issuing new official paths for areas in which helicopters may be able to fly at higher altitudes. ***.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Beyer amendment No. 67.

Apr. 26, 2018. H.AMDT.560 Amendment (A015) offered by Mr. Smith (NE). At the end of title V, add the following: SEC. XX. GAO STUDY ON AVIATION WORKFORCE. (a) In General—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a study, based on previous studies, that looks at the current and future supply of individuals in the aviation workforce. ***.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Smith (NE) amendment No. 68.

Apr. 26, 2018. H.AMDT.560 On agreeing to the Smith (NE) amendment (A015) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.561 Amendment (A016) offered by Mr. Lewis (MN).

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Lewis (MN) amendment No. 75.

Apr. 26, 2018. H.AMDT.561 On agreeing to the Lewis (MN) amendment (A016) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.562 Amendment (A017) offered by Mr. Lipinski. Add at the end of title V of the bill, the following: SEC. 5XX. INTERLINING. Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall issue a final rule ***.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Lipinski amendment No. 78.

Apr. 26, 2018. H.AMDT.563 Amendment (A018) offered by Mr. Denham. At the end of title V, insert the following: SEC. 5XX. FEDERAL AUTHORITY. (a) In General—Section 14501(c) of title 49, United States Code, is amended— ***.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Denham amendment No. 79.

Apr. 26, 2018. Mr. Shuster asked unanimous consent to vacate the proceedings on Beyer amendment No. 67 of House Report 115–650, which was postponed, to the end that the Chair put the question de novo. Agreed to without objection.

Apr. 26, 2018. H.AMDT.559 On agreeing to the Beyer amendment (A014) Failed by voice vote.

Apr. 26, 2018. H.AMDT.564 Amendment (A019) offered by Miss González-Colón (PR). An amendment numbered 81 printed in Part A of House Report 115–650 to require a study/assessment and data collection of the air cargo traffic in the Caribbean region.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the González-Colón amendment No. 81.

Apr. 26, 2018. H.AMDT.564 On agreeing to the González-Colón amendment (A019) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.565 Amendment (A020) offered by Mrs. Comstock. An amendment numbered 84 printed in Part A of House

Report 115–650 to require a study on possible funding options for a potential federal grant program for spaceport activities. Requires a report on a National Spaceports Policy which evaluates the national security and civil space launch demands; proposes policies designed to ensure a robust and resilient orbital and suborbital spaceport infrastructure; reviews the development and investments made by international competitors; and other aspects. Establishes an Office of Spaceports within the FAA to support, promote, and enable infrastructure improvements at FAA-licensed spaceports in the U.S.

Apr. 26, 2018. H.AMDT.565 Comstock amendment (A020) modified by unanimous consent.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Comstock amendment No. 84, as modified.

Apr. 26, 2018. H.AMDT.565 On agreeing to the Comstock amendment (A020) as modified Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.566 Amendment (A021) offered by Mr. Lynch. An amendment numbered 87 printed in Part A of House Report 115–650 to direct the FAA Administrator to engage and cooperate with air carriers to identify and facilitate opportunities for air carriers to retrofit aircraft with devices that mitigate noise, including vortex generators.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Lynch amendment No. 87.

Apr. 26, 2018. H.AMDT.567 Amendment (A022) offered by Ms. Meng. An amendment numbered 88 printed in Part A of House Report 115–650 to require the FAA to develop global-scale probabilistic convection guidance capability so that aircraft can avoid encounters with convection that causes turbulence.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Meng amendment No. 88.

Apr. 26, 2018. H.AMDT.567 On agreeing to the Meng amendment (A022) Failed by voice vote.

Apr. 26, 2018. H.AMDT.568 Amendment (A023) offered by Mr. Zeldin. An amendment numbered 96 printed in Part A of House Report 115–650 to require the FAA administrator to review the North Shore Helicopter Route to address the noise impact on affected communities, to improve altitude enforcement, and to assess alternatives including an all water route over the Atlantic Ocean.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Zeldin amendment No. 96.

Apr. 26, 2018. H.AMDT.568 On agreeing to the Zeldin amendment (A023) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.569 Amendment (A024) offered by Mrs. Lawrence. An amendment numbered 97 printed in Part A of House Report 115–650 to require the FAA Administrator to conduct a study on the diversity of the cybersecurity workforce of the FAA in order to develop recommendations to increase the size, quality and diversity of such workforce.

Apr. 26, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Lawrence amendment No. 97.

Apr. 26, 2018. H.AMDT.569 On agreeing to the Lawrence amendment (A024) Agreed to by voice vote.

Apr. 26, 2018. H.AMDT.552 On agreeing to the DeFazio amendment (A007) Failed by recorded vote: 192–223 (Roll no. 155).

Apr. 26, 2018. H.AMDT.556 On agreeing to the Rohrabacher amendment (A011) Failed by recorded vote: 37–375 (Roll no. 156).

Apr. 26, 2018. H.AMDT.557 On agreeing to the King (IA) amendment (A012) Failed by recorded vote: 172–243 (Roll no. 157).

Apr. 26, 2018. H.AMDT.562 On agreeing to the Lipinski amendment (A017) Failed by recorded vote: 92–323 (Roll no. 158).

Apr. 26, 2018. H.AMDT.563 On agreeing to the Denham amendment (A018) Agreed to by recorded vote: 222–193 (Roll no. 159).

Apr. 26, 2018. H.AMDT.566 On agreeing to the Lynch amendment (A021) Failed by recorded vote: 187–227 (Roll no. 160).

Apr. 26, 2018. Mr. Shuster moved that the committee rise.

Apr. 26, 2018. On motion that the committee rise Agreed to by voice vote.

Apr. 26, 2018. Committee of the Whole House on the state of the Union rises leaving H.R. 4 as unfinished business.

Apr. 27, 2018. Considered as unfinished business. (consideration: CR H3710–3722)

Apr. 27, 2018. The House resolved into Committee of the Whole House on the state of the Union for further consideration.

Apr. 27, 2018. H.AMDT.570 Amendments en bloc (A025) offered by Mr. Shuster. (consideration: CR H3710–3715; text: CR H3710–3714) Amendments en bloc printed in Part A of House Report 115–650 consisting of amendments numbered 102, 103, 105, 106, 109, 111, 113 and 116.

Apr. 27, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 20 minutes of debate on the Shuster En bloc amendment No. 4.

Apr. 27, 2018. H.AMDT.570 On agreeing to the Shuster amendments (A025) Agreed to by voice vote.

Apr. 27, 2018. H.AMDT.571 Amendment (A026) offered by Mr. Graves (LA). (consideration: CR H3715–3716; text: CR H3715) An amendment numbered 104 printed in Part A of House Report 115–650 to allow for an arbitration process for those disputing their eligibility for assistance, or repayment of assistance, following a disaster.

Apr. 27, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Graves (LA) amendment No. 104.

Apr. 27, 2018. H.AMDT.571 On agreeing to the Graves (LA) amendment (A026) Agreed to by voice vote.

Apr. 27, 2018. H.AMDT.572 Amendment (A027) offered by Mr. Graves (LA). (consideration: CR H3716–3717; text: CR H3716) An amendment numbered 107 printed in Part A of House Report 115–650 to provide for reimbursement to state and local units of government for housing that produces cost-savings to comparable FEMA solutions.

Apr. 27, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Graves (LA) amendment No. 107.

Apr. 27, 2018. H.AMDT.572 On agreeing to the Graves (LA) amendment (A027) Agreed to by voice vote.

Apr. 27, 2018. H.AMDT.573 Amendment (A028) offered by Mr. Graves (LA). (consideration: CR H3717–3718; text: CR H3717) An amendment numbered 108 printed in Part A of House Report 115–650 to limit reductions in assistance for more than one building in a multi-structure educational, law enforcement, correctional, fire, or medical campus.

Apr. 27, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Graves (LA) amendment No. 108.

Apr. 27, 2018. H.AMDT.573 On agreeing to the Graves (LA) amendment (A028) Agreed to by voice vote.

Apr. 27, 2018. H.AMDT.574 Amendment (A029) offered by Mr. Babin. (consideration: CR H3718–3719; text: CR H3718) An amendment numbered 110 printed in Part A of House Report 115–650 to prevent FEMA from recouping disaster relief funds that were previously certified by a FEMA Technical Assistance Contractor (TAC) as eligible, reasonable and reimbursable. Requires confirmation of the TAC determination through an audit by the DHS Inspector General.

Apr. 27, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Babin amendment No. 110.

Apr. 27, 2018. H.AMDT.574 On agreeing to the Babin amendment (A029) Agreed to by voice vote.

Apr. 27, 2018. H.AMDT.575 Amendment (A030) offered by Mr. McClintock. (consideration: CR H3719–3720, H3722–3723; text: CR H3719) Amendment sought to strike section 451 from the bill, which authorizes the Essential Air Service.

Apr. 27, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the McClintock amendment No. 112.

Apr. 27, 2018. H.AMDT.576 Amendment (A031) offered by Mr. Duncan (TN). (consideration: CR H3720–3723; text: CR H3720) Amendment establishes a national standard for hiring motor carriers.

Apr. 27, 2018. Pursuant to the provisions of H. Res. 839, the Committee of the Whole proceeded with 10 minutes of debate on the Duncan (TN) amendment No. 114.

Apr. 27, 2018. Mr. Shuster moved that the committee rise.

Apr. 27, 2018. On motion that the committee rise Agreed to by voice vote.

Apr. 27, 2018. Committee of the Whole House on the state of the Union rises leaving H.R. 4 as unfinished business.

Apr. 27, 2018. Considered as unfinished business. (consideration: CR H3722–3726)

Apr. 27, 2018. The House resolved into Committee of the Whole House on the state of the Union for further consideration.

Apr. 27, 2018. H.AMDT.575 On agreeing to the McClintock amendment (A030) Failed by recorded vote: 113–293 (Roll no. 162).

Apr. 27, 2018. H.AMDT.576 On agreeing to the Duncan (TN) amendment (A031) Agreed to by recorded vote: 212–191 (Roll no. 163).

Apr. 27, 2018. The House rose from the Committee of the Whole House on the state of the Union to report H.R. 4.

Apr. 27, 2018. The previous question was ordered pursuant to the rule.

Apr. 27, 2018. The House adopted the amendments en gross as agreed to by the Committee of the Whole House on the state of the Union.

Apr. 27, 2018. Ms. Velazquez moved to recommit with instructions to the Committee on Transportation and Infrastructure. (text: CR H3723–3724)

Apr. 27, 2018. The previous question on the motion to recommit with instructions was ordered without objection.

Apr. 27, 2018. On motion to recommit with instructions Failed by recorded vote: 182–223 (Roll no. 164).

Apr. 27, 2018. On passage Passed by the Yeas and Nays: 393–13 (Roll no. 165).

Apr. 27, 2018. Motion to reconsider laid on the table Agreed to without objection.

Apr. 27, 2018. The Clerk was authorized to correct section numbers, punctuation, and cross references, and to make other necessary technical and conforming corrections in the engrossment of H.R. 4.

May 7, 2018. Received in the Senate. Read the first time. Placed on Senate Legislative Calendar under Read the First Time.

May 8, 2017. Read the second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 401.

See Public Law 115–254 (H.R. 302) for further action.

TO AMEND TITLE 49, UNITED STATES CODE, TO ENSURE RELIABLE
AIR SERVICE IN AMERICAN SAMOA

PENDING IN THE SENATE (H.R. 276)

Summary

H.R. 276 permits the Department of Transportation to renew a foreign air carrier's emergency air transportation exemption every 180 days (instead of the current 30-day renewal period) if the air transportation is between the islands of Tutuila and Manu'a in American Samoa.

Legislative History

Jan. 5, 2017. Referred to the Subcommittee on Aviation.

Jan. 31, 2017. Congressman Frank A. LoBiondo (R–NJ) moved to suspend the rules and pass the bill, as amended.

Jan. 31, 2017. Considered under suspension of the rules. (consideration: CR H771–772)

Jan. 31, 2017. The House proceeded with forty minutes of debate on H.R. 276.

Jan. 31, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote.

Jan. 31, 2017. Motion to reconsider laid on the table Agreed to without objection.

Jan. 31, 2017. The title of the measure was amended. Agreed to without objection.

Jan. 31, 2017. Mr. LoBiondo asked unanimous consent to amend the title to H.R. 276. Agreed to without objection.

Feb. 1, 2017. Received in the Senate and read twice and referred to the Committee on Commerce, Science, and Transportation.

TSA ADMINISTRATOR MODERNIZATION ACT OF 2017

PENDING IN THE SENATE (H.R. 1309)

Summary

H.R. 1309 codifies the transfer of the Transportation Security Administration (TSA) from the Department of Transportation to the Department of Homeland Security (DHS). The bill amends the Homeland Security Act of 2002 to: (1) decrease from 12 to 11 the maximum number of Assistant Secretary positions in DHS, and (2) include the Administrator of the TSA among the DHS officers to be appointed by the President. The Administrator shall be appointed as the head of the TSA for a five-year term as a Level IV position in the Executive Schedule.

Legislative History

Mar. 8, 2017. Ordered reported by the Committee on Homeland Security.

Mar. 15, 2017. Reported by the Committee on Homeland Security. H. Rept. 115–37.

Mar. 15, 2017. Placed on the Union Calendar (Calendar No. 19).

Mar. 20, 2017. Considered under suspension of the rules. (consideration: CR H2210–2212)

Mar. 20, 2017. The House proceeded with forty minutes of debate on H.R. 1309.

Mar. 20, 2017. An Exchange of Letter was printed on Page H2210 of the Congressional Record.

Mar. 20, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text of measure as passed: CR H2210)

Mar. 20, 2017. An Exchange of Letters between Committee on Transportation Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul was printed in the Congressional Record on Page H 2210.

Mar. 20, 2017. Motion to reconsider laid on the table Agreed to without objection.

Mar. 21, 2017. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

FREDERICK DOUGLASS TRAFFICKING VICTIMS PREVENTION AND PROTECTION REAUTHORIZATION ACT OF 2017

PENDING IN THE SENATE (H.R. 2200)

Summary

H.R. 2200 reauthorizes the Trafficking Victims Protection Act of 2000. This bill addresses human trafficking in a number of ways involving multiple departments and agencies. It authorizes local

educational agencies to establish programs to educate children on the dangers of severe forms of trafficking in persons. It also directs diplomatic or consular posts to designate an employee to receive information from any person who was a victim of a severe form of trafficking in persons while in the United States. Additionally, it permits the Department of Health and Human Services to carry out a Human Trafficking Victims Reintegration Through Employment Program. H.R. 2200 allows Department of Justice (DOJ) victim services grants to be used for programs that provide trauma-informed care or long-term housing for: (1) youth transitioning from foster care, and (2) women or girls in underserved populations. The bill directs airlines that contract with the federal government to provide personnel with training to recognize human trafficking incidents. The bill mandates that Federal Acquisition Institute curricula include a course on the law relating to human trafficking and government contracting. It also extends the United States Advisory Council on Human Trafficking Council through September 30, 2020. The bill sets forth agency actions to prevent funding of human trafficking. H.R. 2200 permits DOJ law enforcement grants to be used to designate at least one prosecutor for cases of severe forms of trafficking in persons. The bill excludes civil damages awarded in an action brought for slavery or trafficking in persons from “gross income”. It adds the Secretary of the Treasury and the United States Trade Representative to the Interagency Task Force to Monitor and Combat Trafficking. The bill provides for transparency in U.S. Agency for International Development anti-trafficking expenditures. Lastly, H.R. 2200 authorizes appropriations through FY2021: (1) for specified anti-trafficking programs and entities, and (2) to U.S. Customs and Border Protection for on-site anti-trafficking training for airport and airline personnel.

Legislative History

Apr. 28, 2017. Referred to the Subcommittee on Aviation.

May 3, 2017. Sponsor introductory remarks on measure. (CR E590)

May 3, 2017. Ordered reported, as amended, by the Committee on Foreign Affairs.

May 3, 2017. Sponsor introductory remarks on measure. (CR E590)

July 12, 2017. Congressman Edward R. Royce (R-CA) moved to suspend the rules and pass the bill, as amended.

July 12, 2017. Considered under suspension of the rules. (consideration: CR H5492–5503)

July 12, 2017. The House proceeded with forty minutes of debate on H.R. 2200.

July 12, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H5492–5497)

July 12, 2017. Motion to reconsider laid on the table Agreed to without objection.

July 13, 2017. Received in the Senate and read twice and referred to the Committee on Foreign Relations.

Sep. 26, 2018. Committee on Foreign Relations. Ordered to be reported with an amendment in the nature of a substitute favorably. (Markup report: CQ)

Oct. 10, 2018. Committee on Foreign Relations. Reported by Senator Corker with an amendment in the nature of a substitute. Without written report.

Oct. 10, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 628.

Dec. 17, 2018. Measure laid before Senate by unanimous consent. (consideration: CR S7631–7636; text as reported in Senate: CR S7631–7636)

Dec. 17, 2018. The committee substitute as amended agreed to by Unanimous Consent. (CR S7631–7636)

CUBAN AIRPORT SECURITY ACT OF 2017

PENDING IN THE SENATE (H.R. 3328)

Summary

H.R. 3328 prohibits a U.S. air carrier that has entered into a covered agreement from employing a Cuban national beginning 30 days after enactment of this bill unless such carrier has publicly disclosed the full text of the agreement, and such nationals have not been recruited, hired, or trained by entities that are owned, operated, or controlled by Cuba’s Council of State, Council of Ministers, Communist Party, Ministry of the Revolutionary Armed Forces, Ministry of Foreign Affairs, or Ministry of the Interior.

The bill defines the term “covered agreement” to mean a formal agreement between a U.S. air carrier with passenger air service between any location in Cuba and any location in the United States and the Empresa Cubana de Aeropuertos y Servicios Aeronauticos or any other entity associated with the Cuban government.

H.R. 3328 directs the TSA to develop a standard working document for all negotiations and agreements between the United States and foreign governments or partners regarding Federal Air Marshal coverage of flights to and from the United States. All such agreements must be in writing and signed by the DHS Secretary. DHS is directed to notify Congress of any such agreement within 30 days of it being signed.

Finally, the bill directs the U.S. Ambassador or the Charge d’Affaires to the U.S. Mission to the International Civil Aviation Organization to pursue improvements to airport security, including introducing a resolution to raise minimum airport security standards.

Legislative History

July 25, 2017. Referred to the Subcommittee on Aviation.

July 26, 2017. Ordered reported by the Committee on Homeland Security.

Sep. 13, 2017. Reported by the Committee on Homeland Security. H. Rept. 115–308, Part I.

Sep. 13, 2017. Committee on Foreign Affairs discharged.

Sep. 13, 2017. Committee on Transportation discharged.

Sep. 13, 2017. Placed on the Union Calendar, Calendar No. 220.

Oct. 23, 2017. Mr. Katko moved to suspend the rules and pass the bill.

Oct. 23, 2017. Considered under suspension of the rules. (consideration: CR H8049–8052)

Oct. 23, 2017. The House proceeded with forty minutes of debate on H.R. 3328.

Oct. 23, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H8049–8050)

Oct. 23, 2017. An Exchange of Letters was printed on page H8051 of the Congressional Record dated October 23, 2017.

Oct. 23, 2017. Motion to reconsider laid on the table Agreed to without objection.

Oct. 24, 2017. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

DHS COUNTERING UNMANNED AIRCRAFT SYSTEMS COORDINATOR
ACT

PENDING IN THE SENATE (H.R. 6438)

Summary

This bill amends the Homeland Security Act of 2002 to direct the Department of Homeland Security (DHS) to designate a DHS official as the Countering Unmanned Aircraft Systems (UAS) Coordinator to coordinate with relevant DHS offices and components on the development of policies and plans to counter threats associated with UAS, including:

- countering UAS that may be used in a terrorist attack;
- promoting research and development of counter UAS technologies;
- ensuring the dissemination of information and guidance related to countering such threats; and
- serving as the DHS point of contact for federal, state, local, and tribal law enforcement entities and the private sector regarding DHS activities to counter UAS.

The coordinator shall: (1) ensure that activities for identifying, assessing, or defeating a UAS are carried out in accordance with applicable federal laws; and (2) serve as the principal DHS official for disseminating information regarding counter-UAS technology to the private sector.

Legislative History

July 19, 2018. Referred to the House Committee on Homeland Security.

July 24, 2018. Ordered Reported by Unanimous Consent.

Aug. 28, 2018. Reported by the Committee on Homeland Security. H. Rept. 115–908.

Aug. 28, 2018. Placed on the Union Calendar, Calendar No. 704.

Sep. 4, 2018. Mr. Perry moved to suspend the rules and pass the bill, as amended.

Sep. 4, 2018. Considered under suspension of the rules. (consideration: CR S7810–7811)

Sep. 4, 2018. The House proceeded with forty minutes of debate on H.R. 6438.

Sep. 4, 2018. An Exchange of Letters was printed in the Congressional Record on page H7811.

Sep. 4, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H7810)

Sep. 4, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 5, 2018. Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.

TO REQUIRE THE DEPARTMENT OF HOMELAND SECURITY TO PREPARE A THREAT ASSESSMENT RELATING TO UNMANNED AIRCRAFT SYSTEMS, AND FOR OTHER PURPOSES

PENDING IN THE SENATE (H.R. 6620)

Summary

This bill requires the Under Secretary for Intelligence and Analysis of the Department of Homeland Security to consult with other Department officials and request information from other federal, state and local agencies and the private sector about threats from unmanned aircraft and other emerging threats. It also requires the development of a threat assessment regarding unmanned aircraft and other emerging threats. It also requires the creation of a technology infrastructure for the receive and analyze data related to threats described in this bill. Finally, it requires the Under Secretary for Intelligence and Analysis to submit a threat assessment and report to certain Committees of Congress.

Legislative History

July 26, 2018. Referred to the Committee on Homeland Security, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

Sep. 13, 2018. Committee Consideration and Mark-up Session Held by the Committee on Homeland Security.

Sep. 13, 2018. Ordered to be Reported by the Committee on Homeland Security by Unanimous Consent.

July 26, 2018. Referred to House Transportation and Infrastructure.

July 27, 2018. Referred to the Subcommittee on Aviation.

Sep. 13, 2018. Committee Consideration and Mark-up Session Held by the Committee on Homeland Security.

Sep. 13, 2018. Ordered to be Reported by the Committee on Homeland Security by Unanimous Consent.

Sep. 25, 2018. Reported by the Committee on Homeland Security. H. Rept. 115-960, Part I.

Sep. 25, 2018. Committee on Transportation discharged.

Sep. 25, 2018. Placed on the Union Calendar, Calendar No. 748.

Sep. 25, 2018. Mr. McCaul moved to suspend the rules and pass the bill.

Sep. 25, 2018. Considered under suspension of the rules. (consideration: CR H8750-8752)

Sep. 25, 2018. The House proceeded with forty minutes of debate on H.R. 6620.

Sep. 25, 2018. An exchange of letters was printed in the Congressional Record dated September 25, 2018 on pages H8750 and 8751.

Sep. 25, 2018. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H8750)

Sep. 25, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 26, 2018. Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.

Reported by Committee

21ST CENTURY AIRR ACT

REPORTED BY COMMITTEE (H.R. 2997)

Summary

H.R. 2997, the 21st Century AIRR Act, provides comprehensive reform and reauthorization of the Federal Aviation Administration (FAA). H.R. 2997 provides six years of robust funding for the Airport Improvement Program (AIP) which issues grants to public use airports for planning and development purposes and is an essential part of maintaining long-term sustainability of airports of all sizes. The bill removes unnecessary restrictions on the Passenger Facility Charge allowing airports to more effectively finance projects that improve airport infrastructure and benefit the traveling public, and streamlines the PFC application process. H.R. 2997 restores funding for three years to unclassified airports without a classified status in the National Plan of Integrated Airport Systems (NPIAS).

The bill addresses airport noise and environmental issues. H.R. 2997 provides the FAA with a number of tools, methods, and strategies to mitigate the impact of airport noise to communities neighboring airports. Among these tools, the bill requires the FAA to study the potential health impacts of overflight noise and consider the feasibility of amending existing departure procedures over noise sensitive areas.

The bill continues the critically important Federal Contract Tower Program and reforms the program to enable new towers to enter the program. H.R. 2997 also updates the FAA's out of date cost benefit analysis for current contract towers. The bill creates a remote air traffic control tower pilot program, deploying new advanced technologies in a way that will lower the cost of air traffic control services. The bill includes a provision that gives the FAA authority to release airports from additional land restrictions without Congressional approval. It also requires large and medium commercial airports to provide clean, private rooms in every terminal for nursing mothers.

H.R. 2997 reforms the provision of air traffic control (ATC) services by establishing a not-for-profit corporation to provide ATC services. The not-for-profit will be independent from the government and receive no federal appropriations. H.R. 2997 provides for the transfer of ATC services from the FAA to the new not-for-profit corporation, establishes the corporate governance with a balanced board of directors nominated by aviation system users, and provides the framework and standards for the corporation to be funded

by user fees. The bill clarifies that the Department of Transportation (DOT), FAA, and Congress will oversee the nation's airspace and ATC, and only the FAA and DOT will regulate the airspace and the aviation system. H.R. 2997 upholds the Department of Defense's role and use of air traffic services.

The bill reforms the FAA's safety certification programs by ensuring collaboration between the FAA and stakeholders to streamline certification and regulatory processes. H.R. 2997 allows manufacturers to benefit from consistent regulatory interpretation among FAA offices, enables manufacturers to fully utilize delegated certification authorities, and addresses delays in foreign certification of U.S. products.

H.R. 2997 enhances aviation safety by refocusing the FAA on its safety mission, ensuring efficient utilization of safety workforce, and enhancing safety workforce training. It strengthens voluntary safety reporting programs for pilots, addresses alternative methods of tracking aircraft over oceans, streamlines approval process for safety-enhancing technologies on small GA airplanes, and provides a robust approach to address transportation of lithium batteries by air.

The bill includes a number of provisions to address aviation consumer needs. It prohibits the involuntary bumping of passengers once they have already boarded the plane; prohibits the use of cell phones and mobile devices for voice communications during commercial flights, and directs the FAA to establish minimum seat size requirements, including width, length, and pitch, necessary for passenger health and safety. H.R. 2997 ensures airlines are transparent with respect to government-imposed taxes and fees that will be added to the base fare of a ticket, so the consumer knows exactly what they will be paying, and ensures consumers can voice complaints through the consumer complaints hot-line and by using new technologies, such as smart phone applications, to facilitate these complaints. It requires airlines, in the event of a widespread disruption of their computer systems, to post via a prominent link on their website what services the airline will provide impacted passengers. H.R. 2997 also extends the Advisory Committee for Aviation Consumer Protection that was created in the FAA Modernization and Reform Act of 2012 through the end of Fiscal Year 2023.

H.R. 2997 takes multiple steps to improve the travel experience for aviation consumers with disabilities. The bill requires DOT to address issues regarding restroom accessibility, service animals onboard planes, and in-flight entertainment systems for passengers with disabilities, and mandates studies on airport accessibility, airline employee training, and in-cabin wheelchair restraint systems. Finally, it establishes the Select Subcommittee for Aviation Consumers with Disabilities to advise the Secretary and the Advisory Committee for Aviation Consumer Protection on issues related to the air travel needs of passengers with disabilities.

H.R. 2997 addresses the unique needs of the fast growing unmanned aircraft systems (UAS) segment. It establishes processes to accelerate implementation of low-altitude unmanned aircraft system traffic management (UTM) system. It also establishes an air carrier certificate for operators of small unmanned aircraft, expe-

rites the safe deployment of commercial UAS by creating a risk-based permitting process, fosters the development of sense-and-avoid technology at UAS test ranges, and establishes a streamlined process for the FAA to permit the operation of small UAS for certain uses. The bill requires a DOT study on the privacy implications of UAS operations, directs the DOT Inspector General (IG) to assess the FAA's small UAS registration system and to study the potential roles of state and local governments related to low-altitude UAS operations, and requires the FAA to develop and track metrics to assess compliance with and effectiveness of the agency's small UAS registration system. Finally, the bill tasks the FAA with streamlining regulations for the safe operation of micro-drones, requires the Comptroller General to study financing options related to regulation and oversight of UAS, and increases transparency by requiring FAA to publish information on approved small UAS waivers and airspace authorizations, and to provide real time data on the status of applications for small UAS waivers and airspace authorizations.

Legislative History

June 23, 2017. Referred to the Subcommittee on Aviation.

June 27, 2017. Ordered reported, as amended, by recorded vote, 32–25.

Sep. 6, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–296.

Sep. 6, 2017. Placed on the Union Calendar, Calendar No. 213. See Public Law 115–254 (H.R. 302) for further action.

PROMOTING WOMEN IN THE AVIATION WORKFORCE ACT

REPORTED BY COMMITTEE (H.R. 4673)

Summary

H.R. 4673 directs the Federal Aviation Administration to create and facilitate the Women in Aviation Advisory Board to promote organizations and programs that provide education, training, mentorship, outreach, and recruitment of women into the aviation industry.

Legislative History

Dec. 19, 2017. Referred to the Subcommittee on Aviation.

Apr. 12, 2018. Subcommittee discharged from further consideration.

Apr. 12, 2018. Ordered reported, amended, by voice vote.

Nov. 13, 2018. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–1018.

Nov. 13, 2018. Placed on the Union Calendar, Calendar No. 797.

**Legislative and Oversight Activities: Hearings, Meetings,
and Oversight Letters (Majority/Minority)**

HEARINGS

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: STATE OF
AMERICAN AVIATION MANUFACTURING (SERIAL NO. 115-2)

On February 15, 2017, the Subcommittee held a legislative and oversight hearing to examine the current state of civil aviation manufacturing in the United States, including the economic, regulatory, and general health of American civil aviation manufacturing, as well as challenges facing this critical industry. The United States is the home of several major aviation manufacturers, including one of the two major global manufacturers of wide-body aircraft, and a number of the world's major general aviation manufacturers for business jets. While American aviation manufacturing is a critical sector of our economy, the industry faces a number of global and domestic challenges, including Federal Aviation Administration processes and compliance reviews that certify the design and production of aircraft and aircraft components. The Subcommittee heard testimony from the Federal Aviation Administration, Pratt and Whitney, Boeing Commercial Airplanes, and Textron.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: STATE OF
AMERICAN AIRPORTS (SERIAL NO. 115-3)

On March 1, 2017, the Subcommittee held a legislative and oversight hearing to discuss the current state of commercial aviation service and general aviation airports across the Nation and the challenges and opportunities associated with building a globally competitive 21st-century aviation infrastructure. The Subcommittee heard testimony from Dallas/Fort Worth International Airport, Seattle-Tacoma International Airport, the Allegheny County Airport Authority, the Greater Asheville Regional Airport Authority, and the County of Ventura Department of Airports.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: AIR
TRANSPORTATION IN THE UNITED STATES IN THE 21ST CENTURY (SE-
RIAL NO. 115-4)

On March 8, 2017, the Subcommittee held a legislative and oversight hearing to focus on the current state of the U.S. air transportation industry and continue its exploration of how the federal government should best direct its efforts to ensure the American aviation system remains competitive in an evolving global marketplace. The Subcommittee heard testimony from Alaska Air Group, Inc., SkyWest, Inc., Air Transport Services Group, Inc., the Association of Flight Attendants—CWA, and Travelers United.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: ENABLING
INNOVATION IN THE NATIONAL AIRSPACE (SERIAL NO. 115-8)

On April 4, 2017, the Subcommittee held a legislative and oversight hearing to discuss new aviation and aerospace technologies, users, and business models; innovation and its role in building a

21st-century aviation transportation system; and any potential challenges operators may face when trying to integrate new technology into the National Airspace System. The Subcommittee heard testimony from the William J. Hughes Technical Center of the Federal Aviation Administration, AirMap, Amazon Prime Air, FlyGLO LLC, VDOS Global, and Virgin Galactic.

UNMANNED AIRCRAFT SYSTEMS: EMERGING USES IN A CHANGING NATIONAL AIRSPACE (SERIAL NO. 115–30)

On November 29, 2017, the Subcommittee held a legislative and oversight hearing to consider technological, legal, and policy issues related to the use and integration of unmanned aircraft systems (UAS) in the National Airspace System. The Subcommittee heard testimony from a Stanford University professor of aeronautics and astronautics, Southern Company, AirMap, the Association for Unmanned Vehicle Systems International, and the Federal Aviation Administration.

THE STATE OF AVIATION SAFETY (SERIAL NO. 115–36)

On February 27, 2018, the Subcommittee held a legislative and oversight hearing to receive an update on the safety of the National Airspace System and to address concerns such as runway safety, crash resistant fuel systems on helicopters, and unmanned aircraft system (UAS) collisions. The Subcommittee heard testimony from federal agencies, including the Federal Aviation Administration (FAA), the National Aeronautics and Space Administration (NASA), the National Transportation Safety Board (NTSB), and the Department of Transportation Office of Inspector General (DOT IG), as well as from a representative from the airline pilot union Air Line Pilots Association, International.

COMMERCIAL SPACE TRANSPORTATION REGULATORY REFORM: STAKEHOLDER PERSPECTIVES (SERIAL NO. 115–48)

On June 26, 2018, the Subcommittee held a legislative and oversight hearing to discuss issues related to the commercial space transportation industry, focusing on stakeholders' perspectives on the Federal Aviation Administration's (FAA) ongoing regulatory reform efforts. The hearing examined potential areas of enhancement to the FAA's Office of Commercial Space Transportation (AST) regulatory process in order to facilitate the success of the commercial space transportation industry and the safety of the general public. The Subcommittee heard testimony from witnesses representing Blue Origin, SpaceX, United Launch Alliance, and Air Line Pilots Association, International.

AIRSPACE INTEGRATION OF NEW AIRCRAFT (SERIAL NO. 115–53)

On September 6, 2018, the Subcommittee held an oversight hearing to consider issues related to the integration of new aircraft types into the National Airspace System (NAS). Recent technological advances have led to the emergence of new types and categories of aircraft that are expected to fundamentally transform aviation and the use of the airspace. These new technologies will affect transportation as well as other sectors of the economy. The

Subcommittee received testimony from representatives of the Federal Aviation Administration's William J. Hughes Technical Center and its Air Traffic Organization, and the following industry representatives: UberElevate, Joby Aviation, and Skyward.

MEETINGS

COUNTER UAS ISSUES

On July 11, 2018, the Subcommittee held a roundtable discussion on the novel and complex technical, legal, and policy issues surrounding the use of c-UAS (counter unmanned aircraft systems). The interrelated nature of these issues make it imperative that deployment of c-UAS equipment and further expansion of c-UAS authority be carefully scoped and calibrated to ensure aviation safety, reliability of the air navigation infrastructure, and the protection of lawful uses of the National Airspace System. The participants were the Federal Aviation Administration, the Special Assistant to the Deputy Assistant Secretary of Defense for Homeland Defense Integration and Defense Support of Civil Authorities, the Aerospace Industries Association, the Commercial Drone Alliance, and the Consumer Technology Association.

OVERSIGHT LETTERS

CRASH-RESISTANT FUEL SYSTEMS

On February 7, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ), Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) and 4 United States Senators sent a letter to the Administrator of the Federal Aviation Administration (FAA) thanking the agency for its work to improve the crash resistance of helicopter fuel systems in accordance with the *FAA Extension, Safety, and Security Act of 2016* (P.L. 114-190) by evaluating and updating safety standards for helicopter fuel systems. The letter asked that the FAA continue to work with the Aviation Rulemaking Advisory Committee and the Rotorcraft Occupant Protection Working Group to update fuel system safety standards.

CONTRACT TOWER PROGRAM

On March 16, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Senator John Cornyn (R-TX), Congressman Steve Scalise (R-LA), Congressman Bob Goodlatte (R-VA), and Congressman John Ratcliffe (R-TX) sent a letter to the Secretary of the Department of Transportation (DOT) calling their attention to the past bipartisan reforms regarding the contract tower program, as well as anticipated reforms to be considered. The letter requests that DOT review the state of the Federal Aviation Administration's (FAA) contract tower program to ensure its continued success.

NEXTGEN BENEFITS AUDIT

On March 16, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) sent a letter to the Inspector General (IG) of DOT requesting that they review FAA's business case for NextGen and analyze whether the benefits projected in the business case represent a realistic assessment and the appropriateness of the assumptions that drive the analysis. The goal of this letter was to understand how the FAA calculates the benefits and determines their value. On September 30, 2016, the IG issued a response letter entitled, "Letter Responding to Questions About the Cost and Schedule of FAA's NextGen" (Project ID:CC2016013).

NEXTGEN PERFORMANCE BASED NAVIGATION PROCEDURES AND METROPLEXES

On April 3, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) sent a letter to the IG of the DOT requesting a review on the status of FAA's progress in implementing the Performance Based Navigation (PBN) flight procedures, which were designed in the FAA "metroplex" program, across the air traffic control system. Specifically, the letter asked the IG determine whether FAA delivers new routes and procedures that yield tangible, measurable benefits to airspace users on a consistent and repeatable basis. The request is still pending.

CYBERSECURITY MANDATES STUDY

On April 13, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ), Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) sent a letter to the IG of the DOT requesting that they assess FAA's progress in addressing key components of section 2111 of the *FAA Extension, Safety, and Security Act of 2016*, which requires FAA to work with stakeholders to enhance the cybersecurity of the National Airspace System (NAS). The request is still pending.

COMMERCIAL SPACE TRANSPORTATION

On May 1, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ), Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) sent a letter to the Comptroller General requesting that the Government Accountability Office (GAO) review the current state of our Nation's commercial space transportation industry, spaceports, and FAA's oversight and regulatory activities related to the industry. The request is still pending.

SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM (SCASDP)

On May 1, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ), Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) sent a letter to the Comptroller General requesting that GAO conduct a review on SCASDP to ensure that it effectively fulfills its goal to “improve air carrier service to airports not receiving sufficient air carrier service.” The request is still pending.

FOREIGN REPAIR STATIONS

On May 9, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) sent a letter to the Administrator of the FAA requesting a review of the status of a notice of proposed rulemaking (NPRM) for alcohol and controlled substances testing programs at part 145 repair stations required in Section 2112 of the *FAA Extension, Safety, and Security Act of 2016*. The FAA missed the deadline for this NPRM in the *FAA Modernization and Reform Act of 2012* (P.L. 112-95).

CONSUMER PROTECTIONS

On May 15, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) sent a letter to the Comptroller General requesting a review of various issues related to consumer protections. This letter was sent in light of recent high profile airline customer service events that occurred, and specifically addressed the effectiveness of DOT’s enforcement of its consumer protection policies, trends in consumer complaints since 2007, and more. On November 20, 2018, the GAO issued a report entitled, “Airline Consumer Protections: Additional Actions Could Enhance DOT’s Compliance and Education Efforts” (GAO-19-76).

OKLAHOMA CITY AIRCRAFT REGISTRY

On November 21, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo sent a letter to the IG of the DOT requesting a report on the current state of FAA’s management of the Registry, their progress in implementing recommendations outlined in a 2013 IG report identifying systemic problems at the registry, and the specifics of FAA’s process and terms for maintaining a presence at the Registry itself. This request is still pending.

CONTRACT TOWER PROGRAM

On November 21, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo sent a letter to the IG of the DOT requesting a review and update of prior work on the Federal Contract Tower Program, including an update on the safety and cost-effectiveness of the program, the effectiveness of FAA

oversight of private air traffic control companies, and an update on FAA's efforts to review the program's benefit-cost calculations. This request is still pending.

NEXTGEN EQUIPAGE

On November 21, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo sent a letter to the IG of the DOT requesting information on equipage rates of Automatic Dependent Surveillance-Broadcast (ADS-B) Out, a NextGen technology that FAA has required aircraft to equip with by January 1, 2020. The letter also asks for information on plans to ensure compliance with the 2020 deadline, as well as information on equipage rates of equipment other than ADS-B. This request is still pending.

THIRD CLASS MEDICAL

On November 21, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo sent a letter to the IG of the DOT requesting information related to the FAA's implementation of the third class medical requirements in section 2307 of the *FAA Extension, Safety, and Security Act of 2016*, lessons learned from FAA's implementation of the provision, and the impact the new medical certification process is having on general aviation safety. This request is still pending.

FIXED-BASE OPERATOR (FBO) FEES

On November 21, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo sent a letter to the Comptroller General requesting information on the controversy surrounding alleged price gouging and discrimination at certain FBOs. The letter was written in response to several Part 13 complaints filed by general aviation pilots in August 2017. This request is still pending.

PASSENGER FACILITY CHARGE ALTERNATIVES

On November 21, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo sent a letter to the Comptroller General requesting a report on alternative collection methods of PFCs without being included in the price of an airline ticket. The letter asks the Comptroller General to specifically review ways in which new technology can aid the alternative collection process since GAO-13-262R was released in accordance with section 112 of the *FAA Modernization and Reform Act of 2012*. The Comptroller General issued a report in December 2018.

UNMANNED AIRCRAFT SYSTEMS (UAS) SAFETY

On November 21, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo sent a letter to the Comp-

troller General requesting a report on the FAA's safety oversight of UAS integration and operations in the NAS in light of both FAA initiatives in furtherance of integration as well as persisting safety concerns. On May 24, 2018, the GAO issued a report entitled, "Small Unmanned Aircraft Systems: FAA Should Improve Its Management of Safety Risks" (GAO-18-110).

UNMANNED AIRCRAFT SYSTEMS (UAS) TEST RANGES

On November 21, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo sent a letter to the Comptroller General requesting a report on the UAS test ranges designated in the Federal Aviation Administration Modernization and Reform Act of 2012, which were extended in the FAA Extension, Safety, and Security Act of 2016. Specifically, the letter requests information on test ranges' operations and contributions toward UAS integration. This request is still pending.

AIRPORT EMERGENCY CONTINGENCY PLANS

On February 6, 2018, Subcommittee on Aviation Chairman Frank A. LoBiondo and Subcommittee on Aviation Ranking Member Rick Larsen sent a letter to the Secretary of the DOT requesting information on how DOT conducts its review and approval processes for airport emergency contingency plans and updates to those plans for compliance with statutory requirements. This letter was sent after incidents at three different airports in which, although for different reasons, emergency contingency plans were activated.

OCEANIC AIRSPACE SURVEILLANCE

On February 7, 2018, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) sent a letter to the Comptroller General requesting a review of efforts by the FAA to improve surveillance of oceanic airspace through space-based automatic dependent surveillance-broadcast or automatic dependent surveillance-contract technologies. This letter was in connection with the letter sent to the Comptroller General on January 9, 2018 by Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR). This request is still pending.

AIRLINE ANIMAL TRANSPORTATION POLICIES

On March 22, 2018, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ), Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), Subcommittee on Aviation Ranking Member Rick Larsen (D-WA), and other members of the Committee on Transportation and Infrastructure sent a letter to the Secretary of Transportation requesting information on existing regulations and policies related to the transportation of animals on airlines. This letter was sent after incidents where animals on aircraft reportedly died due to factors that were within the control of the airline.

FAA NEXTGEN PROCUREMENT

On July 11, 2018, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) sent a letter to the sent a letter to the IG of the DOT requesting a review of FAA's NextGen procurement programs and processes. This request is still pending.

MINORITY OVERSIGHT LETTERS

FOREIGN REPAIR STATIONS

On February 8, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) and Committee on Homeland Security Ranking Member Bennie Thompson (D-MS), and Subcommittee on Transportation and Protective Security Ranking Member Bonnie Watson Coleman (D-NJ) sent a letter to the Secretary of Homeland Security to address the long-standing security loopholes of more than 700 overseas aircraft repair stations that perform work on U.S.-registered aircraft using a Federal Aviation (FAA) certificate.

BANNING IN-FLIGHT VOICE CALLS

On February 10, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Secretary of Transportation urging DOT to issue a final rule in the current proceeding to ban in-flight voice calls.

OVERBOOKING

On April 11, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) wrote a letter to the Secretary of Transportation to request the findings of the DOT investigation into the incident on April 9, 2017 aboard United Airlines Flight 3411 from Chicago, IL to Louisville, KY, including whether Federal laws or regulations were violated.

CONSUMER PROTECTIONS FOR AIRLINE PASSENGERS

On May 2, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) sent a letter to the Comptroller General requesting that GAO conduct a study to examine DOT consumer protection policies.

VIOLATION OF THE ANTI-LOBBYING ACT

On August 2, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Committee on Appropriations Ranking Member Nita M. Lowey (D-NY), and Subcommittee on Transportation, Housing and Urban Development Ranking Member David E. Price (D-NC) sent a letter to the Inspector General to request an investigation of DOT officials to determine whether they engaged in conduct that violates the Anti-Lobbying Act or other Federal law.

TRANSPARENCY IN THE COST OF AIR TRAVEL

On October 25, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Secretary of Transportation to urge DOT to take action to improve transparency in the cost of U.S. travel, including finalizing its 2011 rulemaking requiring airlines to report all optional service fees and to update its 2009 guidance on how airlines should report such fees to the agency.

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

On January 9, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Comptroller General requesting a GAO study to assess the FAA's investment options regarding oceanic surveillance.

OBJECTS DROPPED IN-FLIGHT

On February 5, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), along with Congresswoman Dina Titus (D-NV), Congresswoman Eleanor Holmes Norton (D-DC), and Congressman Richard M. Nolan (D-MN) sent a letter to FAA Administrator Roth regarding the cruel and unsafe tradition of dropping live turkeys from aircrafts in Yellville, Arkansas, and whether the FAA intends to promulgate a regulation to prohibit this practice.

NEAR MISSES AND RUNWAY INCURSIONS

On February 21, 2018 Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Aviation Ranking Member Rick Larsen (D-WA), and Congressman Mark DeSaulnier (D-CA) sent a letter to the Comptroller General requesting a GAO study that both examines existing data on aviation safety to determine if they represent any emerging patterns and assess whether there are any gaps in the collecting and reporting of critical safety information, including any updates to the 2008 report titled, "Progress on Reducing Runway Incursions Impeded by Leadership, Technology, and Other Challenges," and the 2011 report titled, "Enhanced Oversight and Improved Availability of Risk-Based Data, Could Further Improve Safety."

OPEN SKIES AGREEMENT

On February 23, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) sent a letter to the Secretary of Transportation and the Secretary of State to ensure that any new open skies agreement between the United States and the United Kingdom contain an explicit and enforceable prohibition on the use of opportunities created by the agreement to undermine the labor standards of either the U.S. or U.K.

INFRASTRUCTURE NEEDS AT U.S. AIRPORTS

On February 28, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) sent a letter to the Comptroller General to request a study to determine the current and projected infrastructure needs at U.S. airports.

AIRCRAFT EVACUATION STANDARDS

On March 8, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee Ranking Member Rick Larsen (D-WA) sent a letter to the Inspector General to assess whether the FAA aircraft evacuation standards are up to date and what steps can be taken to improve post-accident survivability when an evacuation is required.

OVERSIGHT OF LOW COST CARRIERS

On April 19, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) sent a letter to the Secretary of Transportation requesting a detailed response in regards to the accident involving Southwest Airlines Flight 1380, a full report on the FAA's oversight of Allegiant, and a briefing by senior FAA officials.

OVERSEAS AIRCRAFT REPAIR STATIONS

On June 28, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) sent a letter to the Secretary of Transportation to express concern regarding the Federal Aviation Administration's (FAA) oversight of overseas aircraft repair stations.

**SUBCOMMITTEE ON COAST GUARD AND MARITIME
TRANSPORTATION**

U.S. HOUSE OF REPRESENTATIVES

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Legislative Activities

Public Laws

COUNTERING AMERICA'S ADVERSARIES THROUGH SANCTIONS ACT

PUBLIC LAW 115-44 (H.R. 3364)

Summary

Countering Iran's Destabilizing Activities Act of 2017

This bill directs the President to impose sanctions against: (1) Iran's ballistic missile or weapons of mass destruction programs, (2) the sale or transfer to Iran of military equipment or the provision of related technical or financial assistance, and (3) Iran's Islamic Revolutionary Guard Corps and affiliated foreign persons. The President may impose sanctions against persons responsible for violations of internationally recognized human rights committed against individuals in Iran. The President may temporarily waive the imposition or continuation of sanctions under specified circumstances.

Countering Russian Influence in Europe and Eurasia Act of 2017

The President must submit for congressional review certain proposed actions to terminate or waive sanctions with respect to the Russian Federation. Specified executive order sanctions against Russia shall remain in effect. The President may waive specified cyber- and Ukraine-related sanctions. The bill provides sanctions for activities concerning: (1) cyber security, (2) crude oil projects, (3) financial institutions, (4) corruption, (5) human rights abuses, (6) evasion of sanctions, (7) transactions with Russian defense or intelligence sectors, (8) export pipelines, (9) privatization of state-owned assets by government officials, and (10) arms transfers to Syria. The Department of State shall work with the government of Ukraine to increase Ukraine's energy security. The bill: (1) directs the Department of the Treasury to develop a national strategy for combating the financing of terrorism, and (2) includes the Secretary of the Treasury on the National Security Council.

Korean Interdiction and Modernization of Sanctions Act

The bill modifies and increases the President's authority to impose sanctions on persons in violation of certain United Nations Security Council resolutions regarding North Korea. U.S. financial institutions shall not establish or maintain correspondent accounts used by foreign financial institutions to provide indirect financial services to North Korea. A foreign government that provides to or receives from North Korea a defense article or service is prohibited from receiving certain types of U.S. foreign assistance. The bill provides sanctions against: (1) North Korean cargo and shipping, (2) goods produced in whole or part by North Korean convict or forced labor, and (3) foreign persons that employ North Korean forced laborers. The State Department shall submit a determination regarding whether North Korea meets the criteria for designation as a state sponsor of terrorism.

H.R. 3364 contains provisions that fall within the jurisdiction of the Committee on Transportation and Infrastructure. Section 315 amends the Ports and Waterways Safety Act (33 U.S.C. 1221, et seq.) to prohibit vessels from entering U.S. waters if such vessels are registered (flagged), owned or operated by North Koreans, or on behalf of North Korea or North Korean persons. It also prohibits entry into U.S. waters for vessels registered in countries that have stopped in a port identified by the President and which cannot show adequate controls or assure that no material benefiting North Korea were shipped or transshipped there. Additionally, vessels of countries that have not complied with United Nations resolutions regarding North Korea would be barred entry. Section 315 also requires the Secretary of the Department in which the Coast Guard is operating to maintain information on all foreign vessel registries that register a vessel owned or operated by, or on behalf of, North Korea, or countries that have not complied with United Nations resolutions regarding North Korea.

Legislative History

July 25, 2017. Referred to the Subcommittee on Aviation.

July 25, 2017. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

July 25, 2017. Mr. Royce (CA) moved to suspend the rules and pass the bill.

July 25, 2017. Considered under suspension of the rules. (consideration: CR H6241–6268)

July 25, 2017. The House proceeded with forty minutes of debate on H.R. 3364.

July 25, 2017. Considered as unfinished business. (consideration: CR H6278–6279)

July 25, 2017. On motion to suspend the rules and pass the bill Agreed to by the Yeas and Nays: (2/3 required): 419–3 (Roll no. 413). (text: CR H6241–6261)

July 25, 2017. Motion to reconsider laid on the table Agreed to without objection.

July 26, 2017. Received in the Senate, read twice.

July 27, 2017. Passed Senate without amendment by Yea-Nay Vote. 98–2. Record Vote Number: 175. (consideration: CR S4387–4389)

July 27, 2017. Message on Senate action sent to the House.
 July 28, 2017. Presented to President.
 Aug. 2, 2017. Signed by President.
 Aug. 2, 2017. Became Public Law No: 115–44.

FOREIGN SPILL PROTECTION ACT OF 2017

H.R. 468 WAS INCORPORATED INTO SECTION 3508 OF PUBLIC LAW 115–
 91 (H.R. 2810)

Summary

This bill amends the Oil Pollution Act of 1990 to make foreign facilities that are located offshore and outside the exclusive economic zone (EEZ) liable for removal costs and damages that result from oil spills that reach (or threaten to reach) U.S. navigable waters, adjoining shorelines, or the EEZ. Specifically, the following parties may be held liable: (1) the owners or operators of the foreign facilities, including facilities located in, on, or under any land within foreign countries; and (2) the holders of a right of use and easement granted under applicable foreign law for the area in which the facility is located.

Legislative History

Jan. 13, 2017. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

Jan. 13, 2017. Referred to the Subcommittee on Water Resources and Environment.

See P.L. 115–91 (H.R. 2810) for further action.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2018

PUBLIC LAW 115–91 (H.R. 2810)

Summary

This bill authorizes fiscal year 2018 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 appropriations to DOD for: (1) Procurement, including aircraft, missiles, weapons and tracked combat vehicles, ammunition, shipbuilding and conversion, space procurement, and other procurement; (2) Research, Development, Test, and Evaluation; (3) Operation and Maintenance; (4) Working Capital Funds; (5) the Joint Urgent Operational Needs Fund; (6) Chemical Agents and Munitions Destruction; (7) Drug Interdiction and Counter-Drug Activities; (8) the Defense Inspector General; (9) the Defense Health Program; (10) the Armed Forces Retirement Home; (11) Overseas Contingency Operations; and (12) Military Construction.

The bill also authorizes the fiscal year 2018 personnel strength for active duty and reserve forces and sets forth policies regarding compensation and other personnel benefits, the Ready Reserve Force and Military Sealift Command surge fleet, and matters relating to foreign nations.

The Committee worked with the Committee on Armed Services to clear provisions in H.R. 2810 within the Committee on Transportation and Infrastructure's jurisdiction. The Committee was granted conferee status on sections 122, 311, 546, 601, 1082, 1617, 1695, 3501, 3502, 3505, and 3507–10 of the House bill, and secs. 331, 601, 1048, 6002, 13501, 13502, 13508, 13513, 13607, and 14013 of the Senate amendment.

The Subcommittee worked with the Committee on Armed Services to clear the following sections within the Subcommittee's jurisdiction:

Section 122 of the House bill and Section 1048 of the Senate bill authorizes the Secretary of the Navy to act as a general agent for the Secretary of the Department in which the Coast Guard is operating and to enter into a contract for not more than three heavy icebreakers and three medium icebreakers. The Senate receded with an amendment.

Section 546 of the House bill would provide flexibility in the requirements for participation of service members in a program to help them obtain professional credentials. This provision was not included in final passage.

Section 601 of the House bill and Senate bill authorizes a pay raise of 2.4 percent for all members of the uniformed services effective January 1, 2018. The Senate receded to the House language.

Section 1617 of the House passed bill that would require, during fiscal year 2018, the Secretary of Defense, the Secretary of Transportation, and the Secretary of Homeland Security to jointly develop a plan for carrying out a backup capability demonstration for the Global Positioning System. The Senate receded with an amendment.

Section 3501 of the House passed bill and Sections 13501 and 13502 of the Senate bill authorizes appropriations to the Department of Transportation for fiscal year 2018 for programs associated with maintaining the United States merchant marine.

Section 3502 of the House passed bill that recodifies still relevant provisions of the Merchant Ship Sales Act of 1946. The Senate receded to the House language.

Section 3507 of the House bill and Section 13508 authorizes the Secretary of Transportation to designate centers of excellence for domestic maritime workforce training and education. The Senate receded with an amendment.

Section 3508 of the House bill authorizes the Foreign Spill Protection Act of 2017 (see H.R. 468). The Senate receded with an amendment.

Section 3509 of the House bill clarified when a vessel can be determined to be a recreational vessel. This provision was not included in final passage.

Section 3510 of the House bill clarifies that a foreign citizen mariner may file a personal injury lawsuit in a U.S. court under four circumstances: (1) if the accident occurred in U.S. waters; (2) if the accident occurred aboard a U.S. flagged vessel; (3) no matter where the accident occurred, if the claimant was a permanent resident alien of the United States at the time of the accident; or (4) no matter where the accident occurred, if the claimant does not have a right to bring suit in his country of residence or the flag state of

the vessel from which the claim arose. This provision was not included in final passage.

Legislative History

Oct. 12, 2017. Mr. Thornberry asked unanimous consent that the House disagree to the Senate amendment, and request a conference. (consideration: CR H8004–8008, H8008–8009, H8009–8010)

Oct. 12, 2017. On motion that the House disagree to the Senate amendment, and request a conference Agreed to without objection.

Oct. 12, 2017. Mr. Langevin moved that the House instruct conferees. (consideration: CR H8004–8008, H8008–8009, H8009–8010; text as House agreed to Senate amendment: CR H8004)

Oct. 12, 2017. The House proceeded with one hour of debate on the Langevin motion to instruct conferees on H.R. 2810. The instructions contained in the motion seek to require the managers on the part of the House to disagree with subsection (c) of section 336 of the Senate amendment, to recede from section 1064 of the House bill and to disagree with section 1087 of the Senate amendment.

Oct. 12, 2017. The previous question was ordered without objection.

Oct. 12, 2017. On motion that the House instruct conferees Failed by the Yeas and Nays: 184–237 (Roll no. 564).

Oct. 12, 2017. Mr. Thornberry moved that the House to close portions of the conference.

Oct. 12, 2017. On motion to close portions of the conference Agreed to by the Yeas and Nays: 414–8 (Roll no. 565).

Oct. 12, 2017. Motion to reconsider laid on the table Agreed to without objection.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Armed Services for consideration of the House bill and the Senate amendment, and modifications committed to conference: Thornberry, Wilson (SC), LoBiondo, Bishop (UT), Turner, Rogers (AL), Franks (AZ), Shuster, Conaway, Lamborn, Wittman, Coffman, Hartzler, Scott, Austin, Cook, Stefanik, Knight, Bacon, Smith (WA), Brady (PA), Davis (CA), Langevin, Larsen (WA), Cooper, Bordallo, Courtney, Tsongas, Garamendi, Speier, Veasey, and Gabbard.

Oct. 12, 2017. The Speaker appointed conferees—from the Permanent Select Committee on Intelligence for consideration of matters within the jurisdiction of that committee under clause 11 of rule X: Nunes, Stewart, and Schiff.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on the Budget for consideration of sec. 1262 of the House bill, and sec. 4 of the Senate amendment, and modifications committed to conference: Johnson (OH), Bergman, and Yarmuth.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Education and the Workforce for consideration of secs. 221, 551, 555, and 3509 of the House bill, and secs. 236, 551–53, 3116, 5508, and 6001 of the Senate amendment, and modifications committed to conference: Foxx, Byrne, and Scott (VA).

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Energy and Commerce for consideration of secs. 313, 314, 601, 723, 727, 729, 732, 3118, and 3122 of the House bill, and secs.

601, 701, 725, 732, 1089A, 1625, and 3114 of the Senate amendment, and modifications committed to conference: Walden, Barton, and Pallone.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Financial Services for consideration of sec. 862 of the Senate amendment, and modifications committed to conference: Barr, Williams, and Waters, Maxine.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Foreign Affairs for consideration of secs. 864, 1032, 1039, 1040, 1058, 1201, 1203–05, 1211, 1222, 1223, 1231, 1232, 1234, 1243, 1246, 1247, 1265, 1270A, 1272, 1276, 1278, 1280, 1301, 1302, 1521, 1522, 1687, 2841, and 3117 of the House bill, and secs. 111, 861, 867, 1011, 1203–05, 1212, 1213, 1231–33, 1241–45, 1250, 1261–63, 1270B, 1270C, 1282, 1283, 1301, 1302, 1531, and 1651 of the Senate amendment, and modifications committed to conference: Royce (CA), Donovan, and Engel.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on the Judiciary for consideration of secs. 515, 1062, 1063, 1067, 1080, 1695, 2843, and 3510 of the House bill, and secs. 520A, 529, 1035, 1081, 1083, 1217, 1264, and 14013 of the Senate amendment, and modifications committed to conference: Goodlatte, Issa, and Conyers.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Natural Resources for consideration of secs. 601, 1062, 1265, 2827, 2828, 2831, 2832, 2844, 2863, subtitle F of title XXVIII, and sec. 2863 of the House bill, and secs. 311, 338, 601, 1263, 1264, 2850, and 12801 of the Senate amendment, and modifications committed to conference: Westerman, Cheney, and Grijalva.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Oversight and Government Reform for consideration of secs. 323, 501, 801, 803, 859–860A, 873, and 1101–09 of the House bill, and secs. 218, 544, 557, 801, 812, 821, 822, 829, 852, 902, 931, 934, 938, 1045, 1093, 1094, 1101, 1102, 1104–06, 1111–13, 2821, 2822, 6005, 6012, 10804, 11023–25, and 11603 of the Senate amendment, and modifications committed to conference: Meadows, Ross, and Lynch.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Science, Space, and Technology for consideration of sec. 223 of the House bill and secs. 897, 898, 1662–64, and 6002 of the Senate amendment, and modifications committed to conference: Smith (TX), Lucas, and Johnson, E.B.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Small Business for consideration of secs. 801, 860B, 867, 1701–04, 1711–13, 1721–23, 1731–37, and 1741 of the House bill, and secs. 854, 862, 897, 898, 899C, 10801, and 10802 of the Senate amendment, and modifications committed to conference: Chabot, Kelly (MS), and Velazquez.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Transportation and Infrastructure for consideration of secs. 122, 311, 546, 601, 1082, 1617, 1695, 3501, 3502, 3505, and 3507–10 of the House bill, and secs. 331, 601, 1048, 6002, 13501, 13502, 13508, 13513, 13607, and 14013 of the Senate amendment, and modifications committed to conference: Graves (MO), Hunter, and Bustos.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Veterans' Affairs for consideration of secs. 572, 573, 576, 578, 1077, and 2841 of the House bill, and secs. 731, 1084, 1088, 1264, 11001, 11008, and 14004 of the Senate amendment, and modifications committed to conference: Roe (TN), Bilirakis, and Walz.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Ways and Means for consideration of sec. 701 of the Senate amendment, and modifications committed to conference: Tiberi, Walorski, and Neal.

Oct. 25, 2017. Conference held.

Nov. 8, 2017. Conferees agreed to file conference report.

Nov. 9, 2017. Conference report H. Rept. 115–404 filed. (text of conference report: CR H8701–9136)

Nov. 9, 2017. Conference papers: Senate report and manager's statement held at the desk in Senate.

Nov. 13, 2017. Rules Committee Resolution H. Res. 616 Reported to House. The resolution provides for one hour of general debate and closed rule for H.R. 2874. Also, the resolution provides for consideration of the conference report to accompany H.R. 2810.

Nov. 14, 2017. Rule H. Res. 616 passed House.

Nov. 14, 2017. Mr. Thornberry brought up conference report H. Rept. 115–404 for consideration under the provisions of H. Res. 616. (consideration: CR H9200–9209)

Nov. 14, 2017. The House proceeded with 1 hour of debate on the Conference report to accompany H.R. 2810.

Nov. 14, 2017. The previous question was ordered pursuant to the rule.

Nov. 14, 2017. The House proceeded to consider the conference report H. Rept. 115–404 as unfinished business. (consideration: CR H9238–9239)

Nov. 14, 2017. On agreeing to the conference report Agreed to by the Yeas and Nays: 356–70 (Roll no. 631).

Nov. 14, 2017. Motions to reconsider laid on the table Agreed to without objection.

Nov. 16, 2017. Conference papers: message on House action held at the desk in Senate.

Nov. 16, 2017. Conference report considered in Senate.

Nov. 16, 2017. Senate agreed to conference report by Voice Vote.

Nov. 16, 2017. Message on Senate action sent to the House.

Nov. 30, 2017. Presented to President.

Dec. 12, 2017. Signed by President.

Dec. 12, 2017. Became Public Law No: 115–91.

FEDERAL MARITIME COMMISSION AUTHORIZATION ACT OF 2017

H.R. 2593 WAS INCORPORATED INTO TITLE VII OF PUBLIC LAW 115–282
(S. 140)

Summary

H.R. 2593 is bipartisan legislation that authorizes funding for the Federal Maritime Commission (FMC) for fiscal years 2018 and 2019 at increased levels and includes reforms to Commission authorities regarding reviews of carrier agreements.

The bill amends certain authorities in the Shipping Act to:

- Define port services, outline when ocean carriers may negotiate with port service providers, and allow the Commission to review any relevant competition factors, including agreements, other than the one under review.
- Update the entities required to provide information to the Commission to include marine terminal operators or ocean transportation intermediaries and employees of these entities.
- Allow the Commission to request information on ocean carrier agreements without the requirement that it solely be for its determination process.
- Clarify that a person cannot advertise or hold oneself out as an ocean transportation intermediary without having a license as such an intermediary.
- Allow any carrier in an agreement that would be prohibited after enactment of this Act to participate in other corollary agreements (i.e., rate discussions, vessel sharing, slot-sharing, or space-sharing) to get an exemption or withdraw from such agreement.

Legislative History

May 24, 2017. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

May 24, 2017. Subcommittee discharged from further consideration.

May 24, 2017. Ordered reported, as amended, by voice vote.

See Public Law 115–232 (H.R. 5515) and P.L. 115–282 (S. 140) for further action.

MARITIME TECHNICAL CORRECTIONS ACT OF 2018

H.R. 5326 WAS INCORPORATED INTO CHAPTER 1 (SECTIONS 3531–3539) AND CHAPTER 2 (SECTIONS 3541–3548) OF TITLE XXXV OF PUBLIC LAW 115–230 (H.R. 5515)

Summary

H.R. 5326 makes minor technical corrections to Title 14 and Title 46 of the United States Code. Title 14 pertains to the U.S. Coast Guard and was codified in 1949. Title 46 pertains to shipping in the U.S. and was codified in 1983.

Legislative History

Mar. 20, 2018. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

Apr. 12, 2018. Subcommittee discharged from further consideration.

Apr. 12, 2018. Ordered reported, amended, by voice vote.

See Public Law 115–232 (H.R. 5515) for further action.

TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL
ACCOUNTABILITY ACT OF 2018

PUBLIC LAW 115–230 (H.R. 5729)

Summary

This bill prohibits the U.S. Coast Guard from: (1) implementing the rule titled “Transportation Worker Identification Credential (TWIC)-Reader Requirements,” and (2) proposing or issuing a notice of proposed rulemaking for a rule that would require the use of biometric readers for biometric transportation security cards.

These prohibitions end 60 days after the Department of Homeland Security submits to Congress an assessment of the transportation security card program.

Legislative History

May 9, 2018. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

June 6, 2018. Ordered reported, amended, by the Committee on Homeland Security by Unanimous Consent.

June 27, 2018. Reported by the Committee on Homeland Security. H. Rept. 115–790, Part I.

June 27, 2018. Committee on Transportation discharged.

June 27, 2018. Placed on the Union Calendar, Calendar No. 260.

July 10, 2018. Mr. Katko moved to suspend the rules and pass the bill, as amended.

July 10, 2018. Considered under suspension of the rules.

July 10, 2018. The House proceeded with forty minutes of debate on H.R. 3101.

July 10, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote.

July 10, 2018. Motion to reconsider laid on the table Agreed to without objection.

July 11, 2018. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

July 26, 2018. Passed Senate without amendment by Unanimous Consent. (consideration: CR S5437)

July 30, 2018. Message on Senate action sent to the House.

Aug. 1, 2018. Presented to President.

Aug. 2, 2018. Signed by President.

Aug. 2, 2018. Became Public Law No: 115–230.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2019

PUBLIC LAW 115–232 (H.R. 5515)

Summary

This bill authorizes fiscal year 2018 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 Subcommittee worked with the Committee on Armed Services to clear the following sections within the Subcommittee's jurisdiction:

Section 153 of the Senate bill which included authority to procure additional Polar-Class icebreakers.

Section 554 of the House bill and section 556 of the Senate bill which included authorities to assist members of the Armed Forces in obtaining professional credentials.

Section 1075 of the House bill which deals with the transfer of aircraft to other federal Departments.

Section 601 of the Senate bill dealing with pay increases for military basic pay.

Section 3501 of the House bill and sections 3501 and 7502 of the Senate bill which authorized appropriations for the Maritime Administration.

Section 3504 of the House bill and section 7515 of the Senate bill dealing with the permanent authority of the Secretary of Transportation to issue vessel war risk insurance.

Section 3522 of the House bill which deals with the notification of safety concerns of Coast Guard assets.

Section 3523 of the House bill which deals with actions the Coast Guard shall take with regard to contract termination.

Section 3524 of the House bill dealing with reimbursement of travel expenses.

Section 3525 of the House bill addressing the Coast Guard's Capital Investment Plan.

Section 3526 of the House bill regarding Coast Guard risk assessment for major acquisitions.

Section 3527 of the House bill dealing with implementation of marine safety measures.

Section 3528 of the House bill which amends authorities pertaining to retirement of the Vice Commandant.

Section 3529 of the House bill dealing with large recreational vessel regulations.

Section 3531–3548 (H.R. 5326) which make technical corrections to sections of title 46 of the United States Code.

Section 7507 of the Senate bill dealing with electronic records of available mariners.

Section 7508 of the Senate bill on small shipyard grants (was included in title II of H.R. 2593).

Sections 7509 on ship recycling facilities and section 7517 miscellaneous provision.

Legislative History

June 27, 2018. Mr. Thornberry asked unanimous consent that the House disagree to the Senate amendment, and request a conference. (consideration: CR H5782–5783; text: CR H5782)

June 27, 2018. On motion that the House disagree to the Senate amendment, and request a conference Agreed to without objection.

June 27, 2018. Mr. Carbajal moved that the House instruct conferees.

June 27, 2018. The House proceeded with one hour of debate on the Carbajal motion to instruct conferees on H.R. 5515. The in-

structions contained in the motion seek to require the managers on the part of the House to agree to section 703 of the Senate bill.

June 27, 2018. The previous question was ordered without objection.

June 27, 2018. On motion that the House instruct conferees Failed by the Yeas and Nays: 188–231 (Roll No. 300).

June 27, 2018. Mr. Thornberry moved to close portions of the conference.

June 27, 2018. On Closing Portions of the Conference Agreed to by the Yeas and Nays: 403–15 (Roll no. 301).

June 27, 2018. Motion to reconsider laid on the table Agreed to without objection.

June 27, 2018. The Speaker appointed conferees—from the Committee on Armed Services for consideration of the House bill and the Senate amendment, and modifications committed to conference: Thornberry, Wilson (SC), LoBiondo, Bishop (UT), Turner, Rogers (AL), Shuster, Conaway, Lamborn, Wittman, Coffman, Hartzler, Scott, Austin, Cook, Byrne, Stefanik, Bacon, Banks (IN), Smith (WA), Davis (CA), Langevin, Cooper, Bordallo, Courtney, Tsongas, Garamendi, Speier, Veasey, Gabbard, O'Rourke, and Murphy (FL).

June 27, 2018. The Speaker appointed conferees—from the Committee on Energy and Commerce for consideration of title XVII of the Senate amendment, and modifications committed to conference: Latta, Johnson (OH), and Pallone.

June 27, 2018. The Speaker appointed conferees—from the Committee on Financial Services for consideration of title XVII of the Senate amendment, and modifications committed to conference: Hensarling, Barr, and Waters, Maxine.

June 27, 2018. The Speaker appointed conferees—from the Committee on Foreign Affairs for consideration of title XVII of the Senate amendment, and modifications committed to conference: Royce (CA), Kinzinger, and Engel.

June 27, 2018. Message on House action received in Senate and at desk: House requests a conference.

July 3, 2018. The Speaker appointed additional conferees—from the Permanent Select Committee on Intelligence for consideration of matters within the jurisdiction of that committee under clause 11 of rule X: Nunes, Stewart, and Schiff.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on the Budget for consideration of secs. 1252 and 1523 of the House bill, and secs. 4, 1002, 1032, and 1721 of the Senate amendment, and modifications committed to conference: Womack and Yarmuth.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Education and the Workforce for consideration of secs. 228, 563, 564, 1094, and 3120C of the House bill, and secs. 561–63 of the Senate amendment, and modifications committed to conference: Foxx and Scott (VA).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Energy and Commerce for consideration of secs. 701, 712, 1083, 1096, 3111–13, 3118, 3119, 3132, and 4305 of the House bill, and secs. 315, 601, 714, 3111–15, 5802, and 7509 of the Senate amendment, and modifications committed to conference: Walden, Hudson, and Pallone.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Financial Services for consideration of 1299O–2 and 1236 of the House bill, and modifications committed to conference: Hensarling, Barr, and Waters, Maxine.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Foreign Affairs for consideration of secs. 346, 1042, 1202–06, 1210, 1211, 1221–23, 1230A, 1230D, 1230F, 1231, 1234, 1236, 1237, 1239, 1240, 1254–56, 1264, 1267, 1268, 1271, 1274, 1276, 1278, 1280, 1282, 1288, 1299O–1, 1299O–2, 1299O–3, 1299O–4, 1301, 1302, 1521, 1522, and 3116 of the House bill, and secs. 331, 1061, 1063, 1201–04, 1207, 1211, 1213, 1221–23, 1231–33, 1241, 1244, 1245, 1261, 1262, 1264–66, 1269, 1301, 1302, 1531, 1622, 1623, 1654, 3113, 3116, 6002, 6202–04, 6701, and 6702 of the Senate amendment, and modifications committed to conference: Royce (CA), Mast, and Engel.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Homeland Security for consideration of sec. 1634 of the House bill, and modifications committed to conference: McCaul, Ratcliffe, and Thompson (MS).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on the Judiciary for consideration of secs. 826, 1043, 1050B, 1073, 1074, 1079, 1085, 1087, 1090, 1299O–2, 4319, and 4710 of the House bill, and secs. 1025, 1035 and 1715 of the Senate amendment, and modifications committed to conference: Goodlatte, Sensenbrenner, and Nadler.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Natural Resources for consideration of secs. 313, 314, 316, 342, 1043, 1076, 1079, 2822, 2830, 2830A, 2831, 2832, 2845–47, 3402, 3549, 4810, 4837, division E, and sec. 6101 of the House bill, and secs. 601, 2833, 2836, and 7518 of the Senate amendment, and modifications committed to conference: Westerman and Grijalva.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Oversight and Government Reform for consideration of secs. 506, 511, 569, 822, 831, 832, 834, 835, 860, 875, 880–84, 886, 917, 1101–11, 4711, and 4829 of the House bill, and secs. 568, 595, 607, 632, 702, 813, 902, 937, 1101–05, 1122–25, 1254B, 1628, 1639, 1640, 1716, 1726, 2835, and 6702 of the Senate amendment, and modifications committed to conference: Sanford, Ross, and Lynch.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Science, Space, and Technology for consideration of secs. 854, 858, and 1603 of the House bill, and secs. 893 and 1604 of the Senate amendment, and modifications committed to conference: Smith (TX), Lucas, and Johnson, E.B.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Small Business for consideration of secs. 811, 851–58, 861, 863–68, and 2803 of the House bill, and secs. 893, 1626, and 6006 of the Senate amendment, and modifications committed to conference: Chabot, Knight, and Velázquez.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Transportation and Infrastructure for consideration of secs. 518, 554, 883, 1044, 1049, 1050B, 1075, 1095, 1111, 2848, 3501, 3504, 3522–25, 3528, 3529, and division D of the House

bill, and secs. 153, 556, 601, 1604, 3501, 3502, 7501, 7502, 7507–09, 7515, and 7517 of the Senate amendment, and modifications committed to conference: Comstock and Brownley (CA).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Veterans' Affairs for consideration of secs. 547, 552, 582, 1411, and 2844 of the House bill, and secs. 721, 726, and 1431 of the Senate amendment, and modifications committed to conference: Roe (TN), Poliquin, and Walz.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Ways and Means for consideration of sec. 701 of the House bill, and sec. 6201 of the Senate amendment, and modifications committed to conference: Reichert, Roskam, and Neal.

July 3, 2018. The Speaker appointed a conferee for consideration of secs. 313, 314, 316, 342, 1043, 1076, 1079, 1252, 1523, 2822, 2830, 2830A, 2831, 2832, 2845–47, 3402, 3549, 4810, 4837, division E, and sec. 6101 of the House bill and secs. 4, 601, 1002, 1032, 1721, 2833, 2836, and 7518 of the Senate amendment, and modifications committed to conference: Bergman.

July 3, 2018. The Speaker appointed a conferee for consideration of secs. 228, 518, 554, 563, 564, 883, 1044, 1049, 1050B, 1075, 1094, 1095, 1111, 2848, 3120C, 3501, 3504, 3522–25, 3528, 3529, and division D of the House bill and secs. 153, 556, 561–63, 601, 1604, 3501, 3502, 7501, 7502, 7507–09, 7515, and 7517 of the Senate amendment, and modifications committed to conference: Lewis (MN).

July 10, 2018. Measure laid before Senate by unanimous consent.

July 10, 2018. Motion to insist on Senate amendment to House bill, agree to request for conference, and authorize the Presiding Officer to appoint conferees made in Senate.

July 10, 2018. Motion to insist on Senate amendment to House bill, agree to request for conference, and authorize the Presiding Officer to appoint conferees agreed to in Senate by Yea-Nay Vote. 91–8. Record Vote Number: 147.

July 10, 2018. Senate insists on its amendment, agrees to request for conference, and authorizes the Presiding Officer to appoint conferees.

July 10, 2018. Motion by Senator Cornyn to instruct Senate conferees made in Senate.

July 10, 2018. Motion by Senator Cornyn to instruct Senate conferees (Committee on Foreign Investment) agreed to in Senate by Yea-Nay Vote. 97–2. Record Vote Number: 148.

July 10, 2018. Motion by Senator Reed to instruct Senate conferees made in Senate.

July 10, 2018. Motion by Senator Reed to instruct Senate conferees (NATO) agreed to in Senate by Yea-Nay Vote. 97–2. Record Vote Number: 149.

July 10, 2018. Senate appointed conferees. McCain; Inhofe; Wicker; Fischer; Cotton; Rounds; Ernst; Tillis; Sullivan; Perdue; Cruz; Graham; Sasse; Scott; Crapo; Reed; Nelson; McCaskill; Shaheen; Gillibrand; Blumenthal; Donnelly; Hirono; Kaine; King; Heinrich; Warren; Peters; Brown.

July 11, 2018. Message on Senate action sent to the House.

July 23, 2018. Conference report H. Rept. 115–863 filed.

July 24, 2018. Conference papers: Senate report and manager's statement held at the desk in Senate.

July 24, 2018. House recommitted the conference report pursuant to H. Res. 1019.

July 24, 2018. House recommitted the conference report pursuant to H. Res. 1019

July 25, 2018. Conference report H. Rept. 115–874 filed. (text of conference report: CR H7202–7637)

July 25, 2018. Rules Committee Resolution H. Res. 1027 Reported to House. Rule provides for consideration of the conference report to H.R. 5515.

July 25, 2018. Conference papers: Senate report and manager's statement held at the desk in Senate.

July 26, 2018. Rule H. Res. 1027 passed House.

July 26, 2018. Mr. Thornberry brought up conference report H. Rept. 115–874 for consideration under the provisions of H. Res. 1027. (consideration: CR H7699–7709)

July 26, 2018. The House proceeded with one hour of debate on the conference report to accompany H.R. 5515.

July 26, 2018. The House resumed debate on the conference report to accompany H.R. 5515.

July 26, 2018. The previous question was ordered pursuant to the rule.

July 26, 2018. On agreeing to the conference report Agreed to by the Yeas and Nays: 359–54 (Roll no. 379). (consideration: CR H7708–7709)

July 26, 2018. Motions to reconsider laid on the table Agreed to without objection.

July 26, 2018. Conference papers: message on House action held at the desk in Senate.

July 26, 2018. Conference report considered in Senate. (consideration: CR S5412–5417)

July 26, 2018. Cloture motion on the conference report to accompany H.R. 5515 presented in Senate. (CR S5412)

Aug. 1, 2018. Conference report considered in Senate. (consideration: CR S5538–5543)

Aug. 1, 2018. Cloture motion on the conference report to accompany H.R. 5515 withdrawn by unanimous consent in Senate.

Aug. 1, 2018. Senate agreed to conference report by Yea-Nay Vote. 87–10. Record Vote Number: 181.

Aug. 1, 2018. Message on Senate action sent to the House.

Aug. 3, 2018. Presented to President.

Aug. 13, 2018. Signed by President.

Aug. 13, 2018. Became Public Law No: 115–232.

SAVE OUR SEAS ACT OF 2017 OR THE SOS ACT OF 2017

PUBLIC LAW 115–265 (S. 3508)

Summary

Title I of this bill amends the Marine Debris Act to revise the Marine Debris Program to require the National Oceanic and Atmospheric Administration (NOAA) to work with: (1) other agencies to address both land- and sea-based sources of marine debris, and (2) the Department of State and other agencies to promote inter-

national action to reduce the incidence of marine debris. The bill also revises the program by allowing NOAA to make sums available for assisting in the cleanup and response required by severe marine debris events.

The bill urges the President to:

- support funding for research and development of bio-based and other alternatives or environmentally feasible improvements to materials that reduce municipal solid waste;
- work with foreign countries that contribute the most to the global marine debris problem in order to find a solution to the problem;
- study issues related to marine debris, including the economic impacts of marine debris; and
- encourage the Office of the U.S. Trade Representative to consider the impact of marine debris in relevant future trade agreements.

The bill acknowledges the importance of the Great Lakes Land-Based Marine Debris Action Plan in addressing marine debris in the region.

The Interagency Marine Debris Coordinating Committee must expand to include a senior official from the State Department and from the Department of the Interior.

This bill reauthorizes funding for FY 2018–FY 2022: (1) the Marine Debris Program administered by the National Oceanic and Atmospheric Administration and (2) Coast Guard marine debris activities. (S. 756)

Title II of the bill includes several maritime safety provisions based on recommendations submitted by the Coast Guard and National Transportation Safety Board in their separate reviews of the sinking of the U.S. flag commercial container vessel M/V EL FARO. (H.R. 6175)

Title III of the bill authorizes the Coast Guard to create a Blue Technology Center of Expertise to improve the Coast Guard's awareness and access to these ocean-related technologies. (H.R. 6206).

Legislative History

Sep. 26, 2018. Introduced in the Senate, read twice, considered, read the third time, and passed without amendment by Unanimous Consent. (consideration: CR S6330–6334; text: CR S6331–6334)

Sep. 27, 2018. Received in the House.

Sep. 27, 2018. Held at the desk.

Sep. 27, 2018. Mr. Denham asked unanimous consent to take from the Speaker's table and consider.

Sep. 27, 2018. Considered by unanimous consent. (consideration: CR H9135–9138)

Sep. 27, 2018. On passage Passed without objection. (text: CR H9135–9138)

Sep. 27, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 27, 2018. Message on Senate action sent to the House.

Oct. 2, 2018. Presented to President.

Oct. 11, 2018. Signed by President.

Oct. 11, 2018. Became Public Law No: 115–265.

THE FRANK LOBIONDO COAST GUARD AUTHORIZATION ACT OF 2018

PUBLIC LAW 115–282 (S. 140)

Summary

This bill authorizes: (1) appropriations for the Coast Guard for FY2018–FY2019, and (2) a specified level of 44,500 for end-of-year strength for active duty personnel and military training student loads for such fiscal years.

The bill executes a reorganization of title 14 United States Code to clarify chapters and remove errors or obsolete language but makes no substantive changes to law (H.R. 1726).

The bill addresses: (1) training for public safety personnel, (2) service member benefits for Coast Guard personnel, (3) contracts to procure three National Security Cutters, and (4) the Coast Guard Reserve Officers' Training Corps Program.

The bill authorizes appropriations for the Federal Maritime Commission and updates its authorities pertaining to certain covered services and vessel agreements. (H.R. 2593)

The bill revises or sets forth policies relating to the Coast Guard, including Coast Guard advisory committees, numbering for undocumented barges, aids to navigation, requirements for personal flotation devices, Global Positioning System back-up timing signal, the alternate safety compliance program, vessel certification, the installation and use of engine cut-off switches on recreational vessels, visual distress signals for recreational boats, auxiliary craft requirements, the Coast Guard's inland waterway and river tenders fleet, arctic planning, maritime security, acquisition workforce expedited hiring authority, drawbridges, incentive contracts for Coast Guard Yard or Coast Guard industrial establishments, Coast Guard health care professionals, land exchanges, shipyards, and waivers for certain contracts.

The bill includes amendments to section 312 of the Federal Water Pollution Control Act to address ballast water discharge from vessels operating in United States waters.

The bill includes an authorization of appropriations for the Hydrographic Services Improvement Act of 1998. The National Oceanic and Atmospheric Administration is required to track and report its costs of hydrographic surveys.

Legislative History

Apr. 16, 2018. S.AMDT.2232 Amendment SA 2232 proposed by Senator McConnell for Senator Thune. (consideration: CR S2137) In the nature of a substitute.

Apr. 16, 2018. Cloture motion on the motion to concur in the House amendment to S. 140 with an amendment (SA 2232) presented in Senate. (CR S2137)

Apr. 16, 2018. S.AMDT.2233 Amendment SA 2233 proposed by Senator McConnell to Amendment SA 2232. (consideration: CR S2137; text: CR S2137) To change the enactment date.

Apr. 16, 2018. Motion by Senator McConnell to refer to Senate Committee on Commerce, Science, and Transportation the House message to accompany S. 140 with instructions to report back

forthwith with the following amendment (SA 2234) made in Senate. (CR S2137)

Apr. 16, 2018. S.AMDT.2234 Amendment SA 2234 proposed by Senator McConnell. (consideration: CR S2137; text: CR S2137) To change the enactment date.

Apr. 16, 2018. S.AMDT.2235 Amendment SA 2235 proposed by Senator McConnell to Amendment SA 2234 (the instructions of the motion to refer). (consideration: CR S2137–2138; text: CR S2138) Of a perfecting nature.

Apr. 16, 2018. S.AMDT.2236 Amendment SA 2236 proposed by Senator McConnell to Amendment SA 2235. (consideration: CR S2138; text: CR S2138) Of a perfecting nature.

Apr. 18, 2018. S.AMDT.2232 Considered by Senate (Message from the House considered). (consideration: CR S2240–2241)

Apr. 18, 2018. S.AMDT.2233 Considered by Senate (Message from the House considered). (consideration: CR S2240–2241)

Apr. 18, 2018. S.AMDT.2234 Considered by Senate (Message from the House considered). (consideration: CR S2240–2241)

Apr. 18, 2018. S.AMDT.2235 Considered by Senate (Message from the House considered). (consideration: CR S2240–2241)

Apr. 18, 2018. S.AMDT.2236 Considered by Senate (Message from the House considered). (consideration: CR S2240–2241)

Apr. 18, 2018. Considered by Senate (Message from the House considered). (consideration: CR S2240–2241)

Apr. 18, 2018. Cloture on the motion to concur in the House amendment to S. 140 with an amendment (SA 2232) not invoked in Senate by Yea-Nay Vote. 56–42. Record Vote Number: 77. (CR S2240)

Apr. 18, 2018. Motion by Senator McConnell to reconsider the vote by which cloture on the motion to concur in the House amendment to S. 140 with an amendment (SA 2232) was not invoked (Record Vote No. 77) entered in Senate. (CR S2240)

Oct. 11, 2018. S.AMDT.2232 Considered by Senate (Message from the House considered). (consideration: CR S6803)

Oct. 11, 2018. S.AMDT.2233 Considered by Senate (Message from the House considered). (consideration: CR S6803)

Oct. 11, 2018. S.AMDT.2234 Considered by Senate (Message from the House considered). (consideration: CR S6803)

Oct. 11, 2018. S.AMDT.2235 Considered by Senate (Message from the House considered). (consideration: CR S6803)

Oct. 11, 2018. S.AMDT.2236 Considered by Senate (Message from the House considered). (consideration: CR S6803)

Oct. 11, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6803)

Oct. 11, 2018. Motion by Senator McConnell to refer to Senate Committee on Commerce, Science, and Transportation the House message to accompany S. 140 with instructions to report back forthwith with the following amendment (SA 2234) withdrawn in Senate.

Oct. 11, 2018. S.AMDT.2234 Proposed amendment SA 2234 withdrawn in Senate. (consideration: CR S6803)

Oct. 11, 2018. S.AMDT.2235 SA 2235 fell when SA 2234 withdrawn.

Oct. 11, 2018. S.AMDT.2236 SA 2236 fell when SA 2235 fell.

Oct. 11, 2018. Motion by Senator McConnell to concur in the House amendment to S. 140 with the following amendment (SA 2232) withdrawn in Senate.

Oct. 11, 2018. S.AMDT.2232 Proposed amendment SA 2232 withdrawn in Senate. (consideration: CR S6803)

Oct. 11, 2018. S.AMDT.2233 SA 2233 fell when SA 2232 withdrawn.

Oct. 11, 2018. Motion by Senator McConnell to concur in the House amendment to S. 140 withdrawn in Senate.

Oct. 11, 2018. Motion by Senator McConnell to concur in the House amendment to S. 140 with the following amendment (SA 4054) made in Senate.

Oct. 11, 2018. S.AMDT.4054 Amendment SA 4054 proposed by Senator McConnell for Senator Thune. (consideration: CR S6803; text: CR S6826–6872) In the nature of a substitute.

Oct. 11, 2018. Cloture motion on the motion to concur in the House amendment to S. 140 with the following amendment (SA 4054) presented in Senate. (CR S6803)

Nov. 13, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6904–6909)

Nov. 13, 2018. S.AMDT.4054 Considered by Senate (Message from the House considered). (consideration: CR S6904)

Nov. 13, 2018. Cloture on the motion to concur in the House amendment to S. 140 with the following amendment (SA 4054 as modified) invoked in Senate by Yea-Nay Vote. 93–5. Record Vote Number: 240. (CR S6908)

Nov. 14, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6940)

Nov. 14, 2018. S.AMDT.4054 Considered by Senate (Message from the House considered). (consideration: CR S6940)

Nov. 14, 2018. Senate concurred in the House amendment to S. 140 with an amendment (SA 4054 as modified) by Yea-Nay Vote. 94–6. Record Vote Number: 241.

Nov. 14, 2018. S.AMDT.4054 Amendment SA 4054 as modified agreed to in Senate by Yea-Nay Vote. 94–6. Record Vote Number: 241.

Nov. 15, 2018. S.AMDT.4054 Notwithstanding the adoption of the motion to concur in the House amendment to S. 140 with further amendment (SA 4054 as modified), amendment SA 4054 is further modified by Unanimous Consent.

Nov. 16, 2018. Pursuant to the provisions of S. Con. Res. 51, enrollment corrections on S. 140 have been made.

Nov. 16, 2018. Message on Senate action sent to the House.

Nov. 27, 2018. Mr. Shuster moved that the House suspend the rules and agree to the Senate amendment to the House amendment. (consideration: CR H9581–95869604—9653; text: CR H9604–9648)

Nov. 27, 2018. The House proceeded with forty minutes of debate on the motion to suspend the rules and agree to the Senate amendment to the House amendment to S. 140.

Nov. 27, 2018. On motion that the House suspend the rules and agree to the Senate amendment to the House amendment Agreed to by voice vote.

Nov. 27, 2018. Motion to reconsider laid on the table Agreed to without objection. Provisions of the following measures were included in S. 140 as signed into Law: H.R. 2518—Titles II, III, IV, V, and VIII; H.R. 2593—Title VII; H.R. 1726—Titles I and VI; H.R. 5319—Section 837; H.R. 619—Section 834; and H.R. 1154—Title IX.

Pending in the Senate

KOREAN INTERDICTION AND MODERNIZATION OF SANCTIONS ACT

PENDING IN THE SENATE (H.R. 1644)

Summary

This bill amends the North Korea Sanctions and Policy Enhancement Act of 2016 to modify and increase the President's authority to impose sanctions on persons in violation of certain U.N. Security Council resolutions regarding North Korea.

Legislative History

Mar. 23, 2017. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

Apr. 28, 2017. Reported (Amended) by the Committee on Foreign Affairs. H. Rept. 115–98, Part I.

Apr. 28, 2017. Committee on Ways and Means discharged.

Apr. 28, 2017. Committee on Financial Services discharged.

Apr. 28, 2017. Committee on Transportation and Infrastructure discharged.

Apr. 28, 2017. Committee on Oversight and Government Reform discharged.

Apr. 28, 2017. Apr. 28, 2017. Committee on the Judiciary discharged.

Apr. 28, 2017. Placed on the Union Calendar, Calendar No. 55.

May 2, 2017. Congressman Edward R. Royce (R–CA) moved to suspend the rules and pass the bill, as amended.

May 2, 2017. Considered under suspension of the rules. (consideration: CR H3026–3038)

May 2, 2017. The House proceeded with forty minutes of debate on H.R. 1644.

May 4, 2017. Considered as unfinished business. (consideration: CR H4172)

May 4, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by the Yeas and Nays: (2/3 required): 419–1 (Roll no. 257). (text: CR 5/2/2017 H3026–3031)

May 4, 2017. Motion to reconsider laid on the table Agreed to without objection. (text: CR H3026–3031)

May 4, 2017. Received in the Senate and read twice and referred to the Committee on Foreign Relations.

COAST GUARD IMPROVEMENT AND REFORM ACT OF 2017

PENDING IN THE SENATE (H.R. 1726)

Summary

H.R. 1726 reorganizes and modernizes title 14 of the United States Code, the section of the code pertaining to the U.S. Coast Guard. Title 14 was codified in 1949. H.R. 1726 better organizes the code by transferring and renumbering existing provisions, collocating similar authorities, and creating more space in the title.

Title I of the bill reorganizes title 14, Coast Guard, United State Code, but makes no substantive change to law.

Title II amends title 14, United States Code, to create uniformity and better organize the Coast Guard's authorities.

Section 202 amends the primary duties of the Coast Guard to clarify its state of defense readiness.

Section 203 transfers provisions governing regattas and marine parades from title 33, Navigation, United States Code, to co-locate them with similar authorities in title 14. No substantive changes to the transferred text are made.

Section 204 transfers provisions governing the anchorage and movement of vessels, including the seizure and forfeiture of such vessels during national emergency, from title 50, War and National Defense, United States Code, to title 14 to co-locate them with similar authorities. No substantive changes to the transferred text are made.

Section 205 transfers Coast Guard advisory committees from title 46 to title 14, and establishes consistent administrative rules governing the advisory committees. In two cases, the section establishes statutory authority for two Coast Guard National Advisory Committees that created by the Coast Guard under the Federal Advisory Committee Act. The Coast Guard requested this conformity among the advisory committees in its 2017 legislative proposal to Congress.

Section 206 repeals the outdated and unused authority for the Commandant of the Coast Guard to buy a new overcoat for recently separated members of the Service.

Legislative History

Mar. 28, 2017. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

Mar. 29, 2017. Subcommittee discharged from further consideration.

Mar. 29, 2017. Ordered reported by voice vote.

May 18, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–132.

May 18, 2017. Placed on the Union Calendar, Calendar No. 81.

June 26, 2017. Mr. Hunter moved to suspend the rules and pass the bill.

June 26, 2017. Considered under suspension of the rules. (consideration: CR H5147–5164)

June 26, 2017. The House proceeded with forty minutes of debate on H.R. 1726.

June 26, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H5147–5163)

June 26, 2017. Motion to reconsider laid on the table Agreed to without objection.

June 27, 2017. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

See Public Law 115–282 (S. 140) for further action.

STRENGTHENING CYBERSECURITY INFORMATION SHARING AND
COORDINATION IN OUR PORTS ACT OF 2017

PENDING IN THE SENATE (H.R. 3101)

Summary

H.R. 3101 requires the Department of Homeland Security (DHS) to facilitate increased information sharing about cybersecurity among maritime interests. Additionally, this bill clarifies that the Coast Guard is the appropriate lead agency for reviewing cybersecurity in the maritime domain in order to prevent, manage, and respond to cyber threats and vulnerabilities.

DHS must:

- develop, implement, and continually review a maritime cybersecurity risk assessment model to evaluate current and future cybersecurity risks;
- seek input from at least one information sharing and analysis organization representing maritime interests in the National Cybersecurity and Communications Integration Center;
- establish voluntary reporting guidelines for maritime-related cybersecurity risks and incidents;
- request that the National Maritime Security Advisory Committee report and make recommendations to DHS about methods to enhance cybersecurity and information sharing among security stakeholders from federal, state, local, and tribal governments; public safety and emergency response agencies; law enforcement and security organizations; maritime industry participants; port owners and operators; and maritime terminal owners and operators; and
- ensure that maritime security risk assessments include cybersecurity risks to ports and the maritime border of the United States.

Through the Coast Guard, DHS must also:

- direct each Area Maritime Security Advisory Committee to facilitate the sharing of information about, and development of plans to address, port-specific cybersecurity vulnerabilities; and
- require that area maritime security plans and facility security plans approved after enactment of this Act include mitigation measures to prevent, manage, and respond to cyber threats and vulnerabilities.

Legislative History

June 29, 2017. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

Sep. 7, 2017. Ordered reported by the Committee on Homeland Security by voice vote.

Oct. 19, 2017. Reported by the Committee on Homeland Security. H. Rept. 115–356, Part I.

Oct. 19, 2017. Committee on Transportation discharged.

Oct. 19, 2017. Placed on the Union Calendar, Calendar No. 260.

Oct. 24, 2017. Mr. McCaul moved to suspend the rules and pass the bill, as amended.

Oct. 24, 2017. Considered under suspension of the rules.

Oct. 24, 2017. The House proceeded with forty minutes of debate on H.R. 3101.

Oct. 24, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote.

Oct. 24, 2017. Motion to reconsider laid on the table Agreed to without objection.

Oct. 25, 2017. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

MARITIME BORDER SECURITY REVIEW ACT

PENDING IN THE SENATE (H.R. 5869)

Summary

The bill defines “appropriate congressional committees”, “maritime border” and “transit zone”. It requires the Secretary of Homeland Security submit a maritime border threat analysis to Congress.

Legislative History

May 17, 2018. Referred to the House Committee on Homeland Security.

July 24, 2018. Ordered to be Reported (Amended) by Unanimous Consent.

Sep. 4, 2018. Reported (Amended) by the Committee on Homeland Security. H. Rept. 115–918.

Sep. 4, 2018. Placed on the Union Calendar, Calendar No. 713.

Sep. 4, 2018. Mr. Katko moved to suspend the rules and pass the bill, as amended.

Sep. 4, 2018. Considered under suspension of the rules. (consideration: CR S7796–7799)

Sep. 4, 2018. The House proceeded with forty minutes of debate on H.R. 5869.

Sep. 4, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H7796)

Sep. 4, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 5, 2018. Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.

SAVE OUR SEAS ACT OF 2017 OR THE SOS ACT OF 2017

PENDING IN THE SENATE (S. 756)

Summary

This bill amends the Marine Debris Act to revise the Marine Debris Program to require the National Oceanic and Atmospheric Administration (NOAA) to work with: (1) other agencies to address both land- and sea-based sources of marine debris, and (2) the Department of State and other agencies to promote international action to reduce the incidence of marine debris.

The bill also revises the program by allowing NOAA to make sums available for assisting in the cleanup and response required by severe marine debris events.

The bill urges the President to:

- support funding for research and development of bio-based and other alternatives or environmentally feasible improvements to materials that reduce municipal solid waste;
- work with foreign countries that contribute the most to the global marine debris problem in order to find a solution to the problem;
- study issues related to marine debris, including the economic impacts of marine debris; and
- encourage the Office of the U.S. Trade Representative to consider the impact of marine debris in relevant future trade agreements.

The Interagency Marine Debris Coordinating Committee must expand to include a senior official from the State Department and from the Department of the Interior.

The bill acknowledges the importance of the Great Lakes Land-Based Marine Debris Action Plan in addressing marine debris in the region.

This bill authorizes appropriations for Fiscal Years 2018–2022 for the Marine Debris Program, and for the Coast Guard for Fiscal Years 2018–2019.

Title II of the bill includes maritime safety provisions as a result of Coast Guard and National Transportation Safety Board reviews of the sinking of the M/V EL FARO. (H.R. 6175)

Title III of the bill requires the Coast Guard to create a Blue Technology Center of Expertise. (H.R. 6206).

Legislative History

Mar. 29, 2017. Read twice and referred to the Committee on Commerce, Science, and Transportation.

Apr. 5, 2017. Committee on Commerce, Science, and Transportation. Ordered to be reported without amendment favorably.

July 24, 2017. Committee on Commerce, Science, and Transportation. Reported by Senator Thune without amendment. With written report No. 115–135.

July 24, 2017. Placed on Senate Legislative Calendar under General Orders. Calendar No. 181.

Aug. 3, 2017. Measure laid before Senate by unanimous consent. (consideration: CR S4895)

Aug. 3, 2017. S.AMDT.773 Amendment SA 773 proposed by Senator Murkowski for Senator Sullivan. (consideration: CR S4895; text: CR S4895) To improve the bill.

Aug. 3, 2017. S.AMDT.773 Amendment SA 773 agreed to in Senate by Unanimous Consent.

Aug. 3, 2017. Passed Senate with amendments by Unanimous Consent.

Aug. 4, 2017. Message on Senate action sent to the House.

Aug. 4, 2017. Received in the House.

Aug. 4, 2017. 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, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

Aug. 7, 2017. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

June 27, 2018. Subcommittee discharged from further consideration.

June 27, 2018. Ordered reported, as amended, by voice vote.

July 25, 2018. Mr. Young (AK) moved to suspend the rules and pass the bill, as amended.

July 25, 2018. Considered under suspension of the rules. (consideration: CR H7640–7645)

July 25, 2018. The House proceeded with forty minutes of debate on S. 756.

July 25, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H7640–7642)

July 25, 2018. Motion to reconsider laid on the table Agreed to without objection.

July 26, 2018. Message on House action received in Senate and at desk: House amendment to Senate bill.

Dec. 13, 2018. Measure laid before Senate by unanimous consent.

Dec. 13, 2018. Motion by Senator McConnell to concur in the House amendment to S. 756 with an amendment (SA 4108) made in Senate Amendment SA 4108 proposed by Senator McConnell for Senator Grassley. To provide for programs to help reduce the risk that prisoners will recidivate upon release from prison, and for other purposes. Amendment SA 4109 proposed by Senator McConnell for Senator Kennedy to Amendment SA 4108. To require the Director of the Bureau of Prisons to notify each victim of the offense for which the prisoner is imprisoned the date on which the prisoner will be released.

Dec. 13, 2018. Amendment SA 4109 was divided into Divisions I, II, and III.

Dec. 13, 2018. Cloture motion on the motion to concur in the House amendment to S. 756 with an amendment (SA 4108) presented in Senate.

Dec. 17, 2018. S.Amdt.4108 Considered by Senate (Message from the House considered). (consideration: CR S7639)

Dec. 17, 2018. S.Amdt.4109 Considered by Senate (Message from the House considered). (consideration: CR S7639)

Dec. 17, 2018. Considered by Senate (Message from the House considered). (consideration: CR S7639)

Dec. 17, 2018. Cloture on the motion to concur in the House amendment to S. 756 with an amendment (SA 4108) invoked in Senate by Yea-Nay Vote. 82–12. Record Vote Number: 267. (text: CR S7650)

Dec. 18, 2018. Senate concurred in the House amendment to S. 756 with an amendment (SA 4108) by Yea-Nay Vote. 87–12. Record Vote Number: 271. The amendment struck the text of the measure relating to Marine Debris Act.

See Public Law 115–265 (S. 3508) for further action.

COAST GUARD AUTHORIZATION OF 2017 TECHNICAL CORRECTIONS

PENDING IN THE SENATE (H.R. 7329)

Summary

H.R. 7329 makes technical corrections to the Frank LoBiondo Coast Guard Authorization Act of 2018 to correct certain dates and update membership on a Coast Guard Advisory Committee.

Legislative History

Dec. 20, 2018. Expected to be considered in the House under Suspension of the Rules.

Reported by Committee

COAST GUARD AUTHORIZATION OF 2017

REPORTED BY COMMITTEE (H.R. 2518)

Summary

H.R. 2518 is bipartisan legislation that supports and strengthens the United States Coast Guard, one of our Nation’s five armed services, in its critical missions to save lives, safeguard our shores, and protect living marine resources.

The bill authorizes funding for the Coast Guard for fiscal years 2018 and 2019 at robust levels and includes reforms to Coast Guard authorities and regulations governing certain maritime industries.

Title II amends certain Coast Guard authorities in title 14, United States Code, to:

- Provide the Commandant with a variety of acquisition contracting authorities, to lower costs for the Service and the taxpayer;
- Require the Commandant to establish a land-based unmanned aircraft system program to support and assist its assets and personnel;
- Eliminate redundant training requirements;
- Allow portability of healthcare professionals working for the Coast Guard, which provides the Coast Guard parity with other armed services; and
- Align the commissioned service retirement structure of the Coast Guard with that of the other armed services.

Title III transfers the Ports and Waterways Safety Act to a new chapter 700, Port Safety, in title 46, United States Code. This transfer better organizes Coast Guard’s port safety authorities.

Title IV amends certain sections of titles 33 (Navigation and Navigable Waters) and 46 (Shipping), United States Code, to:

- Require the development of a backup Global Positioning System;
- Clarify vessel logbook requirements, providing savings for taxpayers and regulatory flexibility for vessel operators;
- Promote maritime transit lane safety through funding for Coast Guard marine debris activities;
- Create performance-based requirements and promote innovation for distress signal technology;
- Promote safety by requiring notice to the fishing industry when the Secretary prescribes alternative safety compliance measures for certain fishing and associated vessels; and
- Promote common sense regulations by updating public notice requirements for bridge work and simplify references for merchant mariner documents, licenses, and certifications of registry.

Title V includes provisions to:

- Require the National Academy of Sciences to review existing and emerging unmanned, autonomous, or remotely controlled maritime domain awareness technologies and make recommendations on how these technologies can be used by the Coast Guard to perform its missions and efficiently allocate its vessels, aircraft, and personnel;
- Ensure fees or charges issued by the Commandant for certain inspections match government costs; and
- Correct provisions enacted in previous Coast Guard authorizations, allow for reimbursement of non-federally constructed aids-to-navigation, and repeal expired or unused authorities.

Legislative History

May 19, 2017. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

May 24, 2017. Subcommittee discharged from further consideration.

May 24, 2017. Ordered reported, as amended, by voice vote.

June 26, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–194.

June 26, 2017. Placed on the Union Calendar, Calendar No. 133. See Public Law 115–282 (S. 140) for further action.

TO TRANSFER COAST GUARD PROPERTY IN THE TOWN OF JUPITER ISLAND, FLORIDA, FOR INCLUSION IN HOBE SOUND NATIONAL WILDLIFE REFUGE

REPORTED BY COMMITTEE (H.R. 5319)

Summary

H.R. 5319 transfers Coast Guard property in Jupiter Island, Florida to the Secretary of the Interior for inclusion in the Hobe Sound National Wildlife Refuge.

Legislative History

Mar. 16, 2018. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

Apr. 12, 2018. Subcommittee discharged from further consideration.

Apr. 12, 2018. Ordered reported by voice vote.

Nov. 13, 2018. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–1016, Part I.

Nov. 13, 2018. Committee on Natural Resources discharged.

Nov. 13, 2018. Placed on the Union Calendar, Calendar No. 795. See Section 837 of Public Law 115–282 (S. 140) for further action.

Ordered Reported by Committee

FEDERAL MARITIME COMMISSION AUTHORIZATION ACT OF 2017

ORDERED REPORTED BY COMMITTEE (H.R. 2593)

Summary

H.R. 2593 is bipartisan legislation that authorizes funding for the Federal Maritime Commission (FMC) for fiscal years 2018 and 2019 at increased levels and includes reforms to Commission authorities regarding reviews of carrier agreements. The bill also reauthorizes expired programs, clarifies fishing permit association with vessels, and provides a designation process for Centers of Excellence.

Title I (incorporated in Title VII of Public Law 115–282 (S. 140)) amends certain authorities in the Shipping Act to:

- Define port services, outline when ocean carriers may negotiate with port service providers, and allow the Commission to review any relevant competition factors, including agreements, other than the one under review.
- Update the entities required to provide information to the Commission to include marine terminal operators or ocean transportation intermediaries and employees of these entities.
- Allow the Commission to request information on ocean carrier agreements without the requirement that it solely be for its determination process.
- Clarify that a person cannot advertise or hold oneself out as an ocean transportation intermediary without having a license as such an intermediary.
- Allow any carrier in an agreement that would be prohibited after enactment of this Act to get an exemption or withdraw from such agreement.

Title II amends certain sections of title 46, United States Code, to:

- Extend the existing authorization levels for fiscal year 2018 and 2019 for two fishery grant programs, while moving the programs to the Department of Commerce and reducing the federal cost share from 75 percent to 50 percent. . See section 506 of Public Law 115–282 (S. 140)
- Clarify that funding for training provided under the Assistance for Small Shipyards grant program can only be for

training related to shipbuilding, ship repair, and associated industries. It also extends the existing authorized level of funding for fiscal years 2018 and 2019. See section 3501 of Public Law 115–282 for authorization level.

- Add clarifying language to chapter 313 of title 46, United States Code, to state that the chapter does not establish a maritime lien or authorize any civil action to enforce a maritime lien on a fishing permit. It also states that a fishing permit shall be governed by the state or federal law under which it was issued and shall not be treated as part of a vessel, or as an appurtenance, or intangible of a vessel for any purpose under federal law.
- Allow the Secretary of Transportation to designate Centers of Excellence for domestic workforce training and education and provide assistance through cooperative agreements for a covered training entity located in a State that borders the Gulf of Mexico, Atlantic Ocean, Long Island Sound, Pacific Ocean, Great Lakes, or the Mississippi River System.

Legislative History

May 19, 2017. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

May 24, 2017. Subcommittee discharged from further consideration.

May 24, 2017. Ordered reported, as amended, by voice vote.

See P.L. 115–230 (H.R. 5515) and P.L. 115–282 (S. 140) for further action.

MARITIME SAFETY ACT OF 2018

ORDERED REPORTED BY COMMITTEE (H.R. 6175)

Summary

H.R. 6175 is maritime safety legislation developed in response to the sinking of the U.S.-flagged cargo ship, the *El FARO*, in October 2015, and the Commandant of the Coast Guard's final action memo on the incident.

The legislation requires the Commandant of the Coast Guard to annually publish information regarding domestic vessel compliance with subtitle II of title 46, United States Code. The Commandant is also required to:

- Enter into negotiations with the International Maritime Organization regarding free-floating voyage data recorders that contain integrated emergency position indicating radio beacon and timely weather forecasts for vessels;
- Submit a cost-benefit analysis on the possibility of capturing communications on the internal telephone systems with the bridge onboard commercial vessels;
- Procure equipment that will allow for search and rescue units to attach a radio, strobe, or beacon to an object that is not immediately retrievable;
- Establish certain training programs for Coast Guard personnel;

- Update Coast Guard policy to utilize risk analysis to target the attendance of Coast Guard personnel during safety management certificate and document of compliance audits;
- Review policies and procedures for documenting major conversion determinations and policy regarding ventilators, openings, and stability standards;
- Conduct an assessment of the effectiveness of the Coast Guard's oversight of recognized organizations to ensure compliance and safety of vessels inspected by such organizations;
- Create an office within the Coast Guard to conduct comprehensive and targeted oversight of all recognized organizations that act on behalf of the Coast Guard; and
- Provide updates on implementation of the actions directed in the final action memo on the El FARO sinking.

The Government Accountability Office is directed to conduct an audit of the implementation and effectiveness of safety management plans required under chapter 32 of title 46, United States Code.

- Title 46, United States Code, is amended to require:
- Inspected freight vessels to carry distress signaling and locating technology;
- Inspected freight vessels to maintain records of all the weight changes made to a vessel and track such weight changes over time; and
- That the Coast Guard have full access to voyage data recorder data and audio held by any federal agency in all marine casualty investigations.

Legislative History

June 22, 2018. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

June 27, 2018. Subcommittee discharged from further consideration.

June 27, 2018. Ordered reported by voice vote.

See Public Law 115–265 (S. 3508) for further action.

COAST GUARD BLUE TECHNOLOGY CENTER OF EXPERTISE ACT

ORDERED REPORTED BY COMMITTEE (H.R. 6206)

Summary

H.R. 6206, authorizes the Commandant of the Coast Guard to establish a Blue Technology Center of Expertise. The Commandant is required to use the authorities provided in section 58 of title 14, United States Code, and establish it not later than a year after enactment of the Act.

The missions of the Center of Expertise are to:

- Promote awareness within the Coast Guard of the range and diversity of Blue Technologies and how those technologies could enhance Coast Guard mission readiness, operational performance, and regulation of such technologies.
- Function as an interactive conduit to enable the sharing and dissemination of Blue Technology information between the private sector, academia, nonprofits and the Coast Guard.

- Increase awareness among Blue Technology manufacturers, entrepreneurs, and vendors of Coast Guard acquisition policies, procedures, and business practices.

The bill also requires the Commandant of the Coast Guard to provide a brief on the costs and benefits of hosting a biennial Coast Guard Blue Technology exposition.

Legislative History

June 26, 2018. Referred to the Subcommittee on Coast Guard and Maritime Transportation.

June 27, 2018. Subcommittee discharged from further consideration.

June 27, 2018. Order reported by voice vote.

See Public Law 115–265 (S. 3508) for further action.

Legislative and Oversight Activities: Hearings, Meetings, and Oversight Letters (Minority/Majority)

HEARINGS

AUTHORIZATION OF COAST GUARD AND MARITIME TRANSPORTATION PROGRAMS (SERIAL NO. 115–9)

On April 4, 2017, the Subcommittee held an oversight hearing to examine Coast Guard and federal maritime transportation programs, in preparation for an authorization bill. The Subcommittee heard testimony from the Commandant and Master Chief Petty Officer of the U.S. Coast Guard, the Executive Director (in lieu of the Administrator) of the Maritime Administration, and the Acting Chairman of the Federal Maritime Commission.

MARITIME TRANSPORTATION REGULATORY ISSUES (SERIAL NO. 115–14)

On May 3, 2017, the Subcommittee held an oversight hearing to examine a number of maritime transportation regulatory programs that have a significant impact on the vitality and competitiveness of the maritime transportation industry. The Subcommittee heard testimony from the U.S. Coast Guard, Federal Maritime Commission, American Salvage Association, the former president and CEO of National Response Corporation, Rapid Ocean Response Corporation, Alaska Maritime Prevention and Response Network, American Waterways Operators, and the World Shipping Council.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: COAST GUARD SEA, LAND, AND AIR CAPABILITIES, PART 1 (SERIAL NO. 115–17)

On June 7, 2017, the Subcommittee held an oversight hearing to review the status of the Coast Guard's recapitalization program, new technologies that could assist the Coast Guard, maintenance requirements of the Coast Guard's aging vessels, operating costs for the new vessels, and shoreside infrastructure needs. The Subcommittee heard testimony from the U.S. Coast Guard, Government Accountability Office, and the Navy League of the United States.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: COAST GUARD SEA, LAND, AND AIR CAPABILITIES, PART 2 (SERIAL NO. 115–23)

On July 25, 2017, the Subcommittee held the second of two oversight hearings examining the status of Coast Guard infrastructure and the ability of the infrastructure to meet the Service's mission needs in the 21st century. At the hearing, the Subcommittee received an update on the Coast Guard's progress toward developing and implementing an unfunded priority list (UPL), five-year Capital Investment Plan (CIP), and 20-year Major Acquisition Plan. The Subcommittee heard testimony from the Commandant of the U.S. Coast Guard, the Government Accountability Office, the Committee on Polar Icebreaker Cost Assessment of the National Academies of Sciences, Engineering, and Medicine, and the Congressional Research Service.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: COAST GUARD STAKEHOLDERS' PERSPECTIVES AND JONES ACT FLEET CAPABILITIES (SERIAL NO. 115–26)

On October 3, 2017, the Subcommittee held an oversight hearing to examine the status of the U.S. Coast Guard's military and civilian workforce and extensive real property infrastructure, and to review the capabilities of the Jones Act Fleet. The Subcommittee heard testimony from the U.S. Coast Guard, Seafarers International Union, TOTE, Crowley Maritime Corporation, and the Shipbuilders Council of America.

THE STATE OF THE U.S.-FLAG MARITIME INDUSTRY (SERIAL NO. 115–32)

On January 17, 2018, the Subcommittee held an oversight hearing to examine the state of the U.S.-flag maritime industry. The Subcommittee heard testimony from the U.S. Coast Guard, the Maritime Administration, the American Maritime Partnership, USA Maritime, the Offshore Marine Service Association, the Shipbuilders Council of America, and a witness testifying on behalf of the following organizations: American Maritime Officers; Masters, Mates, and Pilots; and the Seafarers International Union.

EXAMINATION OF REPORTS ON THE "EL FARO" MARINE CASUALTY AND COAST GUARD'S ELECTRONIC HEALTH RECORDS (SERIAL NO. 115–34)

On January 30, 2018, the Subcommittee held an oversight hearing to examine the results of investigations on two issues: the October 1, 2015, sinking of the El Faro, and the failed efforts by U.S. Coast Guard to implement an electronic health records (EHR) system. The hearing's first panel of witnesses will focus on the sinking of the El Faro and the results of investigations and recommendations by the Coast Guard Marine Board of Investigation and the National Transportation Safety Board. The second panel will focus on a Government Accountability Office (GAO) investigation of a cancelled project to modernize the Coast Guard's EHR system. The Subcommittee heard testimony from three representatives of the U.S. Coast Guard, the National Transportation Safety Board, and the GAO.

IMPLEMENTATION OF COAST GUARD PROGRAMS (SERIAL NO. 115–39)

On March 7, 2018, the Subcommittee held an oversight hearing to examine the implementation of Coast Guard programs, and to examine a recent Government Accountability Office (GAO) report investigating commercial fishing vessel safety and vessel construction standards. This hearing builds upon the Subcommittee's previous oversight hearings focused on the Service's mission performance and long-term planning for the acquisition of major systems. The Subcommittee heard testimony from the U.S. Coast Guard and the GAO.

REVIEW OF THE FISCAL YEAR 2019 BUDGET REQUEST FOR THE COAST GUARD AND MARITIME TRANSPORTATION PROGRAMS (SERIAL NO. 115–40)

On March 14, 2018, the Subcommittee held an oversight hearing to examine the fiscal year 2019 budget requests for the U.S. Coast Guard, the Federal Maritime Commission, and the Maritime Administration. The Subcommittee heard testimony from the Commandant of the U.S. Coast Guard, the Administrator of the Maritime Administration, and the Acting Chairman of the Federal Maritime Commission.

BLUE TECHNOLOGIES: USE OF NEW MARITIME TECHNOLOGIES TO IMPROVE EFFICIENCY AND MISSION PERFORMANCE (SERIAL NO. 115–44)

On May 8, 2018, the Subcommittee held an oversight hearing to explore how the integration of blue technologies (technologies and systems that support, sustain, and integrate the U.S. and global ocean economy) may contribute to enhanced operational flexibility, improved understanding of the maritime environment, and maximized best use of Coast Guard assets. Among the topics the hearing addressed were: search and rescue, navigation services, unmanned systems, integrated communications, and data analytics. The Subcommittee heard testimony from the U.S. Coast Guard, Scripps Institution of Oceanography, The Maritime Alliance, ASV Global, International Ocean Science and Technology Industry Association, the College of Earth, Ocean, and Atmospheric Sciences at Oregon State University, and the Consortium for Ocean Leadership.

MARITIME TRANSPORTATION IN THE ARCTIC: THE U.S. ROLE (SERIAL NO. 115–46)

On June 7, 2018, the Subcommittee held an oversight hearing to examine U.S. infrastructure needed to facilitate safe and efficient maritime transportation in the Arctic. The Subcommittee heard testimony from the U.S. Coast Guard, the National Oceanic and Atmospheric Administration, the Center for Strategic and International Studies, the International Arctic Research Center at the University of Alaska Fairbanks, Alaska Ocean Observing System, and the Center for Solutions to Weather and Climate Risk at Pennsylvania State University.

UPDATE ON COAST GUARD ACQUISITION PROGRAMS AND MISSION
BALANCE AND EFFECTIVENESS (SERIAL NO. 115-50)

On July 24, 2018, the Subcommittee held an oversight hearing to review the U.S. Coast Guard's integration of their acquisition, manpower, and maintenance plans with their mission needs to ensure the Service has the equipment, talent, and manpower necessary to accomplish its critical missions for the American people. The Subcommittee heard testimony from the U.S. Coast Guard and Government Accountability Office.

COAST GUARD MODERNIZATION AND RECAPITALIZATION: STATUS AND
FUTURE (SERIAL NO. 115-56)

On September 26, 2018, the Subcommittee held an oversight hearing to review the status of U.S. Coast Guard's efforts to modernize the Service and recapitalize its fleet of ships, aircraft, and shore infrastructure. The Subcommittee heard testimony from the Commandant of the U.S. Coast Guard.

REVIEW OF RECENT GAO REPORTS ON ICEBREAKER ACQUISITION AND
THE NEED FOR A NATIONAL MARITIME STRATEGY (SERIAL NO. 115-57)

On November 29, 2018, the Subcommittee held an oversight hearing to review recent Government Accountability Office (GAO) reports on icebreaker acquisition and the need for a National Maritime Strategy. The Subcommittee heard testimony from the U.S. Coast Guard, Maritime Administration, GAO, and Congressional Research Service.

MEETINGS

LISTENING SESSION ON THE AVAILABILITY TO PUERTO RICAN CITIZENS
OF SUPPLIES, FUEL, AND FOOD BEING SHIPPED TO PUERTO RICO
AFTER HURRICANE MARIA

On September 28, 2017, the Subcommittee held a listening session to examine the status of the U.S.-flag fleet's capacity to respond to the emergency relief efforts for Puerto Rico after Hurricanes Irma and Maria. The Subcommittee heard testimony from Crowley and TOTE, two of the major carriers that service Puerto Rico, as well as the Seafarers International Union.

LISTENING SESSION ON IMPROVING THE PROCESS FOR MILITARY
MEMBERS AND VETERANS TO TRANSITION TO PROFESSIONAL MARINERS

On July 17, 2018, the Subcommittee held a listening session to examine the process for former military service members to obtain Coast Guard mariner credentials once they leave military service. This listening session was Part III of a series held by the Subcommittee (Part I on March 1, 2016 and Part II on September 22, 2016). The participants were representatives from the Maritime Administration, U.S. Coast Guard, U.S. Navy, Department of Defense, Navy League, Transportation Institute, Sailors' Union of the Pacific, American Maritime Officers and Crowley Maritime Corporation.

IMPACT OF THE JONES ACT ON CONSUMER PRICES IN PUERTO RICO

On July 25, 2018, the Subcommittee held a roundtable discussion on the report entitled “Impact of the U.S. Jones Act on Puerto Rico” prepared by Reeves & Associates and Estudios Técnicos, Inc. The participants were representatives from Reeves & Associates, Crowley Maritime, Seafarers International Union, and the Navy League of the United States.

OVERSIGHT LETTERS

HYDROGRAPHIC SURVEY DATA ACQUISITION

On January 12, 2017, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA), sent a letter to the Comptroller General requesting to be added as a co-requester of a U.S. Government Accountability Office (GAO) report on the National Oceanic and Atmospheric Administration’s acquisition of hydrographic survey data; comparing the costs associated with producing the data in-house versus obtaining data from private sector contractors. This request is a follow up to a prior request for the report made by Senators John Thune (R-SD) and Dan Sullivan (R-AK). On June 15, 2017, GAO released report GAO-17-510 titled “Hydrographic Surveying: NOAA Needs Better Cost Data and a Strategy for Expanding Private Sector Involvement in Data Collection.”

COAST GUARD UNFUNDED PRIORITIES LIST

On February 10, 2017, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), sent a letter to the Commandant of the Coast Guard requesting a list of unfunded priorities for the Coast Guard. On July 20, 2017, the Subcommittee received the Acquisition, Construction, and Improvements Fiscal Year 2018 Unfunded Priorities List.

COAST GUARD PRIORITIES AND ISSUES

On February 21, 2017, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), sent a letter to President Donald Trump to discuss priorities and issues facing the Coast Guard. The issues mentioned include the mission readiness shortfall the Coast Guard currently faces due to an underfunded budget, icebreaker acquisition challenges and threats posed by Russia in the Arctic, and the Coast Guard’s need for unmanned aerial systems.

FEDERAL MARITIME COMMISSION OVERSIGHT OF OCEAN CARRIER ALLIANCES

On April 27, 2017, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA), Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), along with Ranking Members Peter DeFazio (D-OR) and John Garamendi (D-CA) sent a letter to the Acting Chairman of the Federal Maritime Commission raising concerns with an amendment to the WWL/EUKOR/ARC/GLOVIS Cooperative Working Agreement that permits an alliance of ocean carriers to bargain as

a unit with port services businesses. The letter raised concerns that maritime service providers (i.e. tugboats and barge operators, stevedores, chassis providers, among others) have no counterbalancing authority to take collective action, which will lead to anticompetitive market conditions in U.S. ports and harbors. The letter also adds the Committee's expectation that the Commission will make decisions in line with fostering a fair, efficient and reliable international ocean transportation system as well as protecting the public from unfair and deceptive practices. The Subcommittee received a response on May 11, 2017.

FEDERAL MARITIME COMMISSION ECONOMIC ANALYSIS OF COOPERATIVE WORKING AGREEMENT

On May 10, 2017, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), wrote a letter to the Acting Chairman of the FMC requesting an economic analysis pertaining to the WWL/EUKOR/ARC/GLOVIS Cooperative Working Agreement voted on by the Commission in January 2017. On June 8, 2017, the FMC provided the Subcommittee with a report titled "WWL/EUKOR/ARC/GLOVIS Cooperative Working Agreement: Overview of the Economic Analysis."

COAST GUARD SHORE INFRASTRUCTURE

On June 12, 2017, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), and Ranking Member, John Garamendi (D-CA), wrote a letter to the Comptroller General requesting that U.S. Government Accountability Office (GAO) complete a study on the Coast Guard's facility recapitalization, retirement, deaccession, and repair. Specifically, the letter inquires about the current status of the Coast Guard shore infrastructure, the level of investment by the Coast Guard in its shore facilities' maintenance and the extent a risk-based approach was used in making shore infrastructure investment decisions, the actions taken by the Coast Guard to improve the resiliency of its shore side infrastructure, and the decision-making process when choosing to move, consolidate, retire or deaccession facilities in order to achieve efficiencies, cost savings or mission execution improvements. The GAO report is expected to be released in 2018.

COAST GUARD APPROPRIATIONS

On June 29, 2017, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), sent a letter to Committee on Appropriations Chairman, Rodney Frelinghuysen (R-NJ), and Subcommittee on Homeland Security Chairman, John Carter (R-TX), urging an increase in funding for the Coast Guard Operating Expense and Acquisition, Construction and Improvement accounts to the levels provided in H.R. 2518, the Coast Guard Authorization Act of 2017. Specifically, the bill provides a funding level \$575 million above the fiscal year 2017 appropriated level and \$742 million above the Administration fiscal year 2018 request in order to help fund two additional Fast Response Cutters (FRCs), three additional FRCs to replace ISLAND class cutters in Patrol Forces Southwest Asia, shore side construction, a ship life exten-

sion program for 270 foot Medium Endurance Cutters, an unmanned aircraft system, and development of a program for improvements to the MH-65 aircraft.

U.S. CUSTOMS AND BORDER PROTECTION CLARIFICATION OF PROPOSED REVOCATION

On July 19, 2017, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA), sent a letter to the Acting Commissioner of U.S. Customs & Border Protection (CBP) asking to help clarify unanswered questions regarding CBP's Proposed Modification and Revocation of Ruling Letters Relating to the Customs Application of the Jones Act to the Transportation of Certain Merchandise and Equipment Between Coastwise Points (Proposed Revocation). The letter inquires about the Proposed Revocation's effect on CBP's current positions on "paid out and not unladen" analysis associated with the transportation and installation of pipelines, umbilicals, and cables on the outer continental shelf of the United States and on incidental movements associated with heavy lift operations.

JONES ACT WAIVER

On September 22, 2017, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA), Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), and Ranking Members Peter DeFazio (D-OR) and John Garamendi (D-CA) along with Committee on Homeland Security Ranking Member, Bennie Thompson (D-MS), and Congresswoman Pramila Jayapal (D-WA), sent a letter to the Department of Homeland Security Acting Secretary Elaine Duke expressing concerns with a waiver of the Jones Act issued for affected regions in the aftermath of Hurricanes Harvey and Irma. The Committee and Congresswomen expressed their sense of uncertainty in the necessity for the initial waiver and submitted several questions inquiring as to whether the Maritime Administration performed a survey of coastwise tonnage available to transport cargo to the affected regions and what were the reasons for issuing the waiver. The letter also requested the Administration to not issue an extension of the waiver.

LIFEBOAT AND FIRE SUPPRESSION SYSTEMS

On November 3, 2017, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), and Subcommittee on Seapower and Projection Forces Chairman, Robert Wittman (R-VA), along with Ranking Members John Garamendi (D-CA) and Joe Courtney (D-CT) sent a letter to the Administrator of the Maritime Administration (MARAD) asking that MARAD submit a cost analysis for upgrading lifeboat and fire suppression systems across the Ready Reserve Fleet to comply with the International Convention for the Safety of Life at Sea (SOLAS 2000) requirements as well as submit an assessment as to the validity of maintaining the SOLAS 2000 exemption for these vessels.

DISASTER SUPPLEMENTAL APPROPRIATIONS

On December 4, 2017, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), sent a letter to Committee on Appropriations Chairman, Rodney Frelinghuysen (R-NJ), and Ranking Member, Nita Lowey (D-NY), requesting that the Appropriations Committee fully fund the Administration's request of \$424.6 million in disaster supplemental appropriations for the Coast Guard due to impacts from Hurricanes Harvey, Irma, and Maria. In addition, the letter urged that the Committee on Appropriations consider the Coast Guard's need for an additional \$650 million to ensure the resiliency of its infrastructure and address other critical storm-related needs.

CARGO PREFERENCE

On January 19, 2018, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA) and Ranking Member, John Garamendi (D-CA), sent a letter to the Commander of the U.S. Transportation Command General Darren McDew, requesting comments on the impact on U.S.-flag sealift capabilities that would result from a significant reduction in U.S. government international food aid shipments, or the reduction or elimination of cargo preference as applied to such international food aid cargoes.

TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL READER REQUIREMENTS

On March 12, 2018, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), sent a letter to the Secretary of the U.S. Department of Homeland Security Kirstjen Nielsen, requesting that the Secretary clarify the discrepancy between the proposed and final rule for Transportation Worker Identification Credential (TWIC) Reader Requirements. In August 2016, the Department of Homeland Security and Coast Guard issued a final rule regarding TWIC Reader Requirements. The final rule mandated that certain Maritime Transportation Security Act (MTSA)-regulated facilities perform electronic TWIC inspections by TWIC readers for personnel requiring unescorted access to secure areas at Certain Danger Cargo (CDC) facilities. That final rule differed from what was proposed and commented on by industry and expanded the geographic areas subject to the TWIC reader requirement beyond what was included in the proposed rule and regulatory analysis accompanying the proposal.

POSTHUMOUS MEDALS FOR PILOT AND CREW OF U.S. NAVY PLANE #63917

On April 4, 2018, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA), Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), Subcommittee on Aviation Chairman, Frank A. LoBiondo (R-NJ), Subcommittee on Highways and Transit Chairman, Sam Graves (R-MO) and Ranking Members Peter DeFazio (D-OR) and John Garamendi (D-CA), sent a letter to the Department of the Navy Secretary Richard V. Spencer proposing that the pilot and

crew of the U.S. Navy Plane #63917 be posthumously awarded medals for their heroic actions in the part of the sinking of a German U-boat on August 7, 1943.

SEAFARER ACCESS TO MARITIME FACILITIES

On April 25, 2018, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), sent a letter to the Secretary of the U.S. Department of Homeland Security Kirstjen Nielsen, requesting that the Secretary issue a final rule to implement the requirements of Section 811 of the Coast Guard Authorization Act of 2010 (P.L. 111-281) to ensure that each facility security plan approved under Section 70103(c) of title 46, U.S. Code, provides “a system for seamen assigned to a vessel at that facility, pilots, and representatives of seamen’s welfare and labor organizations to board and depart the vessel through the facility in a timely manner at no cost to the individual.” In December 2014, the Department of Homeland Security and the Coast Guard published a notice of proposed rulemaking regarding Seafarer’s Access to Maritime Facilities and no final rule has yet been issued. Without a final rule, seafarers are unable to cross maritime facilities to access vessels and the shore in a timely manner.

COAST GUARD APPROPRIATIONS

On May 30, 2018, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA), Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA) and Ranking Members Peter DeFazio (D-OR) and John Garamendi (D-CA), sent a letter to Committee on Appropriations Chairman, Rodney Frelinghuysen (R-NJ), and Subcommittee on Homeland Security Chairman, Kevin Yoder (R-KS), urging the appropriators to fund the Coast Guard at levels authorized in the Coast Guard Authorization Act of 2017, which was passed by the House of Representatives on May 24, 2018, as part of the National Defense Authorization Act for Fiscal Year 2019 (H.R. 5515). Specifically, the bill provides a funding level \$118 million above the fiscal year 2018 appropriated level and \$808 million above the Administration fiscal year 2019 request in order to help fund three additional Fast Response Cutters (FRCs), shore side construction, and development of a program for improvements to the Service’s rotary-wing aircraft.

JONES ACT WAIVERS IN PUERTO RICO

On June 5, 2018, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA) and Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), sent a letter to the Secretary of the U.S. Department of Homeland Security Kirstjen Nielsen, requesting information on foreign ships that utilized a Jones Act waiver to deliver goods from an American port to Puerto Rico in the fall of 2017.

COAST GUARD DATABASE

On June 25, 2018, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), and Ranking

Member, John Garamendi (D-CA), wrote a letter to the Comptroller General requesting that U.S. Government Accountability Office (GAO) complete a study on the state of the U.S. Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database. The database was created in 2002 and is a steady-state system designed to capture information required to support the Coast Guard's marine safety, security, environmental protection and law enforcement programs. Specifically, the letter requests an independent review of the Coast Guard's MISLE database to assist the Coast Guard and Congress in making informed decisions about whether and how the Coast Guard should maintain, upgrade, or retire and replace the MISLE database.

COAST GUARD INNOVATION EXPO

On June 25, 2018, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), sent a letter to the Commandant of the U.S. Coast Guard, Admiral Karl L. Schultz, urging the Coast Guard to reestablish the annual Innovation Expo, which was suspended in 2012. The Coast Guard held an annual Innovation Expo for more than 10 years to bring together government, industry, and academia representatives to discuss new technologies, examine mission needs, and establish professional networks to tackle future challenges.

ARCTIC SHIPPING

On July 12, 2018, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), and Ranking Member, John Garamendi (D-CA), wrote a letter to the Comptroller General requesting that U.S. Government Accountability Office (GAO) complete an evaluation of the preparations for maritime Arctic shipping within the United States and globally, including the role of the U.S. government and private industry. Specifically, the evaluation should include the actions other countries have taken in preparing for Arctic maritime shipping, identifying the roles of the U.S. government and domestic private industry in planning and preparing for Arctic maritime shipping, and identifying the infrastructure and response capabilities currently available in the U.S. Arctic.

COAST GUARD WORKFORCE NEEDS

On July 12, 2018, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), and Ranking Member, John Garamendi (D-CA), wrote a letter to the Comptroller General requesting that U.S. Government Accountability Office (GAO) complete a follow-up review of the Coast Guard's status in assessing its manpower needs against its stated mission goals. In May 2016, GAO reported that actions were needed by the Coast Guard to improve allocation of strategic assets to determine workforce requirements (GAO-16-379). In that report, GAO recommended actions the Coast Guard should take to better understand its manpower needs. The Coast Guard supported the recommendations, but stated it did not have an established process to help analyze its manpower requirements assessment workload. The

ability of the Coast Guard to fully understand its manpower needs to support its modernized organizational structure is an ongoing concern. This letter requests another review of the Coast Guard's organizational structure and any Coast Guard assessment of mission requirements and mission performance gaps due to deficiencies in available personnel.

COAST GUARD INFORMATION TECHNOLOGY

On July 12, 2018, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA), and Ranking Member, John Garamendi (D-CA), wrote a letter to the Comptroller General requesting that U.S. Government Accountability Office (GAO) conduct a study to review the Coast Guard's information technology (IT) acquisition standards and practices. Specifically, the study should assess the ongoing and planned non-major IT investments and their oversight, process to decide whether to develop a new IT system or procure a commercial-off-the-shelf system, and steps to regulate technology upgrades throughout the life of an IT investment.

COAST GUARD OFFSHORE PATROL CUTTER

On July 12, 2018, Subcommittee on Coast Guard and Maritime Transportation Chairman, Duncan Hunter (R-CA) wrote a letter to the Comptroller General requesting that U.S. Government Accountability Office (GAO) identify the lessons learned in recent Coast Guard major acquisition programs, such as the National Security Cutter and the Fast Response Cutter, to help inform the Coast Guard's Offshore Patrol Cutter (OPC) acquisition program. It is projected that the acquisition of the OPC, a program expected to cost about \$12 billion over its 30-year life cycle and critical to the Coast Guard's mission success, will consume up to two-thirds of the Coast Guard's available acquisition funding from 2018 through 2032. Specifically, the study should assess the current status of the OPC acquisition program, including steps taken to manage the program within cost and schedule commitments, oversight to ensure that the detail design is ready to transition into construction, and steps to address the potential gap in operations if the Medium Endurance Cutters were to reach the end of the service life before the delivery of the OPC.

MINORITY OVERSIGHT LETTERS

POTOMAC RIVER CLOSURES

On July 17, 2017, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Subcommittee on Coast Guard and Maritime Transportation Ranking Member John Garamendi (D-CA) sent a letter to the Commandant of the United States Coast Guard requesting information on the policy that the Coast Guard intends to periodically close down a roughly two-mile section of the Potomac River when President Trump and "high-ranking government officials" are golfing at the Trump National Golf Club in Sterling, VA.

BUY AMERICA

On December 18, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Aviation Ranking Member Rick Larsen (D-WA), Subcommittee on Coast Guard and Maritime Transportation Ranking Member John Garamendi (D-CA), Subcommittee on Economic Development, Public Buildings and Emergency Management Ranking Member Hank Johnson (D-GA), Subcommittee on Highways and Transit Ranking Member Eleanor Holmes Norton (D-DC), Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Michael Capuano (D-MA), and Subcommittee on Water Resources and Environment Ranking Member Grace Napolitano (D-CA) sent a letter to the Secretary of Commerce and the Director of the Office of Management and Budget requesting the assessments and reports submitted to the President pursuant to the Executive Order (EO) issued on April 18, 2017, entitled “President Executive Order on Buy American and Hire American”.

PROVISIONS OF THE FY2019 HOMELAND SECURITY APPROPRIATIONS
ACT

On July 23, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Subcommittee on Coast Guard and Maritime Transportation Ranking Member John Garamendi (D-CA), Member of Congress Rick Larsen (D-WA), Member of Congress Alan S. Lowenthal (D-CA), Member of Congress Donald Norcross (D-NJ), Member of Congress Carol Shear Porter (D-NH), Member of Congress Stacey Plaskett (D-VI), and Member of Congress Joe Courtney (D-CT) sent a letter to Committee on Appropriations Chairman Frelinghuysen (R-NJ) and Subcommittee on Homeland Security Chairman expressing serious concerns over the Fiscal Year 2019 Homeland Security Appropriations Act draft that fails to provide \$750 million requested by the Administration for a heavy polar ice breaker.

FUNDING SHIFT

On June 29, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Subcommittee on Coast Guard and Maritime Transportation Ranking Member John Garamendi (D-CA), Congressional Coast Guard Caucus Co-Chair Joe Courtney (D-CT), and Congressional Coast Guard Co-Chair Rick Larsen (D-WA) sent a letter to the Director of the Office of Management and Budget expressing concern with the June 22, 2018 Washington Post report that the Trump administration intends to shift \$77 million from the U.S. Coast Guard’s budget to pay for U.S. Immigration and Customs Enforcement (ICE) operations.

OVERSIGHT WITHIN LEGISLATION

H.R. 2810—THE “NATIONAL DEFENSE AUTHORIZATION ACT FOR
FISCAL YEAR 2018”

ICEBREAKER ACQUISITION

Section 122 of NDAA 2018 (Public Law 115–91) required the Comptroller General of the United States to develop a report assessing the cost of, and schedule for, the procurement of a new icebreaker vessels for the federal government and submit it to the Committees of jurisdiction in the House of Representatives and the Senate.

SEXUAL ASSAULT PREVENTION AND RESPONSE POLICIES

Section 3506 of NDAA 2018 (Public Law 115–91) requires the Commandant of the Coast Guard to review and report to the Committees of jurisdiction in the House of Representatives and the Senate on sexual assault prevention and response policies of the Coast Guard and strategic goals related to sexual assault victim recovery.

H.R. 5515—THE “NATIONAL DEFENSE AUTHORIZATION ACT FOR
FISCAL YEAR 2019”

CAPITAL ASSET MANAGEMENT

Section 3501 of NDAA 2019 (Public Law 115–232) requires the Maritime Administrator to submit a report to the Committees of jurisdiction in the House of Representatives and the Senate on the status of unexpended appropriations for capital asset management at the United States Merchant Marine Academy, and the plan for expending such appropriations.

SEXUAL ASSAULT POLICIES

Section 3508 of NDAA 2019 (Public Law 115–232) requires the Maritime Administrator to submit a report to the Committees of jurisdiction in the House of Representatives and the Senate describing the progress of MARAD in implementing and closing each of the recommendations made in the Office of Inspector General’s Report issued March 28, 2018 (ST–2018–039) identifying gaps in the United States Merchant Marine Academy’s Sexual Assault Prevention and Response Program.

UNIFORM CODE OF MILITARY JUSTICE

Section 3509 of NDAA 2019 (Public Law 115–232) requires the Maritime Administrator to submit a report to the Committees of jurisdiction in the House of Representatives and the Senate describing on the impediments to the application of the Uniform Code of Military Justice at the United States Merchant Marine Academy.

NATIONAL MARITIME STRATEGY

Section 3513 of NDAA 2019 (Public Law 115–232) requires Comptroller General of the United States to complete a study and submit to the Committees of jurisdiction in the House of Representatives and the Senate a national maritime strategy.

TITLE XI LOAN PROGRAM

Section 3516 of NDAA 2019 (Public Law 115–232) requires Comptroller General of the United States to complete an audit of the financial controls and protections included in the policies and procedures of the Department of Transportation for approving loan applications for the loan guarantee program authorized under chapter 537 of title 46, United States Code and submit a report containing the audit results to the Committees of jurisdiction in the House of Representatives and the Senate.

ALIGNMENT WITH DEPARTMENT OF DEFENSE POLICIES

Section 3521 of NDAA 2019 (Public Law 115–232) requires the Commandant of the Coast Guard to notify the Committees of jurisdiction in the House of Representatives and the Senate if there is not in effect a general order or regulation prohibiting sexual harassment by members of the Coast Guard.

MARINE SAFETY IMPLEMENTATION

Section 3527 of NDAA 2019 (Public Law 115–232) requires the Commandant of the Coast Guard to report to the Committee on Transportation and Infrastructure of the House of Representatives and Committee on Commerce, Science, and Transportation of the Senate on the status of implementation of each action outlined in the Commandant’s final action memo dated December 9, 2017.

S. 3508—THE “SAVE OUR SEAS ACT OF 2018”

SAFETY MANAGEMENT SYSTEM

Section 204 of SOS (Public Law 115–265) directs the Comptroller General of the United States to conduct an audit of the implementation and effectiveness of safety management plans required under chapter 32 of title 46, United States Code, and submit the audit to the Committees of jurisdiction in the House of Representatives and the Senate.

VOYAGE DATA RECORDER

Section 207 of SOS (Public Law. 115–265) requires the Commandant submit a cost-benefit analysis on the possibility of capturing communications on the internal telephone systems with the bridge onboard commercial vessels to the Committees of jurisdiction in the House of Representatives and the Senate.

VESSEL SAFETY

Section 211 of SOS (Public Law 115–265) requires the Commandant to provide a briefing to the Committees of jurisdiction in the House of Representatives and the Senate on: a review policies and procedures for documenting major conversion determinations; policies regarding ventilators, openings, and stability standards; and on the reliability of self-locating datum marker buoys and other similar technology. In addition, the section requires the Commandant to conduct an assessment of the effectiveness of the Coast Guard’s oversight of recognized organizations and its impact on compliance by and safety of vessels inspected by such organiza-

tions, and to submit the results of the assessment to the Committees of jurisdiction in the House of Representative and Senate.

FLAG-STATE GUIDANCE AND SUPPLEMENTS

Section 212 of SOS (Public Law 115–265) requires the Commandant to work with recognized organizations to create a single U.S. supplement to class rules and to provide a briefing on the costs and benefits of revising the Code of Federal Regulations to authorize only one such supplement to the Committees of jurisdiction in the House of Representatives and Senate.

S. 140—THE “FRANK A. LOBIONDO COAST GUARD AUTHORIZATION ACT OF 2018”

AIR FACILITIES

Section 319 of the “Frank A. Lobiondo Coast Guard Authorization Act of 2018” (CGAA) (Public Law 115–282) requires the Coast Guard to notify Congress regarding the closing any Air Facility.

DEADLINE FOR COMPLIANCE WITH ALTERNATIVE SAFETY COMPLIANCE PROGRAM

Section 508 of CGAA (Public Law 115–282) requires the Secretary to provide a report not later than January 1, 2020, detailing the status of the implementation of an alternative safety compliance program.

TRANSPARENCY

Section 516 of CGAA (Public Law 115–282) requires the Government Accountability Office to conduct an audit of the NVDC and publish its results.

REPORTING ON IMPACT OF ALLIANCES AND COMPETITION

Section 703 of CGAA (Public Law 115–282) requires an analysis of the impacts on competition for the purchase of certain covered services by alliances of ocean carriers pursuant to an agreement made under this part.

TRANSPARENCY

Section 712 of CGAA (Public Law 115–282) requires the Commission to submit biannual reports to the House of Representatives Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation regarding unfinished regulatory proceedings.

NATIONAL SECURITY CUTTER

Section 818 of CGAA (Public Law 115–282) requires the Commandant of the Coast Guard, before certifying an eighth National Security Cutter as Ready for Operation, to provide a notification of a new standard method for tracking operational employment of Coast Guard major cutters that does not include time during which such cutter is away from its homeport for maintenance or repair, and a report analyzing cost and performance for different approaches to achieving varied levels of operational tempos to the

House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation.

ACQUISITION PLAN FOR INLAND WATERWAYS AND RIVER TENDERS AND BAY-CLASS ICEBREAKERS

Section 819 of CGAA (Public Law 115–282) requires the Commandant of the Coast Guard to submit a plan to replace or extend the life of the Coast Guard fleet of inland waterway and river tenders, and the Bay-class icebreakers.

GREAT LAKES ICEBREAKER ACQUISITION

Section 820 of CGAA (Public Law 115–282) requires the Commandant of the Coast Guard submit a plan for acquiring such an icebreaker, including the details and schedule of acquisition activities and a description of how funding appropriated under the Consolidated Appropriations Act, 2017 (Public Law 115–31) will be allocated to support the acquisition activities.

POLAR ICEBREAKERS

Section 821 of CGAA (Public Law 115–282) requires the Commandant of the Coast Guard issue a report describing a plan to implement such an enhanced maintenance program on the Coast Guard Cutter POLAR STAR to extend its service life.

STRATEGIC ASSETS IN THE ARCTIC

Section 822 of CGAA (Public Law 115–282) requires the submission of a report on the progress toward implementing the strategic objectives described in the United States Coast Guard Arctic Strategy dated May 2013.

ARCTIC PLANNING CRITERIA

Section 823 of CGAA (Public Law 115–282) requires the Commandant to submit a report on the assets available for a response and the location of the equipment in the Alaska Captain of the Port zone that includes the Arctic.

VESSEL RESPONSE PLAN AUDIT

Section 824 of CGAA (Public Law 115–282) requires the Government Accountability Office to submit a study, including an audit, of the processes the Coast Guard uses to approve vessel response plans required under section 311 of the Federal Water Pollution Control Act, to verify compliance with those vessel response plans, and approve alternate planning criteria to be used in lieu of National Planning Criteria for purposes of approving those vessel response plans.

The section also requires GAO to review the resources used by the Coast Guard in carrying out the processes described above. Following that review, GAO shall conduct an analysis of existing processes. GAO shall then provide a determination regarding whether asset and equipment mobilization times required pursuant to section 311 of the Federal Water Pollution Control Act can be met by vessels with approved vessel response plans. GAO shall also make

recommendations for improving existing processes and regarding the sufficiency of existing resources.

ATLANTIC COAST PORT ACCESS ROUTE STUDY RECOMMENDATION

Section 831 of CGAA (Public Law 115-282) requires the Commandant of the Coast Guard to notify the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation of action taken to carry out the recommendation contained in the final report Atlantic Coast Port Access Route Study published March 14, 2016.

**SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC
BUILDINGS, AND EMERGENCY MANAGEMENT**

U.S. HOUSE OF REPRESENTATIVES

115TH CONGRESS

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Legislative Activities

Public Laws

WEATHER RESEARCH AND FORECASTING INNOVATION ACT OF 2017

PUBLIC LAW 115–25 (H.R. 353)

Summary

To improve the National Oceanic and Atmospheric Administration's weather research through a focused program of investment on affordable and attainable advances in observational, computing, and modeling capabilities to support substantial improvement in weather forecasting and prediction of high impact weather events, to expand commercial opportunities for the provision of weather data, and for other purposes.

Legislative History

Jan. 6, 2017. Referred to the House Committee on Science, Space, and Technology.

Jan. 9, 2017. Mr. Lucas moved to suspend the rules and pass the bill.

Jan. 9, 2017. Considered under suspension of the rules. (consideration: CR H208–217)

Jan. 9, 2017. House proceeded with forty minutes of debate on H.R. 353.

Jan. 9, 2017. An Exchange of Letters was printed on Page H215 of the Congressional Record.

Jan. 9, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H208–214)

Jan. 9, 2017. Motion to reconsider laid on the table Agreed to without objection.

Jan. 10, 2017. Received in the Senate, read twice.

Mar. 29, 2017. Measure laid before Senate by unanimous consent.

Mar. 29, 2017. S.AMDT.204 Amendment SA 204 proposed by Senator McConnell for Senator Thune. In the nature of a substitute.

Mar. 29, 2017. S.AMDT.205 Amendment SA 205 proposed by Senator McConnell for Senator Cantwell to Amendment SA 204.

To authorize and strengthen the tsunami detection, forecast, warning, research, and mitigation program of the National Oceanic and Atmospheric Administration.

Mar. 29, 2017. S.AMDT.205 Amendment SA 205 agreed to in Senate by Unanimous Consent.

Mar. 29, 2017. S.AMDT.204 Amendment SA 204 agreed to in Senate by Unanimous Consent.

Mar. 29, 2017. Passed Senate with an amendment by Unanimous Consent.

Mar. 30, 2017. Message on Senate action sent to the House.

Apr. 4, 2017. Mr. Smith (TX) moved that the House suspend the rules and agree to the Senate amendment.

Apr. 4, 2017. The House proceeded with forty minutes of debate on the Senate amendment to H.R. 353.

Apr. 4, 2017. On motion that the House suspend the rules and agree to the Senate amendment Agreed to by voice vote. (consideration: CR H2653–2667; text as House agreed to Senate amendment: CR H2653–2663)

Apr. 4, 2017. Motion to reconsider laid on the table Agreed to without objection.

Apr. 6, 2017. Presented to President.

Apr. 18, 2017. Signed by President.

Apr. 18, 2017. Became Public Law No: 115–25.

TO DESIGNATE THE FEDERAL BUILDING AND UNITED STATES COURTHOUSE LOCATED AT 719 CHURCH STREET IN NASHVILLE, TENNESSEE, AS THE “FRED D. THOMPSON FEDERAL BUILDING AND UNITED STATES COURTHOUSE”

PUBLIC LAW 115–39 (H.R. 375)

Summary

This bill designates the federal building and United States courthouse located at 719 Church Street in Nashville, Tennessee, as the “Fred D. Thompson Federal Building and United States Courthouse”.

Legislative History

Jan. 10, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Feb. 28, 2017. Subcommittee discharged from further consideration.

Feb. 28, 2017. Ordered reported by voice vote.

Mar. 7, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–23.

Mar. 7, 2017. Placed on the House Calendar, Calendar No. 15.

Mar. 7, 2017. Congressman Lou Barletta (R–PA) moved to suspend the rules and pass the bill.

Mar. 7, 2017. Considered under suspension of the rules. (consideration: CR H1547–1550)

Mar. 7, 2017. The House proceeded with forty minutes of debate on H.R. 375.

Mar. 7, 2017. Considered as unfinished business. (consideration: CR H1574)

Mar. 7, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H1547)

Mar. 7, 2017. Motion to reconsider laid on the table. Agreed to without objection.

Mar. 8, 2017. Received in the Senate.

May 24, 2017. Passed Senate without amendment by Unanimous Consent. (consideration: CR S3111)

May 24, 2017. Message on Senate action sent to the House.

May 25, 2017: Presented to President.

June 6, 2017. Signed by President.

June 6, 2017. Became Public Law 115–39.

A BILL TO FACILITATE CONSTRUCTION OF A BRIDGE ON CERTAIN PROPERTY IN CHRISTIAN COUNTY, MISSOURI, AND FOR OTHER PURPOSES

PUBLIC LAW 115–67 (S. 810)

Summary This bill authorizes the Riverside Bridge Project, to construct, maintain, and operate a bridge on certain property conveyed to Christian County, Missouri, by the Riverside Inn, Inc.

Legislative History

Apr. 4, 2017. Read twice and referred to the Committee on Environment and Public Works.

July 12, 2017. Committee on Environment and Public Works. Ordered to be reported with an amendment in the nature of a substitute favorably.

Aug. 2, 2017. Committee on Environment and Public Works. Reported by Senator Barrasso with an amendment in the nature of a substitute. With written report No. 115–142.

Aug. 2, 2017. Placed on Senate Legislative Calendar under General Orders. Calendar No. 192.

Aug. 3, 2017. Passed Senate with an amendment by Unanimous Consent. (consideration: CR S4892; text: CR S4892)

Aug. 4, 2017. Message on Senate action sent to the House.

Aug. 4, 2017. Received in the House.

Aug. 4, 2017. Referred to the House Committee on Transportation and Infrastructure.

Aug. 7, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Sep. 25, 2017. Mr. Ferguson moved to suspend the rules and pass the bill.

Sep. 25, 2017. Considered under suspension of the rules.

Sep. 25, 2017. The House proceeded with forty minutes of debate on S. 810.

Sep. 25, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote.

Sep. 25, 2017. Motion to reconsider laid on the table Agreed to without objection.

Sep. 28, 2017. Presented to President.

Oct. 6, 2017. Signed by President.

Oct. 6, 2017. Became Public Law No: 115–67.

TO REQUIRE THE ADMINISTRATOR OF THE FEDERAL EMERGENCY
MANAGEMENT AGENCY TO SUBMIT A REPORT REGARDING CERTAIN
PLANS REGARDING ASSISTANCE TO APPLICANTS AND GRANTEES
DURING THE RESPONSE TO AN EMERGENCY OR DISASTER

PUBLIC LAW 115-69 (H.R. 1117)

Summary

H.R. 1117 requires the Federal Emergency Management Agency (FEMA) to submit a report on the agency's plans to provide consistent guidance to applicants on FEMA disaster funding procedures, document maintenance and transfer during staff transitions, and assistance to ease the administrative burden on assistance applicants and grantees. The report shall also include a plan for implementing operating procedures and document retention requirements to ensure the maintenance of appropriate records throughout the lifecycle of an emergency or disaster.

Legislative History

Feb. 17, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Feb. 28, 2017. Subcommittee discharged from further consideration.

Feb. 28, 2017. Ordered reported, amended, by voice vote.

Mar. 9, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115-31.

Mar. 9, 2017. Placed on the Union Calendar, Calendar No. 13.

Mar. 27, 2017. Congressman Lou Barletta (R-PA) moved to suspend the rules and pass the bill, as amended.

Mar. 27, 2017. Considered under suspension of the rules. (consideration: CR H2448-2450)

Mar. 27, 2017. The House proceeded with forty minutes of debate on H.R. 1117.

Mar. 27, 2017. Considered as unfinished business. (consideration: CR H2452-2453)

Mar. 27, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by the Yeas and Nays: (2/3 required): 408-0 (Roll no. 195). (text: CR H2448)

Mar. 27, 2017. Motion to reconsider laid on the table Agreed to without objection.

Mar. 28, 2017. Received in the Senate and read twice and referred to the Committee on Homeland Security and Governmental Affairs.

July 26, 2017. Committee on Homeland Security and Governmental Affairs. Ordered to be reported without amendment favorably.

Sep. 18, 2017. Committee on Homeland Security and Governmental Affairs. Reported by Senator Johnson without amendment. With written report No. 115-158.

Sep. 18, 2017. Placed on Senate Legislative Calendar under General Orders. Calendar No. 222.

Oct. 4, 2017. Passed Senate without amendment by Unanimous Consent. (consideration: CR S6324)

Oct. 5, 2017. Message on Senate action sent to the House.

Oct. 6, 2017. Presented to President.
 Oct. 18, 2017. Signed by President.
 Oct. 18, 2017. Became Public Law No: 115–69.

ADDITIONAL SUPPLEMENTAL APPROPRIATIONS FOR DISASTER RELIEF
 REQUIREMENTS ACT OF 2017

PUBLIC LAW 115–72 (H.R. 2266)

Summary

The bill provides \$36.5 billion in emergency funding for hurricane and wildfire relief and recovery. Additionally, this bill authorizes the transfer of \$4.9 billion for Community Disaster Loans (CDL), as authorized under section 417 of the Stafford Act (42 U.S.C 5184), to help local governments impacted by Hurricanes Harvey, Irma or Maria provide essential services, such as police and fire protection, trash collection and the operation of local schools and included changes to the CDL program for the specified hurricanes, including allowing for the loans to be cancelled at the discretion of the Secretary of Homeland Security, in consultation with the Secretary of the Treasury.

Legislative History

Oct. 12, 2017. House agreed to Senate amendment with amendment pursuant to H.Res. 569. (consideration: CR H7989–7992; text as House agreed to Senate amendment: CR H7989–7992)

Oct. 12, 2017. Pursuant to the provisions of H. Con. Res. 85, enrollment corrections on H.R. 2266 have been made.

Oct. 16, 2017. Message on House action received in Senate and at desk: House amendment to Senate amendment.

Oct. 19, 2017. Measure laid before Senate by unanimous consent. (consideration: CR S6630)

Oct. 19, 2017. Motion by Senator McConnell to concur in the House amendment to the Senate amendment made in Senate. (CR S6630)

Oct. 19, 2017. Cloture motion on the motion to concur in the House amendment to the Senate amendment presented in Senate. (CR S6630)

Oct. 19, 2017. Motion by Senator McConnell to concur in the House amendment to the Senate amendment with an amendment (SA 1568) made in Senate. (CR S6630)

Oct. 19, 2017. Motion by Senator McConnell to refer to Senate Committee on Appropriations the House message to accompany H.R. 2266 with instructions to report back forthwith with amendment SA 1570 made in Senate. (consideration: CR S6630)

Oct. 23, 2017. Considered by Senate (Message from the House considered). (consideration: CR S6703–6711)

Oct. 23, 2017. Cloture on the motion to concur in the House amendment to the Senate amendment invoked in Senate by Yea-Nay Vote. 79–16. Record Vote Number: 246. (consideration: CR S6703, S6709–6710)

Oct. 23, 2017. Motion by Senator McConnell to refer to Senate Committee on Appropriations the House message to accompany H.R. 2266 with instructions to report back forthwith with amendment SA 1570 fell when cloture invoked on the motion to concur

in the House amendment to the Senate amendment in Senate. (consideration: CR S6703)

Oct. 24, 2017. Considered by Senate (Message from the House considered). (consideration: CR S6721–6738)

Oct. 24, 2017. Motion by Senator McConnell to concur in the House amendment to the Senate amendment with an amendment (SA 1568) withdrawn in Senate. (consideration: CR S6737)

Oct. 24, 2017. Point of order that the motion to concur in the House amendment to the Senate amendment violates section 314(e) of the CBA raised in Senate.

Oct. 24, 2017. Motion to waive all applicable budgetary discipline with respect to the measure (the motion to concur in the House amendment to the Senate amendment) agreed to in Senate by Yea-Nay Vote. 80—19. Record Vote Number: 247.

Oct. 24, 2017. Senate agreed to the House amendment to the Senate amendment to H.R. 2266 by Yea-Nay Vote. 82—17. Record Vote Number: 248.

Oct. 25, 2017. Message on Senate action sent to the House.

Oct. 25, 2017. Presented to President.

Oct. 26, 2017. Signed by President.

Oct. 26, 2017. Became Public Law No: 115–72.

JAVIER VEGA, JR. MEMORIAL ACT OF 2017

PUBLIC LAW 115–81 (S.1617)

Summary

S. 1617 designates the checkpoint of the U.S. Border Patrol located on U.S. Highway 77 North in Sarita, Texas, as the “Javier Vega, Jr. Border Patrol Checkpoint.”

Legislative History

July 24, 2017. Read twice and referred to the Committee on Homeland Security and Governmental Affairs. (text of measure as introduced: CR S4137)

Aug. 3, 2017. Senate Committee on Homeland Security and Governmental Affairs discharged by Unanimous Consent. (consideration: CR S4894)

Aug. 3, 2017. Passed Senate without amendment by Unanimous Consent. (text: CR S4894)

Aug. 4, 2017. Message on Senate action sent to the House.

Aug. 4, 2017. Received in the House.

Aug. 4, 2017. Referred to the House Committee on Transportation and Infrastructure.

Aug. 7, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Oct. 10, 2017. Mr. Barletta moved to suspend the rules and pass the bill.

Oct. 10, 2017. Considered under suspension of the rules. (consideration: CR H7900–7901)

Oct. 10, 2017. The House proceeded with forty minutes of debate on S. 1617.

Oct. 10, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H7900)

Oct. 10, 2017. Motion to reconsider laid on the table Agreed to without objection.

Oct. 24, 2017. Presented to President.

Nov. 2, 2017. Signed by President.

Nov. 2, 2017. Became Public Law No: 115–81.

FEMA ACCOUNTABILITY, MODERNIZATION AND TRANSPARENCY ACT
OF 2017

PUBLIC LAW 115–87 (H.R. 1679)

Summary

H.R. 1679 modernizes the Federal Emergency Management Agency's (FEMA's) management of grant programs authorized under the Stafford Act to improve applicant accessibility and transparency. This bill reforms FEMA's grant systems to require an on-line interface for applicants to view, complete, submit, and check the status of assistance application forms, and includes mechanisms to avoid duplication of benefits.

Legislative History

Mar. 23, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Mar. 29, 2017. Subcommittee discharged from further consideration.

Mar. 29, 2017. Ordered reported by voice vote.

May 2, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–107.

May 2, 2017. Placed on the Union Calendar, Calendar No. 63.

May 2, 2017. Congressman Lou Barletta (R-PA) moved to suspend the rules and pass the bill.

May 2, 2017. Considered under suspension of the rules. (consideration: CR H3022)

May 2, 2017. The House proceeded with forty minutes of debate on H.R. 1679.

May 2, 2017. Considered as unfinished business. (consideration: CR H3026)

May 2, 2017. On motion to suspend the rules and pass the bill Agreed to by the Yeas and Nays: (2/3 required): 419–0 (Roll no. 242). (text: CR H3022)

May 2, 2017. Motion to reconsider laid on the table Agreed to without objection.

May 3, 2017. Received in the Senate and read twice and referred to the Committee on Homeland Security and Governmental Affairs.

July 26, 2017. Committee on Homeland Security and Governmental Affairs. Ordered to be reported without amendment favorably.

Sep. 18, 2017. Committee on Homeland Security and Governmental Affairs. Reported by Senator Johnson without amendment. With written report No. 115–159.

Sep. 18, 2017. Placed on Senate Legislative Calendar under General Orders. Calendar No. 223.

Nov. 13, 2017. Passed Senate without amendment by Unanimous Consent.

Nov. 14, 2017. Message on Senate action sent to the House.

Nov. 15, 2017. Presented to President.
 Nov. 21, 2017. Signed by President.
 Nov. 21, 2017. Became Public Law No: 115–87.

UNITED STATES FIRE ADMINISTRATION, AFG, AND SAFER PROGRAM
 REAUTHORIZATION ACT OF 2017

PUBLIC LAW 115–98 (H.R. 1679)

Summary

This bill amends the Federal Fire Prevention and Control Act of 1974 to: (1) reauthorize through FY2024 the Assistance to Firefighters Grants (AFG) Program, the Fire Prevention and Safety Grants (FPSG) Program, and the Staffing for Adequate Fire and Emergency Response Grant (SAFER) Program, and reauthorizes provisions regarding firefighting technology evaluation and standards development; and (2) authorize the use of AFG Program grants, instead of SAFER Program grants, to provide specialized training to first responders on how to recognize and properly intervene with individuals with mental illness.

The SAFER Program is revised to permit the use of grants to change the status of part-time or paid-on-call firefighters to full-time firefighters.

The United States Fire Administration (USFA) may develop and make widely available an electronic, online training course for members of the fire and emergency response community on matters related to the administration of AFG, FPSG, and SAFER grants. The Federal Emergency Management Agency (FEMA) shall ensure that any such training is: (1) tailored to the financial and time constraints of members of the fire and emergency response community; and (2) accessible to all individuals in the career, combination, paid-on-call, and volunteer fire and emergency response community.

The USFA shall develop and implement a grant monitoring and oversight framework to mitigate and minimize risks of fraud, waste, abuse, and mismanagement relating to such grants programs.

Legislative History

December 15, 2017. Referred to the Committee on Science, Space, and Technology.

Dec. 18, 2017. Mrs. Comstock moved to suspend the rules and pass the bill.

Dec. 18, 2017. Considered under suspension of the rules.

Dec. 18, 2017. The House proceeded with forty minutes of debate on H.R. 4661.

Dec. 18, 2017. An Exchange of Letters was printed on Page H10157 of the Congressional Record.

Dec. 18, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote.

Dec. 18, 2017. Motion to reconsider laid on the table Agreed to without objection.

Dec. 19, 2017. Received in the Senate, read twice.

Dec. 21, 2017. Passed Senate without amendment by Unanimous Consent. (consideration: CR S8280)

Dec. 22, 2017. Message on Senate action sent to the House.
 Jan. 2, 2018. Presented to the President.
 Jan. 3, 2018. Signed by the President.
 Jan. 3, 2018. Became Public Law 115–98.

BIPARTISAN BUDGET ACT OF 2018

PUBLIC LAW 115–123 (H.R. 1892)

SEC. 20604—(A) DEFINITION OF PRIVATE NONPROFIT FACILITY AND SECTION 20606—FEDERAL COST—SHARE ADJUSTMENTS FOR REPAIR, RESTORATION, AND REPLACEMENT OF DAMAGED FACILITIES

Summary

Section 20604 of the Bipartisan Budget Act of 2018 amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include houses of worship as an eligible private nonprofit facility and clarifies their eligibility for certain disaster assistance programs.

Section 20606 of the Bipartisan Budget Act of 2018 allows for the adjustment of the federal cost share of disaster assistance for states that have made investments that “increase readiness for, and resilience from” a major disaster. The provision gives some suggestions like mitigation plans, disaster relief, insurance and emergency management programs, encouraging the adoption of building codes and standards.

Legislative History

Feb 6, 2018. Pursuant to the provisions of H. Res. 727, Mr. Frelinghuysen brought up H.R. 1892 and offered a motion. (consideration: CR H834–896)

Feb 6, 2018. Mr. Frelinghuysen moved that the House agree with an amendment to the Senate amendment.

Feb 6, 2018. Pursuant to the provisions of H. Res. 727, the House proceeded with 1 hour of debate on the motion that the House agree in the Senate amendment to H.R. 1892 with an amendment.

Feb 6, 2018. The previous question was ordered pursuant to the rule.

Feb 6, 2018. On motion that the House agree with an amendment to the Senate amendment Agreed to by the Yeas and Nays: 245–182 (Roll no. 60). (text of House amendment to Senate amendment: CR H834–888)

Feb 6, 2018. Motion to reconsider laid on the table Agreed to without objection.

Feb 7, 2018. Message on House action received in Senate and at desk: House amendment to Senate amendment.

Feb 7, 2018. Motion to proceed to consideration of the House message to accompany H.R. 1892 agreed to in Senate by Voice Vote.

Feb 7, 2018. Measure laid before Senate by motion. (consideration: CR S699–700)

Feb 7, 2018. Motion by Senator McConnell to concur in the House amendment to the Senate amendment to H.R. 1892 with an amendment (SA 1930) made in Senate.

Feb 7, 2018. S.AMDT.1930 Amendment SA 1930 proposed by Senator McConnell. (consideration: CR S699–700) In the nature of a substitute.

Feb 7, 2018. Cloture motion on the motion to concur in the House amendment to the Senate amendment to H.R. 1892 with an amendment (SA 1930) presented in Senate. (CR S699)

Feb 7, 2018. S.AMDT.1931 Amendment SA 1931 proposed by Senator McConnell to Amendment SA 1930. (consideration: CR S699–700) To change the enactment date.

Feb 7, 2018. Motion by Senator McConnell to refer to Senate Committee on Appropriations the House message to accompany H.R. 1892 with instructions to report back forthwith with the following amendment (SA 1932) made in Senate. (CR S699)

Feb 7, 2018. S.AMDT.1932 Amendment SA 1932 proposed by Senator McConnell. (consideration: CR S700) To change the enactment date.

Feb 7, 2018. S.AMDT.1933 Amendment SA 1933 proposed by Senator McConnell to Amendment SA 1932 (the instructions of the motion to refer). (consideration: CR S700)

Of a perfecting nature.

Feb 7, 2018. S.AMDT.1934 Amendment SA 1934 proposed by Senator McConnell to Amendment SA 1933. (consideration: CR S700) Of a perfecting nature.

Feb 8, 2018. Motion to proceed to consideration of the House message to accompany H.R. 1892 agreed to in Senate by Voice Vote. (consideration: CR S799–838)

Feb 8, 2018. S.AMDT.1930 Considered by Senate (Message from the House considered). (consideration: CR S799)

Feb 8, 2018. S.AMDT.1931 Considered by Senate (Message from the House considered). (consideration: CR S799)

Feb 8, 2018. S.AMDT.1932 Considered by Senate (Message from the House considered). (consideration: CR S799)

Feb 8, 2018. S.AMDT.1933 Considered by Senate (Message from the House considered). (consideration: CR S799)

Feb 8, 2018. S.AMDT.1934 Considered by Senate (Message from the House considered). (consideration: CR S799)

Feb 8, 2018. Considered by Senate (Message from the House considered). (consideration: CR S799–838)

Feb 8, 2018. Pursuant to the provisions of H. Con. Res. 104, enrollment corrections on H.R. 1892 have been made.

Feb 9, 2018. S.AMDT.1930 Considered by Senate (Message from the House considered). (consideration: CR S847)

Feb 9, 2018. S.AMDT.1931 Considered by Senate (Message from the House considered). (consideration: CR S847)

Feb 9, 2018. S.AMDT.1932 Considered by Senate (Message from the House considered). (consideration: CR S847)

Feb 9, 2018. S.AMDT.1933 Considered by Senate (Message from the House considered). (consideration: CR S847)

Feb 9, 2018. S.AMDT.1934 Considered by Senate (Message from the House considered). (consideration: CR S847)

Feb 9, 2018. Considered by Senate (Message from the House considered). (consideration: CR S847–849)

Feb 9, 2018. Cloture on the motion to concur in the House amendment to the Senate amendment to H.R. 1892 with an

amendment (SA 1930) invoked in Senate by Yea-Nay Vote. 73—26. Record Vote Number: 30.

Feb 9, 2018. Motion by Senator McConnell to refer to Senate Committee on Appropriations the House message to accompany H.R. 1892 with instructions to report back forthwith with the following amendment (SA 1932) fell when cloture invoked on the motion to concur in the House amendment to the Senate amendment to H.R. 1892 with an amendment (SA 1930) in Senate.

Feb 9, 2018. S.AMDT.1932 SA 1932 (the instructions of the motion to refer) fell when cloture invoked on the motion to concur in the House amendment to the Senate amendment to H.R. 1892 with an amendment (SA 1930).

Feb 9, 2018. S.AMDT.1933 SA 1933 fell when SA 1932 fell.

Feb 9, 2018. S.AMDT.1934 SA 1934 fell when SA 1933 fell.

Feb 9, 2018. S.AMDT.1931 Proposed amendment SA 1931 withdrawn in Senate. (consideration: CR S849)

Feb 9, 2018. Senate concurred in the House amendment to the Senate amendment to H.R. 1892 with an amendment (SA 1930) by Yea-Nay Vote. 71—28. Record Vote Number: 31.

Feb 9, 2018. S.AMDT.1930 Amendment SA 1930 agreed to in Senate by Yea-Nay Vote. 71—28. Record Vote Number: 31.

Feb 9, 2018. Message on Senate action sent to the House.

Feb 9, 2018. Pursuant to the provisions of H. Res. 734, Mr. Frelinghuysen brought up H.R. 1892 and offered a motion. (consideration: CR 2/8/2018 H1002–1071)

Feb 9, 2018. Mr. Frelinghuysen moved that the House agree to the Senate amendment to the House amendment to the Senate amendment.

Feb 9, 2018. Pursuant to the provisions of H. Res. 734, the House proceeded with 1 hour of debate on the motion that the House agree in the Senate amendment to the House amendment to the Senate amendment to H.R. 1892.

Feb 9, 2018. The previous question was ordered pursuant to the rule.

Feb 9, 2018. On motion that the House agree to the Senate amendment to the House amendment to the Senate amendment Agreed to by recorded vote: 240–186 (Roll no. 69). (text of Senate amendment to the House amendment to the Senate Amendment: CR H1002–1066)

Feb 9, 2018. Motion to reconsider laid on the table Agreed to without objection.

Feb 9, 2018. Presented to President.

Feb 9, 2018. Signed by President.

Feb 9, 2018. Became Public Law No: 115–123.

SMITHSONIAN NATIONAL ZOOLOGICAL PARK CENTRAL PARKING
FACILITY AUTHORIZATION ACT

PUBLIC LAW 115–178 (H.R. 4009)

Summary

This bill authorizes the Board of Regents of the Smithsonian Institution to plan, design, and construct a central parking facility on National Zoological Park property in Washington, DC to improve visitor experience and multi-modal access to the park.

The bill requires the parking facility to be constructed with funds from non-appropriated sources.

Legislative History

Oct. 12, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Dec. 13, 2017. Ordered reported by the Committee on House Administration.

April 25, 2018. Committee on House Administration discharged.

April 25, 2018. Committee on Transportation discharged.

April 25, 2018. Mr. Harper asked unanimous consent to discharge from committee and consider.

April 25, 2018. Considered by unanimous consent. (consideration: CR H3520–3521)

April 25, 2018. On passage Passed without objection. (text: CR H3520–3521)

April 25, 2018. Motion to reconsider laid on the table Agreed to without objection.

Apr. 26, 2018. Received in the Senate and Read twice and referred to the Committee on Rules and Administration.

May 16, 2018. Senate Committee on Rules and Administration discharged by Unanimous Consent. (consideration: CR S2732–2733)

May 16, 2018. Passed Senate without amendment by Unanimous Consent.

May 17, 2018. Message on Senate action sent to the House.

May 21, 2018. Presented to President.

June 1, 2018. Signed by President.

June 1, 2018. Became Public Law No: 115–178.

TO DESIGNATE THE FEDERAL BUILDING AND UNITED STATES COURTHOUSE LOCATED AT 1300 VICTORIA STREET IN LAREDO, TEXAS, AS THE “GEORGE P. KAZEN FEDERAL BUILDING AND UNITED STATES COURTHOUSE”

PUBLIC LAW 115–221 (S. 2734)

Summary

This bill designates the federal building and U.S. courthouse located at 1300 Victoria Street in Laredo, Texas, as the “George P. Kazen Federal Building and United States Courthouse”.

Legislative History

Apr. 24, 2018. Read twice and referred to the Committee on Environment and Public Works. (text of measure as introduced: CR S2393)

May 22, 2018. Committee on Environment and Public Works. Ordered to be reported without amendment favorably.

May 23, 2018. Committee on Environment and Public Works. Reported by Senator Barrasso without amendment. Without written report.

May 23, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 430.

June 7, 2018. Passed Senate without amendment by Unanimous Consent. (consideration: CR S3390; text: CR S3390)

June 7, 2018. Received in the House.

June 7, 2018. Referred to the House Committee on Transportation and Infrastructure.

June 8, 2018. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

July 16, 2018. Mr. Barletta moved to suspend the rules and pass the bill.

July 16, 2018. Considered under suspension of the rules. (consideration: CR H6223–6224)

July 16, 2018. The House proceeded with forty minutes of debate on S. 2734.

July 16, 2018. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H6223)

July 16, 2018. Motion to reconsider laid on the table Agreed to without objection.

July 19, 2018. Presented to President.

July 27, 2018. Signed by President.

July 27, 2018. Became Public Law No: 115–221.

TO DESIGNATE THE J. MARVIN JONES FEDERAL BUILDING AND COURTHOUSE IN AMARILLO, TEXAS, AS THE “J. MARVIN JONES FEDERAL BUILDING AND MARY LOU ROBINSON UNITED STATES COURTHOUSE”

PUBLIC LAW 115–242 (H.R. 5772)

Summary

Designates that the Federal Building and Courthouse located at 205 SE 5th Ave., Amarillo, Texas, shall be known and designated as the ‘J. Marvin Jones Federal Building and Mary Lou Robinson United States Courthouse’.

Legislative History

May 11, 2018. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

June 27, 2018. Subcommittee discharged from further consideration.

June 27, 2018. Ordered reported by voice vote.

July 16, 2018. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–819.

July 16, 2018. Placed on the House Calendar, Calendar No. 167.

July 16, 2018. Mr. Barletta moved to suspend the rules and pass the bill.

July 16, 2018. Considered under suspension of the rules. (consideration: CR H6221–6222)

July 16, 2018. The House proceeded with forty minutes of debate on H.R. 5772.

July 16, 2018. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H6221)

July 16, 2018. Motion to reconsider laid on the table Agreed to without objection.

July 17, 2018. Received in the Senate and Read twice and referred to the Committee on Environment and Public Works.

Aug. 1, 2018. Committee on Environment and Public Works. Ordered to be reported without amendment favorably.

Aug. 1, 2018. Committee on Environment and Public Works. Reported by Senator Barrasso without amendment. Without written report.

Aug. 1, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 551.

Sep. 4, 2018. Passed Senate without amendment by Unanimous Consent. (consideration: CR S6032)

Sep. 5, 2018. Message on Senate action sent to the House.

Sep. 6, 2018. Presented to President.

Sep. 18, 2018. Signed by President.

Sep. 18, 2018. Became Public Law No: 115–242.

FAA REAUTHORIZATION ACT OF 2018

PUBLIC LAW 115–254 (H.R. 302)

DIVISION D—DISASTER RECOVERY REFORM (H.R. 4460)

Summary

DIVISION D—DISASTER RECOVERY REFORM ACT OF 2018

Section 1201. Short title.

This section establishes this division as the “Disaster Recovery Reform Act of 2018”.

Section 1202. Applicability.

This section provides definitions for the subtitle.

Section 1203. Definitions.

This section provides definitions for the subtitle.

Section 1204. Wildfire prevention.

This section aids states affected by wildfires with hazard mitigation assistance.

Section 1205. Additional activities.

This section allows hazard mitigation assistance to be used for activities that help reduce the risk of future damage, hardship, loss, or suffering in any area affected by a wildfire or windstorm.

Section 1206. Eligibility for code implementation and enforcement.

This section amends the Stafford Act to provide assistance to state and local governments for building code and flood plain management.

Section 1207. Program improvements.

This section makes improvements to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act, Public Law 93–288) programs such as streamlining provisions to speed up recovery and improve facilitation of hazard mitigation.

Section 1208. Prioritization of facilities.

This section establishes guidance and training on responding to special needs facilities.

Section 1209. Guidance on evacuation routes.

This section requires the Federal Emergency Management Agency (FEMA) and the Federal Highway Administration to develop guidance on evacuation routes.

Section 1210. Duplication of benefits.

This section provides for waiver flexibility to incentivize recovery and ensure victims of disaster can receive disaster assistance fast-

er. The section also clarifies the eligibility of projects under hazard mitigation assistance.

Section 1211. State administration of assistance for direct temporary housing and permanent housing construction.

This section authorizes states to use federal disaster assistance to directly administer temporary and permanent housing assistance for disaster victims.

Section 1212. Assistance to individuals and households.

This section amends the Stafford Act to account for necessary costs in the amount of assistance available to individuals with disabilities.

Section 1213. Multifamily lease and repair assistance.

This section amends the Stafford Act to allow greater flexibility and options for housing disaster victims.

Section 1214. Private nonprofit facility.

This section clarifies eligibility under the definition of “private non-profit facility.”

Section 1215. Management costs.

This section amends the Stafford Act to establish fixed rates to reimburse states and local governments for direct and indirect administrative costs incurred to implement disaster recovery projects.

Section 1216. Flexibility.

This section allows for certain waivers related to disaster assistance debts only if such assistance was distributed based on an error by FEMA, there was no fault on behalf of the debtor, and the collection of the debt would be against equity and good conscience. This section also clarifies a three-year statute of limitations for FEMA to recover household and individual assistance and implements a statute of limitations recovery of assistance from recipients after a disaster where there is no evidence of fraud, waste, or abuse.

Section 1217. Additional disaster assistance.

This section helps improve the economic recovery of regions affected by hurricanes and other disasters.

Section 1218. National veterinary emergency teams.

This section establishes a pilot program for veterinarians to accompany urban search and rescue teams to take care of the search and rescue of canines and to provide guidance to communities on pet care and sheltering during disasters.

Section 1219. Right of arbitration.

This section clarifies and extends FEMA’s dispute resolution process.

Section 1220. Unified Federal environmental and historic preservation review section requires the FEMA Administrator (Administrator) to review the expedited inter-agency environmental and historic preservation review process and survey other agencies’ categorical exclusions and requires the Administrator to issue regulations to implement any recommendations, including categorical exclusions, identified in the report and survey.

Section 1221. Closeout incentives.

This section allows the Administrator to develop incentives that would encourage state, local, and tribal governments to closeout expenditures and activities on a timely basis related to disaster or emergency assistance.

Section 1222. Performance of services.

This section provides for the Administrator to appoint temporary FEMA employees, after serving continuously for one year.

Section 1223. Study to streamline and consolidate information collection.

This section directs the FEMA Administrator, along with other appropriate federal agencies, to conduct a study and develop a plan and an innovative means for sharing information among disaster assistance agencies.

Section 1224. Agency accountability.

This section directs FEMA to provide regular reports regarding disaster spending, disaster contracts, and other related disaster activities.

Section 1225. Audit of contracts.

This section prohibits FEMA from reimbursing any contract that prohibits oversight or auditing.

Section 1226. Inspector general audit of FEMA contracts for tarps and plastic sheeting.

This section requires the IG to audit FEMA contracts for tarps and plastic sheeting in response to Hurricanes Irma and Maria in Puerto Rico and the U.S. Virgin Islands.

Section 1227. Relief organizations.

This section clarifies and ensures certain relief organizations may provide assistance in disaster response.

Section 1228. Guidance on inundated and submerged roads.

This section ensures guidance is developed to allow FEMA to more accurately evaluate damages to inundated roads.

Section 1229. Extension of assistance.

This section extends assistance authorized under the Stafford Act related to Hurricanes Irma and Maria.

Section 1230. Guidance and recommendations.

This section requires the FEMA Administrator to provide recommendations on how common areas of condominiums and housing cooperatives may be eligible for disaster assistance.

Section 1231. Guidance on hazard mitigation assistance.

This section requires guidance to localities on upkeep of properties bought out pursuant to FEMA's mitigation program.

Section 1232. Local impact.

This section directs FEMA to appropriately weigh and consider severe local impact when evaluating whether to recommend a major disaster declaration.

Section 1233. Additional hazard mitigation activities.

This section allows hazard mitigation assistance to be used for activities that help reduce the risk of future damage, hardship, loss, or suffering in any area affected by earthquakes.

Section 1234. National public infrastructure predisaster hazard mitigation.

This section amends the Stafford Act to modify the predisaster hazard mitigation program to ensure investments are made before disaster strikes to minimize loss of life and reduce disaster costs.

Section 1235. Additional mitigation activities.

This section clarifies the activities eligible for hazard mitigation assistance under the Stafford Act.

Section 1236. Guidance and training by FEMA on coordination of emergency response plans.

This section requires the Administrator to provide guidance and training related to the coordination of emergency response plans for facilities that store hazardous materials.

Section 1237. Certain recoupment prohibited.

This section establishes the conditions under which disaster funding may be recouped by the agency.

Section 1238. Federal assistance to individuals and households and nonprofit facilities.

This section allows for the waiver of passport replacement fees for disaster victims.

Section 1239. Cost of assistance estimates.

This section requires the Administrator to review the factors considered in making a recommendation to the President for a disaster declaration.

Section 1240. Report on insurance shortfalls.

This section requires the Administrator to report on self-insurance.

Section 1241. Post disaster building safety assessment.

This section requires the Administrator to issue guidance for building safety assessments that includes both architects and engineers.

Section 1242. FEMA updates on national preparedness assessment.

This section requires the Administrator to report on the national preparedness assessment of capability gaps.

Section 1243. FEMA report on duplication in non-natural disaster preparedness grant programs.

This section requires the Administrator to report on duplicative grant programs.

Section 1244. Study and report.

This section requires the Administrator to secure a report through the National Academy of Medicine.

Section 1245. Review of assistance for damaged underground water infrastructure.

This section requires the Administrator to review the eligibility of underground water infrastructure for disaster assistance.

Section 1246. Extension.

This section extends the implementation deadlines for certain activities.

Legislative History

Sep. 26, 2018. House agreed to Senate amendment with an amendment pursuant to H. Res. 1082.

Sep. 28, 2018. Message on House action received in Senate and at desk: House amendment to Senate amendment.

Sep. 28, 2018. Motion to proceed to consideration of measure agreed to in Senate by Voice Vote.

Sep. 28, 2018. Measure laid before Senate by motion.

Sep. 28, 2018. Motion by Senator McConnell to concur in the House amendment to the Senate amendment to H.R. 302 made in Senate.

Sep. 28, 2018. Cloture motion on the motion to concur in the House amendment to the Senate amendment to H.R. 302 presented in Senate.

Sep. 28, 2018. Motion by Senator McConnell to concur in the House amendment to the Senate amendment to H.R. 302 with an amendment (SA 4026) made in Senate.

Sep. 28, 2018. S.AMDT.4026 Amendment SA 4026 proposed by Senator McConnell. To change the enactment date.

Sep. 28, 2018. S.AMDT.4027 Amendment SA 4027 proposed by Senator McConnell to Amendment SA 4026. Of a perfecting nature.

Sep. 28, 2018. Motion by Senator McConnell to refer to Senate Committee on Commerce, Science, and Transportation the House message to accompany H.R. 302 with instructions to report back forthwith with the following amendment (SA 4028) made in Senate.

Sep. 28, 2018. S.AMDT.4028 Amendment SA 4028 proposed by Senator McConnell. To change the enactment date.

Sep. 28, 2018. S.AMDT.4029 Amendment SA 4029 proposed by Senator McConnell to Amendment SA 4028 (the instructions of the motion to refer). Of a perfecting nature.

Sep. 28, 2018. S.AMDT.4030 Amendment SA 4030 proposed by Senator McConnell to Amendment SA 4029. Of a perfecting nature.

Oct. 1, 2018. S.AMDT.4026 Considered by Senate (Message from the House considered). (consideration: CR S6408)

Oct. 1, 2018. S.AMDT.4027 Considered by Senate (Message from the House considered). (consideration: CR S6408)

Oct. 1, 2018. S.AMDT.4028 Considered by Senate (Message from the House considered). (consideration: CR S6408)

Oct. 1, 2018. S.AMDT.4029 Considered by Senate (Message from the House considered). (consideration: CR S6408)

Oct. 1, 2018. S.AMDT.4030 Considered by Senate (Message from the House considered). (consideration: CR S6408)

Oct. 1, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6408–6416)

Oct. 1, 2018. Cloture on the motion to concur in the House amendment to the Senate amendment to H.R. 302 invoked in Senate by Yea-Nay Vote. 90–7. Record Vote Number: 219. (CR S6409)

Oct. 1, 2018. Motion by Senator McConnell to refer to Senate Committee on Commerce, Science, and Transportation the House message to accompany H.R. 302 with instructions to report back forthwith with the following amendment (SA 4028) fell when cloture was invoked on the motion to concur in the House amendment to the Senate amendment to H.R. 302 in Senate.

Oct. 1, 2018. S.AMDT.4028 SA 4028 fell when cloture was invoked on the motion to concur in the House amendment to the Senate amendment to H.R. 302.

Oct. 1, 2018. S.AMDT.4029 SA 4029 fell when SA 4028 fell.

Oct. 1, 2018. S.AMDT.4030 SA 4030 fell when SA 4029 fell.

Oct. 2, 2018. S.AMDT.4026 Considered by Senate (Message from the House considered). (consideration: CR S6417)

Oct. 2, 2018. S.AMDT.4027 Considered by Senate (Message from the House considered). (consideration: CR S6417)

Oct. 2, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6417–6428; S6428–6451)

Oct. 3, 2018. S.AMDT.4026 Considered by Senate (Message from the House considered).

Oct. 3, 2018. S.AMDT.4027 Considered by Senate (Message from the House considered).

Oct. 3, 2018. Considered by Senate (Message from the House considered).

Oct. 3, 2018. Senate agreed to the House amendment to the Senate amendment to H.R. 302 by Yea-Nay Vote. 93–6. Record Vote Number: 220.

Oct. 3, 2018. Motion by Senator McConnell to concur in the House amendment to the Senate amendment to H.R. 302 with an amendment (SA 4026) was rendered moot when the motion to concur in the House amendment to the Senate amendment to H.R. 302 was agreed to in Senate.

Oct. 3, 2018. S.AMDT.4026 SA 4026 fell when the motion to concur in the House amendment to the Senate amendment to H.R. 302 with an amendment (SA 4026) was rendered moot.

Oct. 3, 2018. S.AMDT.4027 SA 4027 fell when SA 4026 fell.

Oct. 3, 2018. Message on Senate action sent to the House.

Oct. 4, 2018. Presented to the President.

Oct. 5, 2018. Signed by the President.

Oct. 5, 2018. Became Public Law No. 114–254.

TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 300 SOUTH FOURTH STREET IN MINNEAPOLIS, MINNESOTA, AS THE “DIANA E. MURPHY UNITED STATES COURTHOUSE”

PUBLIC LAW 115–270 (S. 3021)

SECTION 4315—DIANA E. MURPHY UNITED STATES COURTHOUSE.

Summary

Section 4315 of S. 3021 designates the U.S. courthouse at 300 South Fourth Street in Minneapolis, Minnesota, as the “Diana E. Murphy United States Courthouse.”

Legislative History

June 7, 2018. Read twice and referred to the Committee on Environment and Public Works.

Aug. 1, 2018. Committee on Environment and Public Works. Ordered to be reported without amendment favorably.

Aug. 1, 2018. Committee on Environment and Public Works. Reported by Senator Barrasso without amendment and without written report.

Aug. 1, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 550.

Sep. 4, 2018. Passed Senate without amendment by Unanimous Consent. (consideration: CR S6032; text: CR S6032)

Sep. 5, 2018. Message on Senate action sent to the House.

Sep. 5, 2018. Received in the House.

Sep. 5, 2018. Referred to the House Committee on Transportation and Infrastructure.

Sep. 5, 2018. Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

Sep. 13, 2018. Mr. Shuster moved to suspend the rules and pass the bill, as amended.

Sep. 13, 2018. Considered under suspension of the rules. (consideration: CR H8184–8228)

Sep. 13, 2018. The House proceeded with forty minutes of debate on S. 3021.

Sep. 13, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H8185–8221)

Sep. 13, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 13, 2018. The title of the measure was amended. Agreed to without objection.

Sep. 17, 2018. Message on House action received in Senate and at desk: House amendments to Senate bill.

Oct. 6, 2018. Measure laid before Senate by unanimous consent. (consideration: CR S6697–6698)

Oct. 6, 2018. Motion by Senator McConnell to concur in the House amendments to S. 3021 made in Senate.

Oct. 6, 2018. Cloture motion on the motion to concur in the House amendments to S. 3021 presented in Senate. (CR S6697–6698)

Oct. 6, 2018. Motion by Senator McConnell to concur in the House amendment to S. 3021 with an amendment (SA 4048) made in Senate.

Oct. 6, 2018. S.AMDT.4048 Amendment SA 4048 proposed by Senator McConnell. (consideration: CR S6698; text: CR S6698) To change the enactment date.

Oct. 6, 2018. S.AMDT.4049 Amendment SA 4049 proposed by Senator McConnell to Amendment SA 4048. (consideration: CR S6698; text: CR S6698) Of a perfecting nature.

Oct. 6, 2018. Motion by Senator McConnell to refer to Senate Committee on Environment and Public Works the House message to accompany S. 3021 with instructions to report back forthwith with the following amendment (SA 4050) made in Senate.

Oct. 6, 2018. S.AMDT.4050 Amendment SA 4050 proposed by Senator McConnell. (consideration: CR S6698; text: CR S6698) To change the enactment date.

Oct. 6, 2018. S.AMDT.4051 Amendment SA 4051 proposed by Senator McConnell to Amendment SA 4050 (the instructions of the motion to refer). (consideration: CR S6698; text: CR S6698) Of a perfecting nature.

Oct. 6, 2018. S.AMDT.4052 Amendment SA 4052 proposed by Senator McConnell to Amendment SA 4051. (consideration: CR S6698; text: CR S6698) Of a perfecting nature.

Oct. 9, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6703–6719)

Oct. 9, 2018. S.AMDT.4048 Considered by Senate (Message from the House considered). (consideration: CR S6703)

Oct. 9, 2018. S.AMDT.4049 Considered by Senate (Message from the House considered). (consideration: CR S6703)

Oct. 9, 2018. S.AMDT.4050 Considered by Senate (Message from the House considered). (consideration: CR S6703)

Oct. 9, 2018. S.AMDT.4051 Considered by Senate (Message from the House considered). (consideration: CR S6703)

Oct. 9, 2018. S.AMDT.4052 Considered by Senate (Message from the House considered). (consideration: CR S6703)

Oct. 9, 2018. Cloture on the motion to concur in the House amendments to S. 3021 invoked in Senate by Yea-Nay Vote. 96–3. Record Vote Number: 224. (CR S6714–6715)

Oct. 9, 2018. Motion by Senator McConnell to refer to Senate Committee on Environment and Public Works the House message to accompany S. 3021 with instructions to report back forthwith with the following amendment (SA 4050) fell when cloture was invoked on the motion to concur in the House amendments to S. 3021 in Senate.

Oct. 9, 2018. S.AMDT.4050 SA 4050 fell when cloture invoked on the motion to concur in the House amendments to S. 3021.

Oct. 9, 2018. S.AMDT.4051 SA 4051 fell when SA 4050 fell.

Oct. 9, 2018. S.AMDT.4052 SA 4052 fell when SA 4051 fell.

Oct. 10, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6747)

Oct. 10, 2018. S.AMDT.4048 Considered by Senate (Message from the House considered). (consideration: CR S6747)

Oct. 10, 2018. S.AMDT.4049 Considered by Senate (Message from the House considered). (consideration: CR S6747)

Oct. 10, 2018. Motion by Senator McConnell to concur in the House amendment to S. 3021 with an amendment (SA 4048) was withdrawn.

Oct. 10, 2018. S.AMDT.4048 Proposed amendment SA 4048 withdrawn in Senate. (consideration: CR S6747)

Oct. 10, 2018. S.AMDT.4049 SA 4049 fell when SA 4048 withdrawn.

Oct. 10, 2018. Senate agreed to the House amendments to S. 3021 by Yea-Nay Vote. 99–1. Record Vote Number: 225.

Oct. 11, 2018. Message on Senate action sent to the House.

Oct. 12, 2018. Presented to President.

Oct. 23, 2018. Signed by President.

Oct. 23, 2018. Became Public Law No: 115–270.

SUBSTANCE USE-DISORDER PREVENTION THAT PROMOTES OPIOID
RECOVERY AND TREATMENT FOR PATIENTS AND COMMUNITIES ACT

PUBLIC LAW 115–271 (H.R. 6)

Summary

H.R. 6 makes a variety of changes to law to address the opioid crisis, including changes to medicare, medicaid, and other health services and programs. This bill also incorporates the provisions of H.R. 5294, the Treating Barriers to Prosperity Act, which was referred to and reported out of the Committee. The Treating Barriers to Prosperity Act clarifies the role of the Appalachian Regional Commission in addressing the impact of opioids on economic development and job growth in distressed communities in Appalachia.

Legislative History

June 7, 2018. Read twice and referred to the Committee on Environment and Public Works.

June 13, 2018. Referred to the Committee on Energy and Commerce, and in addition to the Committees on Ways and Means, and

the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

June 19, 2018. Rules Committee Resolution H. Res. 949 Reported to House. Rule provides for consideration of H.R. 6, H.R. 5797 and H.R. 6082. Rule provides for consideration of H.R. 6 and H.R. 5797 under structured rules; and provides for consideration of H.R. 6082 under a closed rule. Additionally, the rule directs the Clerk to, in the engrossment of H.R. 6, add the text of H.R. 2851, H.R. 5735, and H.R. 5797 as passed by the House as a new matter at the end of H.R. 6.

June 21, 2018. Mr. Burgess asked unanimous consent that, notwithstanding H. Res. 949, during consideration of H.R. 6 pursuant to such resolution, general debate shall not exceed one hour, with 40 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Energy and Commerce and 20 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Ways and Means.

June 22, 2018. Considered under the provisions of rule H. Res. 949. (consideration: CR H5511–5572)

June 22, 2018. Rule provides for consideration of H.R. 6, H.R. 5797 and H.R. 6082. Rule provides for consideration of H.R. 6 and H.R. 5797 under structured rules; and provides for consideration of H.R. 6082 under a closed rule. Additionally, the rule directs the Clerk to, in the engrossment of H.R. 6, add the text of H.R. 2851, H.R. 5735, and H.R. 5797 as passed by the House as a new matter at the end of H.R. 6.

June 22, 2018. House resolved itself into the Committee of the Whole House on the state of the Union pursuant to H. Res. 949 and Rule XVIII.

June 22, 2018. The Speaker designated the Honorable Don Bacon to act as Chairman of the Committee.

June 22, 2018. The Committee of the Whole proceeded with one hour of general debate on H.R. 6.

June 22, 2018. H.AMDT.797 Amendment (A001) offered by Mr. Walden. (consideration: CR H5560–5561; text: CR H5560–5561) An amendment numbered 1 printed in Part B of House Report 115–766 to call for Medicaid, Medicare, and public health reforms to help combat the opioid crisis.

June 22, 2018. Pursuant to the provisions of H. Res. 949, the Committee of the Whole proceeded with 10 minutes of debate on the Walden amendment No. 1.

June 22, 2018. H.AMDT.797 On agreeing to the Walden amendment (A001) Agreed to by voice vote.

June 22, 2018. The Committee resumed its sitting.

June 22, 2018. H.AMDT.798 Amendment (A002) offered by Mr. Dunn. (consideration: CR H5561–5562; text: CR H5561) An amendment numbered 2 printed in Part B of House Report 115–766 to strike language expanding the classes of health care workers who are authorized to dispense narcotics for narcotic treatment.

June 22, 2018. Pursuant to the provisions of H. Res. 949, the Committee of the Whole proceeded with 10 minutes of debate on the Dunn amendment No. 2.

June 22, 2018. H.AMDT.798 By unanimous consent, the Dunn amendment was withdrawn.

June 22, 2018. H.AMDT.799 Amendment (A003) offered by Mr. Barton. (consideration: CR H5562–5563; text: CR H5562–5563) An amendment numbered 3 printed in Part B of House Report 115–766 to direct the Commissioner of Food and Drugs to develop high-quality, evidence-based opioid analgesic prescribing guidelines for the indication-specific treatment of acute pain. In developing such guidelines, it requires the Commissioner of Food and Drugs to gather input through a public workshop and comment period, and to provide a report to Congress on how such guidelines will be used to protect the public health.

June 22, 2018. Pursuant to the provisions of H. Res. 949, the Committee of the Whole proceeded with 10 minutes of debate on the Barton amendment No. 3.

June 22, 2018. H.AMDT.799 On agreeing to the Barton amendment (A003) Agreed to by voice vote.

June 22, 2018. H.AMDT.800 Amendment (A004) offered by Mr. Curtis. (consideration: CR H5564; text: CR H5564) An amendment numbered 4 printed in Part B of House Report 115–766 to require a report from HHS on opioid prescribing practices and opioid misuse during pregnancy, and evaluating non-opiate pain management practices during pregnancy.

June 22, 2018. Pursuant to the provisions of H. Res. 949, the Committee of the Whole proceeded with 10 minutes of debate on the Curtis amendment No. 4.

June 22, 2018. H.AMDT.800 On agreeing to the Curtis amendment (A004) Agreed to by voice vote.

June 22, 2018. H.AMDT.801 Amendment (A005) offered by Mr. Keating. (consideration: CR H5565; text: CR H5565) An amendment numbered 5 printed in Part B of House Report 115–766 to direct HHS to issue guidelines for prescribing naloxone in situations involving any type of prescription or illicit opioid use.

June 22, 2018. Pursuant to the provisions of H. Res. 949, the Committee of the Whole proceeded with 10 minutes of debate on the Keating amendment No. 5.

June 22, 2018. H.AMDT.801 On agreeing to the Keating amendment (A005) Agreed to by voice vote.

June 22, 2018. H.AMDT.802 Amendment (A006) offered by Ms. Waters, Maxine. (consideration: CR H5566–5567; text: CR H5566) An amendment numbered 7 printed in Part B of House Report 115–766 to direct the Secretary of Health and Human Services (HHS) to conduct a survey of organizations that provide substance abuse treatment services. Under the amendment, HHS is required to develop, and submit to Congress, a plan to direct appropriate resources to address inadequacies in services or funding for specific types of drug addictions identified through the survey.

June 22, 2018. Pursuant to the provisions of H. Res. 949, the Committee of the Whole proceeded with 10 minutes of debate on the Maxine Waters amendment No. 7.

June 22, 2018. H.AMDT.802 On agreeing to the Waters, Maxine amendment (A006) Agreed to by voice vote.

June 22, 2018. The House rose from the Committee of the Whole House on the state of the Union to report H.R. 6.

June 22, 2018. The previous question was ordered pursuant to the rule.

June 22, 2018. The House adopted the amendments en gross as agreed to by the Committee of the Whole House on the state of the Union.

June 22, 2018. Mr. Tonko moved to recommit with instructions to the Committees on Energy and Commerce and Ways and Means. (consideration: CR H5567–5572; text: CR H5567–5570)

June 22, 2018. The House proceeded with 10 minutes of debate on the motion to recommit with instructions. The instructions contained in the motion seek to require the bill to be reported back to the House with an amendment to add 2 sections to the bill titled “Distribution of Additional Residency Positions to Help Combat Opioid Crisis” and “Funding for Opioid Grant Program for State Response to Opioid Abuse Crisis”.

June 22, 2018. The previous question on the motion to recommit with instructions was ordered without objection.

June 22, 2018. On motion to recommit with instructions Failed by the Yeas and Nays: 185–226 (Roll no. 287).

June 22, 2018. On passage Passed by the Yeas and Nays: 396–14 (Roll no. 288). (text: CR H5522–5560)

June 22, 2018. Motion to reconsider laid on the table Agreed to without objection.

June 25, 2018. Received in the Senate. Read the first time. Placed on Senate Legislative Calendar under Read the First Time.

June 26, 2018. Read the second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 485.

Sep. 17, 2018. Measure laid before Senate by unanimous consent. (consideration: CR S6159–6180)

Sep. 17, 2018. S.AMDT.4013 Amendment SA 4013 proposed by Senator Portman for Senator Alexander. (consideration: CR S6180; text: CR 9/6/2018 S6063–6099) In the nature of a substitute.

Sep. 17, 2018. S.AMDT.4013 Amendment SA 4013 agreed to in Senate by Unanimous Consent.

Sep. 17, 2018. Passed Senate with an amendment by Yea-Nay Vote. 99–1. Record Vote Number: 210.

Sep. 18, 2018. Message on Senate action sent to the House.

Sep. 28, 2018. House agreed to Senate amendment with an amendment pursuant to H. Res. 1099.

Oct. 1, 2018. Message on House action received in Senate and at desk: House amendment to Senate amendment.

Oct. 3, 2018. Measure laid before Senate by unanimous consent.

Oct. 3, 2018. Motion by Senator Thune to concur in the House amendment to the Senate amendment to H.R. 6 made in Senate.

Oct. 3, 2018. Senate agreed to the House amendment to the Senate amendment to H.R. 6. by Yea-Nay Vote. 98–1. Record Vote Number: 221.

Oct. 4, 2018. Message on Senate action sent to the House.

Oct. 16, 2018. Presented to President.

Oct. 24, 2018. Signed by President.

Oct. 24, 2018. Became Public Law No: 115–271.

NATIONAL EARTHQUAKE HAZARDS REDUCTION PROGRAM
REAUTHORIZATION ACT OF 2018

PUBLIC LAW 115–307 (S. 1768)

Summary

This bill amends the Earthquake Hazards Reduction Act of 1977 to expand activities under the National Earthquake Hazards Reduction Program to include: (1) gathering information on community resilience (i.e., the ability of a community to prepare for, recover from, and adapt to earthquakes); (2) publishing a systematic set of maps of active faults and folds, liquefaction susceptibility, susceptibility for earthquake-induced landslides, and other seismically induced hazards; and (3) continuing the development of the Advanced National Seismic System, including earthquake early warning capabilities.

With respect to earthquake hazard reduction activities, the bill revises or expands the duties of: (1) the Interagency Coordinating Committee on Earthquake Hazards Reduction, (2) the National Institute of Standards and Technology (NIST), (3) the Federal Emergency Management Agency (FEMA), (4) the U.S. Geological Survey (USGS), and (5) the National Science Foundation.

The Government Accountability Office shall complete a review of risks posed by earthquakes to the United States.

NIST and FEMA must jointly convene a committee of experts to assess and recommend options for improving seismic safety standards for federal buildings. The USGS must submit to Congress a five-year management plan for the continued operation of the Advanced National Seismic System.

Legislative History

Sep. 6, 2018. Read twice and referred to the Committee on Commerce, Science, and Transportation.

Dec. 13, 2017. Committee on Commerce, Science, and Transportation. Ordered to be reported with an amendment in the nature of a substitute favorably.

Sep. 6, 2018. Committee on Commerce, Science, and Transportation. Reported by Senator Thune with an amendment in the nature of a substitute. With written report No. 115–336.

Sep. 6, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 568.

Sep. 27, 2018. Measure laid before Senate by unanimous consent. (consideration: CR S6364)

Sep. 27, 2018. The committee substitute withdrawn by Unanimous Consent. (CR S6364)

Sep. 27, 2018. S.AMDT.4025 Amendment SA 4025 proposed by Senator Perdue for Senator Feinstein. (consideration: CR S6365; text: CR S6364)

In the nature of substitute.

Sep. 27, 2018. S.AMDT.4025 Amendment SA 4025 agreed to in Senate by Unanimous Consent.

Sep. 27, 2018. Passed Senate with an amendment by Unanimous Consent.

Sep. 28, 2018. Received in the House.

Sep. 28, 2018. Message on Senate action sent to the House.

Nov. 27, 2018. Mr. Rohrabacher moved to suspend the rules and pass the bill.

Nov. 27, 2018. Considered under suspension of the rules.

Nov. 27, 2018. The House proceeded with forty minutes of debate on S. 1768.

Nov. 27, 2018. On motion to suspend the rules and pass the bill Agreed to by voice vote.

Nov. 27, 2018. Motion to reconsider laid on the table Agreed to without objection.

Nov. 29, 2018. Presented to President.

Dec. 11, 2018. Signed by the President, Public Law 115–307.

TO DESIGNATE THE FEDERAL BUILDING AND UNITED STATES COURTHOUSE LOCATED AT 200 WEST 2ND STREET IN DAYTON, OHIO, AS THE “WALTER H. RICE FEDERAL BUILDING AND UNITED STATES COURTHOUSE”

PUBLIC LAW 115–312 (S. 2377)

Summary

This bill designates the federal building and U.S. courthouse located at 200 West 2nd Street in Dayton, Ohio, as the “Walter H. Rice Federal Building and United States Courthouse.”

Legislative History

Feb. 6, 2018. Read twice and referred to the Committee on Environment and Public Works.

May 22, 2018. Committee on Environment and Public Works. Ordered to be reported without amendment favorably.

05/23/2018 Committee on Environment and Public Works. Reported by Senator Barrasso without amendment. Without written report.

May 23, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 429.

June 7, 2018. Passed Senate without amendment by Unanimous Consent. (CR S3390; text: CR S3390).

Jun. 7, 2018. Received in the House. Referred to the House Committee on Transportation and Infrastructure.

Jun 8, 2018. Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

Nov. 30, 2018. Committee on Transportation discharged. Considered by unanimous consent. (consideration: CR H9748) On passage Passed without objection. (text: CR H9748) Motion to reconsider laid on the table Agreed to without objection.

Dec. 6, 2018. Presented to President.

Dec. 13, 2018. Signed by the President, Public Law 115–312.

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. 35

Summary

Authorizes use of the Capitol Grounds on May 14, 2017 for the National Honor Guard and Pipe Band Exhibition, to allow law enforcement representatives to exhibit their ability to demonstrate Honor Guard programs and provide for a bag pipe exhibition and on May 15, 2017 for the 36th Annual National Peace Officers' Memorial Service, to honor the law enforcement officers who died in the line of duty during 2016.

Legislative History

Mar. 21, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Mar. 29, 2017. Subcommittee discharged from further consideration.

Mar. 29, 2017. Ordered reported by voice vote.

Apr. 6, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–87.

Apr. 6, 2017. Placed on the House Calendar, Calendar No. 38.

Apr. 25, 2017. Congressman A. Drew Ferguson IV (R–GA) moved to suspend the rules and agree to the resolution.

Apr. 25, 2017. Considered under suspension of the rules. (consideration: CR H2820–2821)

Apr. 25, 2017. The House proceeded with forty minutes of debate on H. Con. Res. 35.

Apr. 25, 2017. On motion to suspend the rules and agree to the resolution Agreed to by voice vote. (text: CR H2820)

Apr. 25, 2017. Motion to reconsider laid on the table. Agreed to without objection.

Apr. 26, 2017. Received in the Senate.

Apr. 27, 2017. Resolution agreed to in Senate without amendment by Unanimous Consent. (consideration: CR S2630)

Apr. 28, 2017. Message on Senate action sent to the House.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE GREATER WASHINGTON SOAP BOX DERBY

H. CON. RES. 36

Summary

H. Con. Res. 36 authorizes the use of the Capitol Grounds for the Greater Washington Soap Box Derby Association to sponsor the Greater Washington Soapbox Derby qualifying races on June 17, 2017. Participants range in age from eight to 17 and come from the Washington, D.C. metropolitan area. Under conditions prescribed by the Architect of the Capitol and the Capitol Police Board, the event will be free of admission charge, open to the public, and arranged not to interfere with the needs of Congress. The event sponsor assumes responsibility for all expenses and liabilities incident to all activities associated with the event.

Legislative History

Mar. 21, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Mar. 29, 2017. Subcommittee discharged from further consideration.

Mar. 29, 2017. Ordered reported by voice vote.

Apr. 6, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–86.

Apr. 6, 2017. Placed on the House Calendar, Calendar No. 37.

Apr. 25, 2017. Congressman A. Drew Ferguson IV (R–GA) moved to suspend the rules and agree to the resolution.

Apr. 25, 2017. Considered under suspension of the rules. (consideration: CR H2821–2822)

Apr. 25, 2017. The House proceeded with forty minutes of debate on H. Con. Res. 36.

Apr. 25, 2017. On motion to suspend the rules and agree to the resolution Agreed to by voice vote. (text: CR H2821)

Apr. 25, 2017. Motion to reconsider laid on the table. Agreed to without objection.

Apr. 26, 2017. Received in the Senate.

Apr. 27, 2017. Resolution agreed to in Senate without amendment by Unanimous Consent.

Apr. 28, 2017. Message on Senate action sent to the House.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE DISTRICT OF COLUMBIA SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN

H. CON. RES. 69

Summary

H. Con. Res. 69 authorizes the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run on October 6, 2017. This annual event draws law enforcement personnel together to support the athletes and programs of Special Olympics DC. The support from federal, military, and metropolitan agencies showcases the loyalty and commitment to the athletes of the District of Columbia.

Legislative History

July 20, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

July 27, 2017. Ordered reported by voice vote.

Sep. 1, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–285.

Sep. 1, 2017. Placed on the House Calendar, Calendar No. 77.

Sep. 5, 2017. Mr. Barletta asked unanimous consent to take from the Speaker's table and consider.

Sep. 5, 2017. Considered by unanimous consent. (consideration: CR H6644–6645)

Sep. 5, 2017. On agreeing to the resolution Agreed to without objection. (text: CR H6645)

Sep. 5, 2017. Motion to reconsider laid on the table Agreed to without objection.

Sep. 6, 2017. Received in the Senate, read twice.

Sep. 7, 2017. Passed Senate without amendment by Unanimous Consent. (consideration: CR S5077)

Sep. 7, 2017. Message on Senate action sent to the House.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE GREATER WASHINGTON SOAP BOX DERBY

H. CON. RES. 113

Summary

H. Con. Res. 113 authorizes the use of the Capitol Grounds for the Greater Washington Soap Box Derby Association to sponsor the Greater Washington Soapbox Derby qualifying races on June 16, 2018. Participants range in age from eight to 17 and come from the Washington, D.C. metropolitan area. Under conditions prescribed by the Architect of the Capitol and the Capitol Police Board, the event will be free of admission charge, open to the public, and arranged not to interfere with the needs of Congress. The event sponsor assumes responsibility for all expenses and liabilities incident to all activities associated with the event.

Legislative History

Mar. 9, 2018. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Apr. 12, 2018. Subcommittee discharged from further consideration.

Apr. 12, 2018. Ordered reported by voice vote.

May 22, 2018. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–701.

May 22, 2018. Placed on the House Calendar, Calendar No. 147.

May 22, 2018. Mr. Barletta moved to suspend the rules and agree to the resolution.

May 22, 2018. Considered under suspension of the rules. (consideration: CR H4319–4320)

May 22, 2018. The House proceeded with forty minutes of debate on H. Con. Res. 113.

May 22, 2018. On motion to suspend the rules and agree to the resolution Agreed to by voice vote. (text: CR H4319–4320)

May 22, 2018. Motion to reconsider laid on the table Agreed to without objection.

May 23, 2018. Received in the Senate.

June 5, 2018. Resolution agreed to in Senate without amendment by Unanimous Consent. (consideration: CR S2997)

June 6, 2018. Message on Senate action sent to the House.

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. 115

Summary

Authorizes use of the Capitol Grounds on May 15, 2018 for the National Honor Guard and Pipe Band Exhibition, to allow law enforcement representatives to exhibit their ability to demonstrate

Honor Guard programs and provide for a bag pipe exhibition and on May 15, 2017 for the 36th Annual National Peace Officers' Memorial Service, to honor the law enforcement officers who died in the line of duty during 2016.

Legislative History

Mar. 16, 2018. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Apr. 12, 2018. Subcommittee discharged from further consideration.

Apr. 12, 2018. Ordered reported by voice vote.

Apr. 17, 2018. Mr. Barletta asked unanimous consent to discharge from committee and consider.

Apr. 17, 2018. Committee on Transportation discharged.

Apr. 17, 2018. Considered by unanimous consent. (consideration: CR H3381)

Apr. 17, 2018. On agreeing to the resolution Agreed to without objection. (text: CR H3381)

Apr. 17, 2018. Motion to reconsider laid on the table Agreed to without objection.

Apr. 18, 2018. Received in the Senate.

Apr. 19, 2018. Resolution agreed to in Senate without amendment by Unanimous Consent. (consideration: CR S2330)

Apr. 23, 2018. Message on Senate action sent to the House.

DESIGNATING THE DEMOCRATIC CLOAKROOM IN THE HALL OF THE HOUSE OF REPRESENTATIVES AS THE "GABRIELLE GIFFORDS-LEO J. RYAN CLOAKROOM"

H. RES. 615

Summary

Honors: (1) the work and public service of Congresswoman Gabrielle Giffords, and (2) the legacy of Congressman Leo J. Ryan and the bravery of Congressman Ryan and his team members for undertaking a dangerous fact-finding mission in Guyana. Extends condolences to those affected by the mass shooting in Tucson, Arizona, on January 8, 2011, and by the tragedy in Jonestown, Guyana, on November 18, 1978. Designates the Democratic Cloakroom in the Hall of the House of Representatives in the U.S. Capitol as the "Gabrielle Giffords-Leo J. Ryan Cloakroom."

Legislative History

Nov. 14, 2017. Mr. Shuster asked unanimous consent to discharge from committee and consider.

Nov. 14, 2017. Committee on Transportation discharged.

Nov. 14, 2017. Committee on House Administration discharged.

Nov. 14, 2017. Committee on Foreign Affairs discharged.

Nov. 14, 2017. Considered by unanimous consent. (consideration: CR H9199-9200)

Nov. 14, 2017. On agreeing to the resolution Agreed to without objection. (text: CR H9199-9200)

Nov. 14, 2017. Motion to reconsider laid on the table Agreed to without objection.

DESIGNATING ROOM H-226 OF THE UNITED STATES CAPITOL AS THE
“LINCOLN ROOM”

H. RES. 1063

Summary

Honors the service of President Abraham Lincoln and his service to the Country including his time in the House of Representatives representing the 7th District of Illinois. Designates room H-226 as the “Lincoln Room”.

Legislative History

Sep 14, 2018. Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

Dec. 21, 2018. Expected to be considered in the House under Suspension of the Rules.

Pending in the Senate

FINANCIAL CHOICE ACT OF 2017

PENDING IN THE SENATE (H.R. 10)

Summary

This bill amends the Dodd-Frank Wall Street Reform and Consumer Protection Act, among other Acts, to: repeal Volcker Rule restrictions on certain speculative investments by banks; with respect to winding down failing banks, eliminate the Federal Deposit Insurance Corporation’s orderly liquidation authority and establish new provisions regarding financial institution bankruptcy; and repeal Durbin Amendment limitations on fees that may be charged to retailers for debit card processing.

Certain banks may exempt themselves from specified regulatory standards if they maintain a certain ratio of capital to total assets and meet other specified requirements.

The bill removes the Financial Stability Oversight Council’s authority to designate non-bank financial institutions and financial market utilities as “systemically important” (also known as “too big to fail”). Under current law, entities so designated are subject to additional regulatory restrictions. Designations made previously are retroactively repealed.

The bill also amends the Consumer Financial Protection Act of 2010 to: convert the Consumer Financial Protection Bureau into a consumer law enforcement agency; subject the agency to the congressional appropriations process, expanded judicial review, and additional congressional oversight; eliminate supervisory authority over financial institutions; and limit the agency’s authority to take action against entities for abusive practices.

In addition, the bill: modifies provisions related to the Securities and Exchange Commission’s managerial structure and enforcement authority; eliminates the Office of Financial Research within the Department of the Treasury; and revises provisions related to capital formation, insurance regulation, civil penalties for securities laws violations, and community financial institutions.

Legislative History

Apr. 27, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

May 2, 2017. Committee Consideration and Mark-up Session Held.

May 3, 2017. Committee Consideration and Mark-up Session Held.

May 4, 2017. Committee Consideration and Mark-up Session Held, ordered reported (amended) by the Yeas and Nays: 34–26.

May 25, 2017. Reported (amended) by the Committee on Financial Services. H. Rept. 115–153, Part I.

May 25, 2017. Committee on Agriculture discharged.

May 25, 2017. Committee on Ways and Means discharged.

May 25, 2017. Committee on the Judiciary discharged.

May 25, 2017. Committee on Oversight and Government discharged.

May 25, 2017. Committee on Transportation discharged.

May 25, 2017. Committee on Rules discharged.

May 25, 2017. Committee on the Budget discharged.

May 25, 2017. Committee on Education and the Workforce discharged.

May 25, 2017. Placed on the Union Calendar, Calendar No. 100.

June 2, 2017. Supplemental report filed by the Committee on Financial Services, H. Rept. 115–153, Part II.

June 6, 2017. Rules Committee Resolution H. Res. 375 Reported to House. Rule provides for consideration of H.R. 10 with 1 hour and 30 minutes of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. Measure will be considered read. Specified amendments are in order.

June 7, 2016. Rule H. Res. 375 passed House.

June 8, 2017. Considered under the provisions of rule H. Res. 375. (consideration: CR H4716–4802)

June 8, 2017. Rule provides for consideration of H.R. 10 with 1 hour and 30 minutes of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. Measure will be considered read. Specified amendments are in order.

June 8, 2017. House resolved itself into the Committee of the Whole House on the state of the Union pursuant to H. Res. 375 and Rule XVIII.

June 8, 2017. The Speaker designated the Honorable Steve Womack to act as Chairman of the Committee.

June 8, 2017. The Committee of the Whole proceeded with ninety minutes of general debate on H.R. 10.

June 8, 2017. H.AMDT.128 Amendment (A001) offered by Mr. Hensarling. (consideration: CR H4789–4791, H4799; text: CR H4789) Amendment revises provisions subjecting certain FDIC and NCUA functions to congressional appropriations, relating to appointments of positions created by the Act, and providing congressional access to non-public FSOC information.

June 8, 2017. Pursuant to the provisions of H. Res. 375, the Committee of the Whole proceeded with 10 minutes of debate on the Hensarling Part B amendment No. 1.

June 8, 2017. H.AMDT.129 Amendment (A002) offered by Mr. Hollingsworth. (consideration: CR H4791–4793, H4799–4800; text: CR H4791) Amendment allows closed-end funds that are listed on a national securities exchange, and that meet certain requirements to be considered “well-known seasoned issuers” or “WKSIs”.

June 8, 2017. Pursuant to the provisions of H. Res. 375, the Committee of the Whole proceeded with 10 minutes of debate on the Hollingsworth Part B amendment No. 2.

June 8, 2017. H.AMDT.130 Amendment (A003) offered by Mr. Smucker. (consideration: CR H4793–4794; text: CR H4793) An amendment numbered 3 printed in Part B of House Report 115–163 to express the sense of Congress that consumer reporting agencies and their subsidiaries should implement stronger multi-factor authentication procedures when providing access to personal information files to more adequately protect consumer information from identity theft.

June 8, 2017. Pursuant to the provisions of H. Res. 375, the Committee of the Whole proceeded with 10 minutes of debate on the Smucker Part B amendment No. 3.

June 8, 2017. H.AMDT.130 On agreeing to the Smucker amendment (A003) Agreed to by voice vote.

June 8, 2017. H.AMDT.131 Amendment (A004) offered by Mr. Faso. (consideration: CR H4794–4796, H4800–4801; text: CR H4794) Amendment allows Mutual Holding Companies to waive the receipt of dividends.

June 8, 2017. Pursuant to the provisions of H. Res. 375, the Committee of the Whole proceeded with 10 minutes of debate on the Faso Part B amendment No. 4.

June 8, 2017. H.AMDT.132 Amendment (A005) offered by Ms. McSally. (consideration: CR H4796–4797; text: CR H4796–4797) An amendment numbered 5 printed in Part B of House Report 115–163 to require the Department of Treasury to submit a report to Congress regarding its efforts to work with Federal bank regulators, financial institutions, and money service businesses to ensure that legitimate financial transactions along the southern border move freely.

June 8, 2017. Pursuant to the provisions of H. Res. 375, the Committee of the Whole proceeded with 10 minutes of debate on the McSally Part B amendment No. 5.

June 8, 2017. H.AMDT.132 On agreeing to the McSally amendment (A005) Agreed to by voice vote.

June 8, 2017. H.AMDT.133 Amendment (A006) offered by Mr. Buck. (consideration: CR H4797–4799, H4801; text: CR H4797–4798) Amendment requires the GSA to study CLEA’s real estate needs due to changes in the Agency’s structure. It then authorizes the GSA to sell the current CLEA building if CLEA’s real estate needs have changed and there is no government department or agency that can utilize the building.

June 8, 2017. Pursuant to the provisions of H. Res. 375, the Committee of the Whole proceeded with 10 minutes of debate on the Buck Part B amendment No. 6.

June 8, 2017. H.AMDT.128 On agreeing to the Hensarling amendment (A001) Agreed to by recorded vote: 232–185 (Roll no. 295).

June 8, 2017. H.AMDT.129 On agreeing to the Hollingsworth amendment (A002) Agreed to by recorded vote: 231–180 (Roll no. 296).

June 8, 2017. H.AMDT.131 On agreeing to the Faso amendment (A004) Agreed to by recorded vote: 235–184 (Roll no. 297).

June 8, 2017. H.AMDT.133 On agreeing to the Buck amendment (A006) Agreed to by recorded vote: 233–185 (Roll no. 298).

June 8, 2017. The House rose from the Committee of the Whole House on the state of the Union to report H.R. 10.

June 8, 2017. The previous question was ordered pursuant to the rule. (consideration: CR H4801)

June 8, 2017. The House adopted the amendment in the nature of a substitute as agreed to by the Committee of the Whole House on the state of the Union. (text of amendment in the nature of a substitute: CR H4731–4789)

June 8, 2017. On passage Passed by the Yeas and Nays: 233–186 (Roll no. 299).

June 8, 2017. Motion to reconsider laid on the table Agreed to without objection.

June 12, 2017. Received in the Senate.

June 13, 2017. Read twice and referred to the Committee on Banking, Housing, and Urban Affairs.

July 13, 2017. Committee on Banking, Housing, and Urban Affairs. Hearings held.

FIRST RESPONDER IDENTIFICATION OF EMERGENCY NEEDS IN DISASTER SITUATIONS

PENDING IN THE SENATE (H.R. 58)

Summary

This bill directs the Government Accountability Office (GAO) to submit a report that describes select state and local programs and policies related to the preparedness and protection of first responders, which may include information on: the degree to which such programs and policies include consideration of the presence of a first responder's family in an area impacted by a terrorist attack; the availability of personal protective equipment for first responders; and the availability of home Medkits for first responders and their families for biological incident response.

The GAO may provide information: (1) in a format that delineates high risk urban areas from rural communities; and (2) on the degree to which the selected state and local programs and policies were developed or are being executed with funding from the Department of Homeland Security (DHS), including grants from the State Homeland Security Grant Program or the Urban Area Security Initiative.

DHS shall consider the report's findings and assess its applicability for federal first responders.

Legislative History

Jan. 4, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Jan. 31, 2017. Congressman Lou Barletta (R-PA) moved to suspend the rules and pass the bill, as amended.

Jan. 31, 2017. Considered under suspension of the rules. (consideration: CR H772–775)

Jan. 31, 2017. The House proceeded with forty minutes of debate on H.R. 58.

Jan. 31, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote.

Jan. 31, 2017. Motion to reconsider laid on the table Agreed to without objection.

Feb. 1, 2017. Received in the Senate and read twice and referred to the Committee on Homeland Security and Governmental Affairs.

TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 501 EAST COURT STREET IN JACKSON, MISSISSIPPI, AS THE “R. JESS BROWN UNITED STATES COURTHOUSE”

PENDING IN THE SENATE (H.R. 455)

Summary

H.R. 455 designates the United States courthouse located at 501 East Court Street in Jackson, Mississippi, as the “R. Jess Brown United States Courthouse”. R. Jess Brown was a civil rights lawyer who worked against segregationist laws and is credited with filing the first civil rights suit in Mississippi. Mr. Brown, a native of Muskogee, Oklahoma, attended Illinois State University, Indiana University, and the Texas Southern University Law School. In 1962, he represented James Meredith, whose successful lawsuit allowed him to be the first African-American student to enroll at the University of Mississippi. In 1948, Mr. Brown sued on behalf of black teachers in Jackson seeking salaries that were equal to those of white teachers. He later worked with the NAACP Legal Defense and Educational Fund in fighting discrimination in transportation and other public accommodations. R. Jess Brown died on December 31, 1989, due to cancer.

Legislative History

Jan. 12, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Mar. 29, 2017. Subcommittee discharged from further consideration.

Mar. 29, 2017. Ordered reported by voice vote.

Apr. 6, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–84.

Apr. 6, 2017. Placed on the House Calendar, Calendar No. 36.

Apr. 25, 2017. Congressman A. Drew Ferguson IV (R–GA) moved to suspend the rules and pass the bill.

Apr. 25, 2017. Considered under suspension of the rules. (consideration: CR H2822–2823)

Apr. 25, 2017. The House proceeded with forty minutes of debate on H.R. 455.

Apr. 25, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H2822)

Apr. 25, 2017. Motion to reconsider laid on the table Agreed to without objection.

Apr. 26, 2017. Received in the Senate and read twice and referred to the Committee on Environment and Public Works.

SECURING ACCESS TO NETWORKS IN DISASTERS ACT

PENDING IN THE SENATE (H.R. 588)

Summary

This bill requires the Federal Communications Commission (FCC) to submit to Congress and publish on the FCC website a study on the public safety benefits, technical feasibility, and cost of providing the public with access to 9–1–1 services during times of emergency when mobile service is unavailable, through: telecommunications service provider-owned WiFi access points and other communications technologies operating on unlicensed spectrum, without requiring any login credentials; non-telecommunications service provider-owned WiFi access points; and other alternative means.

The types of emergencies subject to this bill are: (1) occasions or instances under the Robert T. Stafford Disaster Relief and Emergency Assistance Act for which the President determines that federal assistance is needed to supplement state and local efforts and capabilities to save lives and to protect property and public health and safety, or to lessen or avert the threat of a catastrophe in any part of the United States; or (2) an emergency declared by the governor of a state or U.S. territory.

The Stafford Act is amended to expand the categories of essential service providers that may access a disaster site to restore and repair essential services in an emergency or major disaster without being denied or impeded by a federal agency. Services to be considered essential are wireline or mobile telephone service, Internet access service, radio or television broadcasting, cable service, or direct broadcast satellite service.

Legislative History

Jan. 18, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Jan. 23, 2017. Congressman Rodney Davis (R–IL) moved to suspend the rules and pass the bill.

Jan. 23, 2017. Considered under suspension of the rules. (consideration: CR H579–581)

Jan. 23, 2017. The House proceeded with forty minutes of debate on H.R. 588.

Jan. 23, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text of measure as passed: CR H579)

Jan. 23, 2017. Motion to reconsider laid on the table Agreed to without objection.

Jan. 24, 2017. Received in the Senate and read twice and referred to the Committee on Commerce, Science, and Transportation.

FUSION CENTER ENHANCEMENT ACT OF 2017

PENDING IN THE SENATE (H.R. 642)

Summary

This bill amends the Homeland Security Act of 2002 to revise provisions concerning the Department of Homeland Security (DHS)

State, Local, and Regional Fusion Center Initiative. The bill re-names it as the Department of Homeland Security Fusion Center Partnership Initiative and changes references to “participating state, local, or regional fusion centers” to references to the “National Network of Fusion Centers,” which is defined as a decentralized arrangement of fusion centers intended to enhance individual state and urban area fusion centers’ ability to leverage the capabilities and expertise of all fusion centers for the purpose of enhancing analysis and homeland security information sharing nationally.

The duties of the Secretary of Homeland Security with respect to the Initiative are revised to include: supporting the maturation and sustainment of the Network; reducing inefficiencies and maximizing the effectiveness of federal resource support to the Network; ensuring that support for the Network is included as a national priority in applicable homeland security grant guidance; ensuring that each fusion center in the Network has a privacy policy and a civil rights and civil liberties policy approved by DHS; coordinating the nationwide suspicious activity report initiative to ensure that information gathered by the Network is incorporated; ensuring that fusion centers in the Network are the primary focal points for the sharing of homeland security information, terrorism information, and weapons of mass destruction information with state, local, tribal, and territorial entities; and disseminating best practices on the appropriate levels for staffing at Network fusion centers of qualified representatives from state, local, tribal, and territorial law enforcement and emergency services, public health disciplines, and the private sector.

The Under Secretary for Intelligence and Analysis must ensure that fusion centers in the Network have access to homeland security information sharing systems and that DHS personnel are deployed to support fusion centers in the Network in a manner consistent with DHS’s mission and existing statutory limits.

The Under Secretary shall negotiate memoranda of understanding between DHS and a state or local government regarding the exchange of information between DHS and Network fusion centers.

The Under Secretary shall: (1) coordinate with appropriate federal officials to ensure the deployment to Network fusion centers of representatives of other federal agencies; and (2) report to specified congressional committees annually through 2024 on the efforts of DHS components to enhance support provided to Network fusion centers.

Legislative History

Jan. 24, 2017. Referred to the House Committee on Homeland Security.

Jan. 31, 2017. Mr. King (NY) moved to suspend the rules and pass the bill.

Jan. 31, 2017. Considered under suspension of the rules. (consideration: CR H778–781)

Jan. 31, 2017. The House proceeded with forty minutes of debate on H.R. 642.

Jan. 31, 2017. An Exchange of Letters was printed on pages H779 and H780 of the Congressional Record.

Jan. 31, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H778–779)

Jan. 31, 2017. Motion to reconsider laid on the table Agreed to without objection.

Feb. 1, 2017. Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.

PACIFIC NORTHWEST EARTHQUAKE PREPAREDNESS ACT OF 2017

PENDING IN THE SENATE (H.R. 654)

Summary

H.R. 654 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. The bill also directs the President to establish an Earthquake and Tsunami Task Force to develop a comprehensive strategy and recommendations on how to prepare and plan for, mitigate against, respond to, recover from, and more successfully adapt to a seismic event in the Cascadia Subduction Zone and amends the Stafford Act to make certain earthquake early warning activities eligible for hazard mitigation assistance.

Legislative History

Jan. 24, 2017. Sponsor introductory remarks on measure. (CR E91)

Jan. 25, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Feb. 28, 2017. Subcommittee discharged from further consideration.

Feb. 28, 2017. Ordered reported, amended, by voice vote.

Mar. 9, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–30.

Mar. 9, 2017. Placed on the Union Calendar, Calendar No. 12.

Mar. 27, 2017. Congressman Lou Barletta (R–PA) moved to suspend the rules and pass the bill, as amended.

Mar. 27, 2017. Considered under suspension of the rules. (consideration: CR H2450–2452)

Mar. 27, 2017. The House proceeded with forty minutes of debate on H.R. 654.

Mar. 27, 2017. Considered as unfinished business. (consideration: CR H2454–2455)

Mar. 27, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by the Yeas and Nays: ($\frac{2}{3}$ required): 395–11 (Roll no. 196). (text: CR H2450–2451)

Mar. 27, 2017. Motion to reconsider laid on the table Agreed to without objection.

Mar. 28, 2017. Received in the Senate and read twice and referred to the Committee on Homeland Security and Governmental Affairs.

FAIRNESS FOR BREASTFEEDING MOTHERS ACT OF 2017

PENDING IN THE SENATE (H.R. 1174)

Summary

H.R. 1174 provides for lactation rooms in public buildings. The bill requires federally controlled buildings open to the public to provide a place, other than a bathroom, to be made available to the public as a lactation area, if the building has such an area for employees and it is not deemed unfeasible.

Legislative History

Feb. 16, 2017. Sponsor introductory remarks on measure. (CR E212)

Feb. 17, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Feb. 28, 2017. Subcommittee discharged from further consideration.

Feb. 28, 2017. Ordered reported by voice vote.

Mar. 7, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–24.

Mar. 7, 2017. Placed on the Union Calendar, Calendar No. 10.

Mar. 7, 2017. Congressman Lou Barletta (R-PA) moved to suspend the rules and pass the bill, as amended.

Mar. 7, 2017. Considered under suspension of the rules. (consideration: CR H1550–1553)

Mar. 7, 2017. The House proceeded with forty minutes of debate on H.R. 1174.

Mar. 7, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H1550)

Mar. 7, 2017. Motion to reconsider laid on the table Agreed to without objection.

Mar. 8, 2017. Received in the Senate and read twice and referred to the Committee on Environment and Public Works.

DISASTER SAVE ACT

PENDING IN THE SENATE (H.R. 1214)

Summary

H.R. 1214 requires the Federal Emergency Management Agency (FEMA) to temporarily increase the simplified projects threshold for disaster assistance to \$500,000. This increase is intended to streamline the efficient and effective delivery of assistance for small projects (under \$500,000) without reducing oversight. The increase would sunset on September 30, 2021. FEMA must submit a report to Congress following the sunset date of the temporary increase.

Legislative History

Feb. 27, 2016. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Feb. 28, 2017. Subcommittee discharged from further consideration.

Feb. 28, 2017. Ordered reported.

Mar. 9, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–32.

Mar. 9, 2017. Placed on the Union Calendar, Calendar No. 14.

Mar. 27, 2017. Congressman Lou Barletta (R–PA) moved to suspend the rules and pass the bill, as amended.

Mar. 27, 2017. Considered under suspension of the rules. (consideration: CR H2449–2450)

Mar. 27, 2017. The House proceeded with forty minutes of debate on H.R. 1214.

Mar. 27, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H2449)

Mar. 27, 2017. Motion to reconsider laid on the table Agreed to without objection.

Mar. 28, 2017. Received in the Senate and read twice and referred to the Committee on Homeland Security and Governmental Affairs.

TERRORIST AND FOREIGN FIGHTER TRAVEL EXERCISE ACT OF 2017

PENDING IN THE SENATE (H.R. 1302)

Summary

This bill requires the Department of Homeland Security (DHS) to develop and conduct an exercise related to the terrorist and foreign fighter threat in order to enhance domestic preparedness for and the collective response to terrorism, promote the dissemination of homeland security information, and test the U.S. security posture.

Such exercise shall include: (1) a scenario involving persons traveling from the United States to join or provide material support or resources to a terrorist organization abroad and terrorist infiltration into the United States, including by U.S. citizens and foreign nationals; and (2) coordination with relevant federal agencies, foreign governments, and state, local, tribal, territorial, and private sector stakeholders.

DHS shall submit an after-action report, including any identified or potential vulnerabilities in U.S. defenses and requested legislative changes.

The bill amends the Post-Katrina Emergency Management Reform Act of 2006 to require the national exercise program (a program to test and evaluate the national preparedness goal, National Incident Management System, National Response Plan, and other related plans and strategies) to be designed to include exercises addressing emerging terrorist threats, such as such a scenario.

Legislative History

Mar. 2, 2017. Referred to the House Committee on Homeland Security.

Mar. 8, 2017. Committee Consideration and Mark-up Session Held.

Mar. 8, 2017. Ordered to be Reported by Voice Vote.

Mar. 16, 2017. Reported by the Committee on Homeland Security. H. Rept. 115–40.

Mar. 16, 2017. Placed on the Union Calendar, Calendar No. 20.

Mar. 22, 2017. Ms. McSally moved to suspend the rules and pass the bill.

Mar. 22, 2017. Considered under suspension of the rules. (consideration: CR H2303–2304)

Mar. 22, 2017. The House proceeded with forty minutes of debate on H.R. 1302.

Mar. 22, 2017. An Exchange of Letters was printed on Pages H779 and H780 of the Congressional Record.

Mar. 24, 2017. Considered as unfinished business. (consideration: CR H2441–2442)

Mar. 24, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H2303)

Mar. 24, 2017. Motion to reconsider laid on the table Agreed to without objection.

Mar. 27, 2017. Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.

HOMELAND SECURITY FOR CHILDREN ACT

PENDING IN THE SENATE (H.R. 1372)

Summary

This bill requires the Department of Homeland Security's (DHS's) Office of Strategy, Policy, and Plans to lead, conduct, and coordinate DHS-wide identification and integration of the needs of children into DHS's policies, programs, and activities, in coordination with relevant outside organizations and experts. The bill directs FEMA to identify and integrate the needs of children into activities to prepare for, protect against, respond to, recover from, and mitigate against the risk of natural disasters, acts of terrorism, and other man-made disasters, including by appointing a technical expert to coordinate such integration.

Legislative History

Mar. 7, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Mar. 8, 2017. Ordered reported, amended, by the Committee on Homeland Security.

Apr. 24, 2017. Reported (Amended) by the Committee on Homeland Security. H. Rept. 115–92, Part I.

Apr. 24, 2017. Committee on Transportation and Infrastructure discharged.

Apr. 24, 2017. Placed on the Union Calendar, Calendar No. 52.

Apr. 25, 2017. Congressman Daniel M. Donovan, Jr. (R-NY) moved to suspend the rules and pass the bill, as amended.

Apr. 25, 2017. Considered under suspension of the rules.

Apr. 25, 2017. House proceeded with forty minutes of debate on H.R. 1372.

Apr. 25, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote.

Apr. 25, 2017. Motion to reconsider laid on the table Agreed to without objection.

Apr. 26, 2017. Received in the Senate and read twice and referred to the Committee on Homeland Security and Governmental Affairs.

DISASTER DECLARATION IMPROVEMENT ACT

PENDING IN THE SENATE (H.R. 1665)

Summary

H.R. 1665 directs the Administrator of FEMA to give greater weight and consideration to severe local impact when evaluating whether to recommend a major disaster declaration. The bill ensures a more level playing field for smaller communities impacted by severe disasters.

Legislative History

Mar. 23, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Mar. 29, 2017. Subcommittee discharged from further consideration.

Mar. 29, 2017. Ordered reported, amended, by voice vote.

Apr. 28, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–99.

Apr. 28, 2017. Placed on the Union Calendar, Calendar No. 56.

May 2, 2017. Congressman Lou Barletta (R-PA) moved to suspend the rules and pass the bill, as amended.

May 2, 2017. Considered under suspension of the rules. (consideration: CR H3019–3022)

May 2, 2017. The House proceeded with forty minutes of debate on H.R. 1665.

May 3, 2017. Considered as unfinished business. (consideration: CR H3089)

May 3, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by recorded vote ($\frac{2}{3}$ required): 425–0 (Roll no. 248). (text: CR 5/02/2017 H3019)

May 3, 2017. Motion to reconsider laid on the table Agreed to without objection.

May 4, 2017. Received in the Senate and read twice and referred to the Committee on Homeland Security and Governmental Affairs.

TO AMEND THE ROBERT T. STAFFORD DISASTER RELIEF AND EMERGENCY ASSISTANCE ACT CONCERNING THE STATUTE OF LIMITATIONS FOR ACTIONS TO RECOVER DISASTER OR EMERGENCY ASSISTANCE PAYMENTS, AND FOR OTHER PURPOSES

PENDING IN THE SENATE (H.R. 1678)

Summary

H.R. 1678 implements a statute of limitations on actions to recover assistance funds granted in the aftermath of a declared disaster. The bill reinstates a three-year statute of limitations on the Federal Emergency Management Agency's ability to reclaim funds from a recipient when there is no evidence of fraud, waste or abuse.

Legislative History

Mar. 23, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Mar. 29, 2017. Subcommittee discharged from further consideration.

Mar. 29, 2017. Ordered reported by voice vote.

Apr. 28, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–100.

Apr. 28, 2017. Placed on the Union Calendar, Calendar No. 57.

May 2, 2017. Congressman Lou Barletta (R–PA) moved to suspend the rules and pass the bill, as amended.

May 2, 2017. Considered under suspension of the rules. (consideration: CR H3023–3024)

May 2, 2017. The House proceeded with forty minutes of debate on H.R. 1678.

May 3, 2017. Considered as unfinished business. (consideration: CR H3307–3308)

May 3, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by recorded vote ($\frac{2}{3}$ required): 423–0 (Roll no. 250). (text: CR 5/02/2017 H3023)

May 3, 2017. Motion to reconsider laid on the table Agreed to without objection.

May 4, 2017. Received in the Senate and read twice and referred to the Committee on Homeland Security and Governmental Affairs.

DISASTER ASSISTANCE SUPPORT FOR COMMUNITIES AND
HOMEOWNERS ACT OF 2017

PENDING IN THE SENATE (H.R. 1684)

Summary

H.R. 1684 directs the Administrator FEMA to provide technical assistance to common interest communities (such as a homeowners association) on actions the common interest community may take to be eligible for certain disaster assistance. This bill also requires the Administrator of FEMA to provide recommendations on how common areas of condominiums and housing cooperatives may be eligible for disaster assistance.

Legislative History

Mar. 23, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

May 24, 2017. Subcommittee discharged from further consideration.

May 24, 2017. Ordered reported, as amended, by voice vote.

June 26, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–193.

June 26, 2017. Placed on the Union Calendar, Calendar No. 132.

June 26, 2017. Congressman Sam Graves (R–MO) moved to suspend the rules and pass the bill, as amended.

June 26, 2017. Considered under suspension of the rules. (consideration: CR H5144–5146)

June 26, 2017. The House proceeded with forty minutes of debate on H.R. 1684.

June 26, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H5144)

June 26, 2017. Motion to reconsider laid on the table Agreed to without objection.

June 27, 2017. Received in the Senate and read twice and referred to the Committee on Homeland Security and Governmental Affairs.

BORDER ENFORCEMENT SECURITY TASK FORCE REAUTHORIZATION
ACT OF 2017

PENDING IN THE SENATE (H.R. 2281)

Summary

This bill amends the Homeland Security Act of 2002 to DHS, before establishing a Border Enforcement Security Task Force (BEST) unit, to apply risk-based criteria that takes into consideration specified factors, including: whether the area in which the unit would be established is significantly impacted by threats posed by transnational criminal organizations; the extent to which the unit would advance DHS's homeland and border security strategic priorities and related objectives; and whether departmental Joint Task Force operations would be enhanced, improved, or otherwise assisted by the unit.

The bill requires DHS to submit an annual report on the BEST program for the next five years, and such report must include: a description of the effectiveness of BEST in disrupting and dismantling transnational criminal organizations; an assessment of how BEST enhances information-sharing, including the dissemination of homeland security information, among federal, state, local, tribal, and foreign law enforcement agencies; a description of how BEST advances DHS's homeland and border security strategic priorities and effectiveness of BEST in achieving related objectives; and an assessment of BEST's joint operational efforts with departmental Joint Task Force operations.

Legislative History

May 2, 2017. Referred to the House Committee on Homeland Security.

May 3, 2017. Ordered Reported (Amended) by the Committee on Homeland Security by Voice Vote.

May 16, 2017. Reported (Amended) by the Committee on Homeland Security. H. Rept. 115-122.

May 16, 2017. Placed on the Union Calendar, Calendar No. 75.

May 17, 2017. Mr. Katko moved to suspend the rules and pass the bill, as amended.

May 17, 2017. Considered under suspension of the rules. (consideration: CR H4271-4273)

May 17, 2017. The House proceeded with forty minutes of debate on H.R. 2281.

May 17, 2017. An Exchange of Letters was printed on Page H4272 of the Congressional Record.

May 17, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H4271)

May 17, 2017. Motion to reconsider laid on the table Agreed to without objection.

May 18, 2017. Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.

PLUM ISLAND PRESERVATION ACT

PENDING IN THE SENATE (H.R. 2182)

Summary

This bill requires the Government Accountability Office (GAO) to submit to Congress a report on alternatives for the final disposition of Plum Island, New York, including transfer to another government or nonprofit entity for education, research, or conservation purposes.

This report must contain, for each alternative, an analysis of:

- the effect it would have on the island's resources;
- remediation responsibilities under it;
- legislation necessary to implement it;
- possible implications and issues of implementing it;
- potential costs, including costs of the transition, hazard mitigation, and cleanup of property that would be incurred by a recipient; and
- potential revenue.

No action, including any pre-sale marketing activity, may be taken to carry out the requirement under current law for the General Services Administration to sell the property and assets that support Plum Island operations until at least 180 days after such report has been submitted.

Legislative History

April 26, 2017. Referred to the House Committee on Homeland Security.

July 25, 2017. Mr. Donovan moved to suspend the rules and pass the bill.

July 25, 2017. Considered under suspension of the rules. (consideration: CR H6239–6241)

July 25, 2017. The House proceeded with forty minutes of debate on H.R. 2182.

July 25, 2017. An Exchange of Letters was printed on Page H6240 of the Congressional Record.

July 25, 2017. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H6239)

July 25, 2017. Motion to reconsider laid on the table Agreed to without objection.

July 26, 2017. Received in the Senate.

RESILIENT FEDERAL FORESTS ACT OF 2017

PENDING IN THE SENATE (H.R. 2936)

Summary

This bill shall apply whenever the Department concerned, either the Department of Agriculture for National Forest System (NFS)

lands or the Department of the Interior for public lands, prepares an environmental assessment or an environmental impact statement pursuant to the National Environmental Policy Act of 1969 (NEPA) for specified forest management activities, including those that:

- will occur on lands identified as suitable for timber production; or
- will occur on a landscape-scale area designated by the Department concerned as part of an insect and disease treatment program on NSF land pursuant to the Healthy Forests Restoration Act of 2003, notwithstanding whether such activity is initiated before September 30, 2018.

In such an environmental assessment or environmental impact statement, the Department concerned shall study, develop, and describe only these two alternatives:

- the forest management activity, and
- the alternative of no action.

In the case of the alternative of no action, the Department concerned shall evaluate:

- the effect of no action on forest health, habitat diversity, wildfire potential, insect and disease potential, and timber production; and
- the implications of a resulting decline in forest health, loss of habitat diversity, wildfire, or insect or disease infestation on domestic water supply in the project area, wildlife habitat loss, and other economic and social factors.

The bill establishes categorical exclusions regarding certain other forest management actions.

A process is established for declaration of a major disaster for wildfire on federal lands managed by specified federal land management agencies.

Legislative History

June 21, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

June 27, 2017. Ordered reported, as amended, by the Committee on Natural Resources by a vote of 23–12.

Oct. 25, 2017. Reported (Amended) by the Committee on Agriculture. H. Rept. 115–370, Part I.

Oct. 25, 2017. Reported (Amended) by the Committee on Natural Resources. H. Rept. 115–370, Part II.

Oct. 25, 2017. Committee on Education and the Workforce discharged.

Oct. 25, 2017. Committee on Transportation discharged.

Oct. 25, 2017. Placed on the Union Calendar, Calendar No. 271.

Oct. 31, 2017. Rules Committee Resolution H. Res. 595 Reported to House. Rule provides for consideration of H.R. 2936 with 1 hour of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. Measure will be considered read. Specified amendments are in order.

Nov. 1, 2017. Rule H. Res. 595 passed House.

Nov. 1, 2017. Considered under the provisions of rule H. Res. 595.

Nov. 1, 2017. Rule provides for consideration of H.R. 2936 with 1 hour of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. Measure will be considered read. Specified amendments are in order.

Nov. 1, 2017. House resolved itself into the Committee of the Whole House on the state of the Union pursuant to H. Res. 595 and Rule XVIII.

Nov. 1, 2017. The Speaker designated the Honorable David Young to act as Chairman of the Committee.

Nov. 1, 2017. The Committee of the Whole proceeded with one hour of general debate on H.R. 2936.

Nov. 1, 2017. H.AMDT.468 Amendment (A001) offered by Mr. Schrader.

An amendment numbered 1 printed in House Report 115-378 to strike “produce timber” as a forest management activity designated for Categorical Exclusion.

Nov. 1, 2017. Pursuant to the provisions of H. Res. 595, the Committee of the Whole proceeded with 10 minutes of debate on the Schrader amendment No. 1.

Nov. 1, 2017. H.AMDT.468 On agreeing to the Schrader amendment (A001) Agreed to by voice vote.

Nov. 1, 2017. H.AMDT.469 Amendment (A002) offered by Mr. Khanna.

An amendment numbered 2 printed in House Report 115-378 to strike Subtitle B of Title III, the Forest Management Activity Arbitration Pilot Program, from the bill.

Nov. 1, 2017. Pursuant to the provisions of H. Res. 595, the Committee of the Whole proceeded with 10 minutes of debate on the Khanna amendment No. 2.

Nov. 1, 2017. H.AMDT.470 Amendment (A003) offered by Mr. O’Halloran.

An amendment numbered 3 printed in House Report 115-378 to strike sections 801, pertaining to forest plans not considered major Federal actions for purposes of section 102 of the National Environmental Policy Act of 1969, and 903, revision of extraordinary circumstances regulations in the bill.

Nov. 1, 2017. Pursuant to the provisions of H. Res. 595, the Committee of the Whole proceeded with 10 minutes of debate on the O’Halloran amendment No. 3.

Nov. 1, 2017. H.AMDT.471 Amendment (A004) offered by Mr. Cárdenas.

An amendment numbered 4 printed in House Report 115-378 to require the Secretary of Agriculture, in consultation with other relevant Departments, to conduct a study to evaluate the feasibility, safety and cost effectiveness of using unmanned aerial vehicles for the purposes of supporting wildfire response and suppression as well as forest restoration and management.

Nov. 1, 2017. Pursuant to the provisions of H. Res. 595, the Committee of the Whole proceeded with 10 minutes of debate on the Cárdenas amendment No. 4.

Nov. 1, 2017. H.AMDT.471 On agreeing to the Cárdenas amendment (A004) Agreed to by voice vote.

Nov. 1, 2017. H.AMDT.472 Amendment (A005) offered by Mr. DeFazio.

An amendment numbered 5 printed in House Report 115-378 to add land exclusions to Sec. 913, including Yaquina Head Outstanding Natural Area, Wild and Scenic Rivers Act, Wilderness Act, lands managed under the National Trails System.

Nov. 1, 2017. Pursuant to the provisions of H. Res. 595, the Committee of the Whole proceeded with 10 minutes of debate on the DeFazio amendment No. 5.

Nov. 1, 2017. H.AMDT.472 On agreeing to the DeFazio amendment (A005) Agreed to by voice vote.

Nov. 1, 2017. H.AMDT.473 Amendment (A006) offered by Mr. LaMalfa.

An amendment numbered 6 printed in House Report 115-378 to direct OPM to create a "wildland firefighter" occupational series.

Nov. 1, 2017. Pursuant to the provisions of H. Res. 595, the Committee of the Whole proceeded with 10 minutes of debate on the LaMalfa amendment No. 6.

Nov. 1, 2017. H.AMDT.473 By unanimous consent, the LaMalfa amendment was withdrawn.

Nov. 1, 2017. H.AMDT.474 Amendment (A007) offered by Mr. Pearce.

An amendment numbered 7 printed in House Report 115-378 to establish a pilot program to demonstrate effective tools and techniques for safeguarding natural resources.

Nov. 1, 2017. Pursuant to the provisions of H. Res. 595, the Committee of the Whole proceeded with 10 minutes of debate on the Pearce amendment No. 7.

Nov. 1, 2017. Mr. Westerman moved that the committee rise.

Nov. 1, 2017. On motion that the committee rise Agreed to by voice vote.

Nov. 1, 2017. Committee of the Whole House on the state of the Union rises leaving H.R. 2936 as unfinished business.

Nov. 1, 2017. Considered as unfinished business.

Nov. 1, 2017. The House resolved into Committee of the Whole House on the state of the Union for further consideration.

Nov. 1, 2017. H.AMDT.469 On agreeing to the Khanna amendment (A002) Failed by recorded vote: 189-232 (Roll no. 594).

Nov. 1, 2017. H.AMDT.470 On agreeing to the O'Halleran amendment (A003) Failed by recorded vote: 194-226 (Roll no. 595).

Nov. 1, 2017. H.AMDT.474 On agreeing to the Pearce amendment (A007) Agreed to by recorded vote: 236-184 (Roll no. 596).

Nov. 1, 2017. The House rose from the Committee of the Whole House on the state of the Union to report H.R. 2936.

Nov. 1, 2017. The previous question was ordered pursuant to the rule.

Nov. 1, 2017. Mr. O'Halleran moved to recommit with instructions to the Committee on Natural Resources.

Nov. 1, 2017. The House proceeded with 10 minutes of debate on the O'Halleran motion to recommit with instructions. The instructions contained in the motion seek to require the bill to be reported back to the House with an amendment adding a new section pertaining to Extension of Secure Rural Schools and Community Self-Determination Act of 2000.

Nov. 1, 2017. The previous question on the motion to recommit with instructions was ordered without objection.

Nov. 1, 2017. On motion to recommit with instructions Failed by recorded vote: 189–230 (Roll no. 597).

Nov. 1, 2017. On passage Passed by recorded vote: 232–188 (Roll no. 598).

Nov. 1, 2017. Motion to reconsider laid on the table Agreed to without objection.

Nov. 1, 2017. The Clerk was authorized to correct section numbers, punctuation, and cross references, and to make other necessary technical and conforming corrections in the engrossment of H.R. 2936.

Nov. 2, 2017. Received in the Senate and Read twice and referred to the Committee on Agriculture, Nutrition, and Forestry.

TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 323 EAST CHAPEL HILL STREET IN DURHAM, NORTH CAROLINA, AS THE “JOHN HERVEY WHEELER UNITED STATES COURTHOUSE”

PENDING IN THE SENATE (H.R. 3460)

Summary

This bill designates the U.S. courthouse located at 323 Chapel Hill Street in Durham, North Carolina, as the “John Hervey Wheeler United States Courthouse.”

Legislative History

July 28, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

June 27, 2018. Subcommittee discharged from further consideration.

June 27, 2018. Ordered reported, as amended, by voice vote.

July 16, 2018. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–818.

July 16, 2018. Placed on the House Calendar, Calendar No. 166.

July 16, 2018. Mr. Barletta moved to suspend the rules and pass the bill, as amended.

July 16, 2018. Considered under suspension of the rules. (consideration: CR H6222–6223)

July 16, 2018. The House proceeded with forty minutes of debate on H.R. 3460.

July 16, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H6222)

July 16, 2018. Motion to reconsider laid on the table Agreed to without objection.

July 17, 2018. Received in the Senate and Read twice and referred to the Committee on Homeland Security and Governmental Affairs.

MAKING FURTHER SUPPLEMENTAL APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2018, FOR DISASTER ASSISTANCE FOR HURRICANES HARVEY, IRMA, AND MARIA, AND CALENDAR YEAR 2017 WILDFIRES, AND FOR OTHER PURPOSES

PENDING IN THE SENATE (H.R. 4667)

DIVISIONS A AND B—DISASTER ASSISTANCE

Summary

DIVISION A—DISASTER ASSISTANCE

Further Additional Supplemental Appropriations for Disaster Relief Requirements, 2017

This division provides \$81 billion in FY2018 emergency appropriations to several federal agencies for disaster assistance related to Hurricanes Harvey, Irma, and Maria; and wildfires that occurred in 2017. (Emergency spending is exempt from discretionary spending limits and other budget enforcement rules.)

DIVISION B—DISASTER RECOVERY REFORM ACT

This division amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to modify the Federal Emergency Management Agency disaster response and recovery programs.

Legislative History

Dec. 18, 2017. Referred to the Committee on Appropriations, and in addition to the Committee on Budget, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

Dec. 21, 2018. Considered under the provisions of rule H. Res. 670. (consideration: CR H10364–10394)

Dec. 21, 2018. The Chair announced that the bill contained an emergency designation pursuant to section 4(g)(1) of the Statutory Pay-As-You-Go Act of 2010 and accordingly, the Chair would put the question of consideration under section 4(g)(2) of the Statutory Pay-As-You-Go Act of 2010.

Dec. 21, 2018. On question of consideration of the bill Agreed to by voice vote.

Dec. 21, 2018. The House proceeded with one hour of debate on H.R. 4667.

Dec. 21, 2018. The previous question was ordered pursuant to the rule.

Dec. 21, 2018. Considered as unfinished business. (consideration: CR H10403–10404)

Dec. 21, 2018. On passage Passed by the Yeas and Nays: 251–169 (Roll no. 709). (text: CR H10364–10385)

Dec. 21, 2018. Motion to reconsider laid on the table Agreed to without objection.

Dec. 21, 2018. Received in the Senate.

Jan. 3, 2018. Read the first time. Placed on Senate Legislative Calendar under Read the First Time.

Jan. 4, 2018. Read the second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 291.

REPACK AIRWAVES YIELDING BETTER ACCESS FOR USERS OF
MODERN SERVICES ACT OF 2018 OR THE RAY BAUM'S ACT OF 2018

PENDING IN THE SENATE (H.R. 4986)

Summary

H.R. 4986 amends the Communications Act of 1934 to reauthorize appropriations for the Federal Communications Commission, to provide for certain procedural changes to the rules of the Commission to maximize opportunities for public participation and efficient decision making, and for other purposes. This legislation included amendments to the Robert T. Stafford Disaster Relief and Emergency Assistance Act to provide for access to disaster areas by telecommunication service providers.

Legislative History

Feb. 9, 2018. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Mar. 6, 2018. Reported (Amended) by the Committee on Energy and Commerce. H. Rept. 115-587, Part I.

Mar. 6, 2018. Committee on Transportation discharged.

Mar. 6, 2018. Committee on Oversight and Government discharged.

Mar. 6, 2018. Placed on the Union Calendar, Calendar No. 445.

Mar. 6, 2018. Mr. Walden moved to suspend the rules and pass the bill, as amended.

Mar. 6, 2018. Considered under suspension of the rules. (consideration: CR H1398-1414)

Mar. 6, 2018. The House proceeded with forty minutes of debate on H.R. 4986.

Mar. 6, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H1399-1408)

Mar. 6, 2018. Motion to reconsider laid on the table Agreed to without objection.

Mar. 6, 2018. The title of the measure was amended. Agreed to without objection.

Mar. 7, 2018. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

TREATING BARRIERS TO PROSPERITY ACT OF 2018

PENDING IN THE SENATE (H.R. 5294)

Summary

This bill allows the Appalachian Regional Commission to support projects and activities addressing drug abuse, including opioid abuse.

Such projects and activities may include those that:

- facilitate the sharing of best practices among states, counties, and other experts in the region with respect to reducing drug abuse;
- initiate or expand programs designed to eliminate or reduce the harm to the workforce and economic growth of the region that results from drug abuse;

- attract and retain relevant health care services, businesses, and workers; and
- develop relevant infrastructure, including broadband infrastructure that supports the use of telemedicine.

Legislative History

Mar. 16, 2018. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Apr. 12, 2018. Subcommittee discharged from further consideration.

Apr. 12, 2018. Ordered reported by voice vote.

June 12, 2018. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–749.

June 12, 2018. Placed on the Union Calendar, Calendar No. 583.

June 13, 2018. Mr. Barletta moved to suspend the rules and pass the bill.

June 13, 2018. Considered under suspension of the rules. (consideration: CR H5115–5117)

June 13, 2018. The House proceeded with forty minutes of debate on H.R. 5294.

June 13, 2018. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H5115–5116)

June 13, 2018. Motion to reconsider laid on the table Agreed to without objection.

June 14, 2018. Received in the Senate and Read twice and referred to the Committee on Environment and Public Works.

See Section 8061–8062 of Public Law 115–271 (H.R. 6) for further action.

PROMOTING FLOOD RISK MITIGATION ACT

PENDING IN THE SENATE (H.R. 5846)

Summary

This bill directs the Government Accountability Office (GAO) to conduct a study to assess: (1) the efficacy of practices or programs under which the Federal Emergency Management Agency (FEMA) provides assistance to state and local governments to acquire flood-damaged properties (buyout practices), and (2) ways to streamline the buyout practices. The study must consider and analyze certain factors, such as current and future trends regarding repetitive loss structures that are insured under the National Flood Insurance Program and constraints on buyout practices.

The GAO shall submit to specified congressional committees and FEMA a report on the buyout practices study and the feasibility of FEMA establishing an alternative buyout program.

Legislative History

May 17, 2018. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

June 27, 2018. Subcommittee discharged from further consideration.

June 27, 2018. Ordered reported, as amended, by voice vote.

July 16, 2018. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–820.

July 16, 2018. Placed on the Union Calendar, Calendar No. 634.

July 16, 2018. Mr. Barletta moved to suspend the rules and pass the bill, as amended.

July 16, 2018. Considered under suspension of the rules. (consideration: CR H6224–6226)

July 16, 2018. The House proceeded with forty minutes of debate on H.R. 5846.

July 16, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H6224–6225)

July 16, 2018. Motion to reconsider laid on the table Agreed to without objection.

July 17, 2018. Received in the Senate and Read twice and referred to the Committee on Banking, Housing, and Urban Affairs.

TO DESIGNATE THE FEDERAL BUILDING LOCATED AT 2110 FIRST STREET IN FORT MYERS, FLORIDA, AS THE “GEORGE W. WHITEHURST FEDERAL BUILDING”

PENDING IN THE SENATE (H.R. 6622)

Summary

Designates the Federal building located at 2110 First Street in Fort Myers, Florida, as the George W. Whitehurst Federal Building.

Legislative History

July 26, 2018. Referred to the House Committee on Transportation and Infrastructure.

July 27, 2018. Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

Sep. 27, 2018. Subcommittee on Economic Development, Public Buildings and Emergency Management Discharged.

Sep. 27, 2018. Committee Consideration and Mark-up Session Held. (Markup report: CQ)9/27/2018:Ordered to be Reported (Amended) by Voice Vote.

Nov. 13, 2018. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–1021.

Nov. 13, 2018. Placed on the House Calendar, Calendar No. 190.

Nov. 27, 2018. Mr. Mast asked unanimous consent to take from the Speaker’s table and consider.

Nov. 27, 2018. Considered by unanimous consent. (consideration: CR H9656)

Nov. 27, 2018. H.AMDT.981 Amendment (A001) offered by Mr. Mast.

An amendment to strike all after the enacting clause and insert new text.

Nov. 27, 2018. H.AMDT.981 On agreeing to the Mast amendment (A001) Agreed to without objection. 11/27/2018 7:36pm:On passage Passed without objection. (text: CR H9656)

Nov. 27, 2018. Motion to reconsider laid on the table Agreed to without objection.

Nov. 27, 2018. The title of the measure was amended. Agreed to without objection.

TO AMEND THE FEDERAL ASSETS SALE AND TRANSFER ACT OF 2016
TO ENSURE THAT THE PUBLIC BUILDINGS REFORM BOARD HAS
ADEQUATE TIME TO CARRY OUT THE RESPONSIBILITIES OF THE
BOARD, AND FOR OTHER PURPOSES

PENDING IN THE SENATE (H.R. 7318)

Summary

H.R. 7318 makes technical corrections to the Federal Assets Sale and Transfer Act of 2016 to align the timeline for the sale of unneeded properties with the appointment of the Public Building Reform Board.

Legislative History

Dec. 18, 2018. Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

Dec. 21, 2018. Expected to be considered in the House under Suspension of the Rules.

TO AMEND THE FEDERAL ASSETS SALE AND TRANSFER ACT OF 2016
TO PROVIDE FLEXIBILITY WITH RESPECT TO THE LEASEBACK OF
CERTAIN FEDERAL REAL PROPERTY, AND FOR OTHER PURPOSES

PENDING IN THE SENATE (H.R. 7319)

Summary

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Legislative History

Dec. 18, 2018. Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

Reported by the Committee

REVITALIZING THE ECONOMY OF COAL COMMUNITIES BY
LEVERAGING LOCAL ACTIVITIES AND INVESTING MORE ACT OF
2017 OR THE RECLAIM ACT OF 2017

REPORTED BY THE COMMITTEE ON NATURAL RESOURCES (H.R. 1731)

Summary

H.R. 1731 amends the Surface Mining Control and Reclamation Act of 1977 (SMCRA) to make funds available to the Department of the Interior through FY2021 for distribution to states and Indian tribes to promote economic revitalization, diversification, and development in economically distressed communities through the reclamation and restoration of land and water resources adversely affected by coal mining carried out before August 3, 1977. This legislation specifically authorizes the Appalachian Regional Commission (ARC) to use such funds to make grants for projects that have been or that are eligible to be reclaimed or restored under SMCRA and would require the ARC to relocate its headquarters from Washington, DC, to the Appalachian region.

Legislative History

Mar. 28, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Mar. 28, 2017. Referred to the Subcommittee on

Apr. 5, 2017. Hearing held by the Committee on Natural Resources.

June 27, 2017. Ordered reported, as amended, by the Committee on Natural Resources by voice vote.

Oct. 19, 2017. Reported (Amended) by the Committee on Natural Resources. H. Rept. 115–351, Part I.

Oct. 19, 2017. Committee on Transportation discharged.

Oct. 19, 2017. Placed on the Union Calendar, Calendar No. 255.

COMMUNITY EMPOWERMENT FOR MITIGATED PROPERTIES ACT OF
2017

REPORTED BY THE COMMITTEE (H.R. 1735)

Summary

H.R. 1735 directs the Administrator of FEMA to issue guidance regarding implementation of certain buy-outs or the acquisition of property for open space as a flood mitigation measure. This legislation would give municipal officials the information and notice they need to maintain open lots up to community standards. This legislation would ensure that a state provides notice to municipal land maintenance authorities that a flood mitigation purchase has been made inside their jurisdiction and how disagreements between local government's competing land maintenance standards can be mediated.

Legislative History

Mar. 27, 2017. Sponsor introductory remarks on measure. (CR E390)

Mar. 28, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

July 27, 2017. Ordered reported, amended, by voice vote.

Nov. 21, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–417.

Nov. 21, 2017. Placed on the Union Calendar, Calendar No. 309.

FEMA REAUTHORIZATION ACT OF 2017

REPORTED BY COMMITTEE (H.R. 2548)

Summary

The bipartisan FEMA Reauthorization Act of 2017 provides the first ever reauthorization of the agency to ensure accountability and strong Congressional oversight. FEMA (Federal Emergency Management Agency) is reauthorized through fiscal year 2020 consistent with current funding levels. The legislation also establishes a comprehensive study to assess and make recommendations to reduce disaster costs and losses; better prepares America to address 21st century challenges to disaster preparedness and response; improves our Nation's emergency management capabilities; strengthens critical components of our preparedness and response system;

and supports emergency response personnel. H.R. 2548 reauthorizes the National Domestic Preparedness Consortium and the Center for Domestic Preparedness through Fiscal Year 2020, consistent with current funding levels. These entities focus on all-hazards preparedness training. The legislation states that the FEMA Administrator is responsible for the Nation's efforts to reduce the loss of life and property from an earthquake, tsunami or combined event.

Legislative History

May 22, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

May 24, 2017. Subcommittee discharged from further consideration.

May 24, 2017. Ordered reported, as amended, by voice vote.

June 23, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–191, Part I.

June 23, 2017. Committee on Natural Resources discharged.

June 23, 2017. Committee on Financial Services discharged.

June 23, 2017. Placed on the Union Calendar, Calendar No. 130.

DISASTER ASSISTANCE FAIRNESS AND ACCOUNTABILITY ACT OF 2017

REPORTED BY COMMITTEE (H.R. 3176)

Summary

H.R. 3176 prohibits FEMA from rescinding disaster assistance payments to individuals 3 years after being notified of the assistance they are to receive. The bill ensures that individuals are not penalized for receiving inaccurate disaster assistance from FEMA.

Legislative History

July 12, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

July 27, 2017. Subcommittee discharged from further consideration.

July 27, 2017. Ordered reported, amended, by voice vote.

Nov. 21, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–418.

Nov. 21, 2017. Placed on the Union Calendar, Calendar No. 310.

SPORTSMEN'S HERITAGE AND RECREATIONAL ENHANCEMENT ACT OR
THE SHARE ACT

REPORTED BY THE COMMITTEE ON NATURAL RESOURCES (H.R. 3668)

Summary

H.R. 3668, the Sportsmen's Heritage and Recreational Enhancement Act (SHARE Act), includes provisions that increase opportunities for hunters, anglers, and recreational shooters; eliminate regulatory impediments and safeguard against new regulations that impede outdoor sporting activities; and protect Second Amendment rights. H.R. 3668, among other things, defined crop destruction as a normal agricultural practice during disasters declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance

Act and provided certain real estate authorities to the Department of the Interior to facilitate federal land transactions.

Legislative History

Sep. 5, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Sep. 5, 2017. Referred to the Subcommittee on Water Resources and Environment.

Sep. 12, 2017. Subcommittee on Federal Lands, Committee on Natural Resources hearing held.

Sep. 13, 2017. Ordered reported, as amended, by the Committee on Natural Resources, by the Yeas and Nays: 22–13.

Sep. 18, 2017. Reported (Amended) by the Committee on Natural Resources. H. Rept. 115–314, Part I.

Sep. 18, 2017. Committee on Agriculture discharged.

Sep. 18, 2017. Committee on the Judiciary discharged.

Sep. 18, 2017. Committee on Energy and Commerce discharged.

Sep. 18, 2017. Committee on Transportation discharged.

Sep. 18, 2017. Committee on Ways and Means discharged.

Sep. 18, 2017. Placed on the Union Calendar, Calendar No. 224.

OF INQUIRY REQUESTING THE PRESIDENT TO PROVIDE CERTAIN
DOCUMENTS IN THE PRESIDENT'S POSSESSION

REPORTED BY COMMITTEE (H. RES. 437)

Summary

H. Res. 437 is a resolution of inquiry that requests the President to provide certain documents in the President's possession. The request instructs the President to transmit any correspondence of any type relating to the following: Guidance to the Acting Administrator of GSA regarding the responses to requests from Members of Congress and Ranking Members of Committees; all records pertaining to ground lease No. GS–LS–11–11307, the lease agreement between the Trump Old Post Office LLC and the Government. Legal memoranda or opinions generated by the Government related to the above ground lease.

Legislative History

July 13, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

July 27, 2017. Subcommittee on Economic Development, Public Buildings and Emergency Management discharged.

July 27, 2017. Ordered to be reported unfavorably by the yeas and nays: 31–24.

July 28, 2017. Reported adversely by the Committee on Transportation and Infrastructure. H. Rept. 115–269.

July 28, 2017. Placed on the House Calendar, Calendar No. 73.

Ordered Reported by Committee

DISASTER RECOVERY REFORM ACT

ORDERED REPORTED BY COMMITTEE (H.R. 4460)

Summary

H.R. 4460 makes critical reforms to the Federal Emergency Management Agency's disaster response and recovery program that will help our communities better prepare for, respond to, recover from, and mitigate against disasters of all kinds. H.R. 4460 ensures communities are more resilient to disasters at their outset by ensuring disaster prone communities are built better and built smarter. This bill will place greater emphasis on pre-disaster mitigation, helping to ensure that our communities are better equipped to prepare for and withstand disasters, reduce future loss of life and property and lower the costs of disasters. This bill also deals with other critical issues such as wildfire prevention, building code enforcement, eligibility for disaster assistance, and agency efficiency and accountability.

Legislative History

Nov. 29, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Nov. 30, 2017. Subcommittee discharged from further consideration.

Nov. 30, 2017. Ordered reported, as amended, by voice vote.

Dec. 21, 2018. Report filed in the House.

See Public Law 115-254 (H.R. 302) for further action.

REAL ESTATE ASSETS AND LEASING REFORM ACT OF 2018

ORDERED REPORTED BY COMMITTEE (H.R. 6194)

Summary

H.R. 6194 provides reforms and improvements to both the agency that operates as the landlord for the civilian federal government, the General Services Administration (GSA), and the federal agency charged with providing security at thousands of public buildings and facilities, the Federal Protective Service.

- With a significant amount of GSA's inventory of leased space expiring in the next few years, providing GSA with authorities to act expeditiously and take advantage of the current markets, while rental rates remain below their peaks, will result in significant savings to taxpayers.

- The legislation establishes a Streamlined Leasing Pilot Program that would simplify most GSA leases and allow for and encourage office space consolidations.

- The legislation ensures the acquisition and construction of new federal buildings are effectively overseen and managed by clarifying congressional oversight of property exchanges and ensuring federal construction projects remain within or under budget.

- The legislation improves building security by ensuring personnel responsible for protecting public buildings are appropriately trained, managed, and accountable.

Legislative History

June 25, 2018. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

June 27, 2018. Subcommittee discharged from further consideration.

June 27, 2018. Ordered reported, amended, by voice vote.

COMMITTEE RESOLUTIONS (AUTHORIZING THE GENERAL SERVICES
ADMINISTRATION CAPITAL INVESTMENT AND LEASING PROGRAM)

FY 2017 GSA Resolutions

APPROVED FEBRUARY 28, 2017

On February 28, 2017, the Committee approved eight GSA lease resolutions. The lease resolutions were comprised of nine Department of Veterans Affairs facilities around the continental United States—from Arizona to Florida—and the territory of Puerto Rico. The proposed lease term for all of the resolutions was 20 years.

Department of Veterans Affairs—New Richey, FL—PFL-01-VA17

Rentable Square Feet: 114,000

Lease Term: 20 years

Annual Rent: \$3,876,000

Department of Veterans Affairs—Oahu, HI—PHI-01-VA17

Rentable Square Feet: 66,000

Lease Term: 20 years

Annual Rent: \$3,392,400

Department of Veterans Affairs—Phoenix, AZ—PAZ-01-VA17

Rentable Square Feet: 203,000

Lease Term: 20 years

Annual Rent: \$6,353,900

Department of Veterans Affairs—Ponce, PR—PPR-01-VA17

Rentable Square Feet: 114,300

Lease Term: 20 years

Annual Rent: \$5,436,000

Department of Veterans Affairs—Redding, CA—PCA-01-VA17

Rentable Square Feet: 114,300

Lease Term: 20 years

Annual Rent: \$5,436,108

Department of Veterans Affairs—San Antonio, TX—PTX-01-VA17

Rentable Square Feet: 109,800

Lease Term: 20 years

Annual Rent: \$5,519,844

Department of Veterans Affairs—San Diego, CA—PCA-01-VA17

Rentable Square Feet: 99,986

Lease Term: 20 years

Annual Rent: \$4,049,433

Department of Veterans Affairs—Tulsa, OK—POK-01-VA17

Rentable Square Feet: 140,000

Lease Term: 20 years

Annual Rent: \$4,634,000

APPROVED APRIL 12, 2018

On April 12, 2018, the Committee approved sixteen GSA resolutions. Eleven of these resolutions were leases: four from FY 2017 and seven from FY 2018. Five of the resolutions were Alterations: one from FY 2016 and four from FY 2018.

Alterations:

2016:

Robert T. Stafford U.S. Post Office & Courthouse—Rutland, VT—PVT-BPS-RU16
 Rentable Square Feet: 71,919
 Estimated Total Cost of Project: \$12,631,000

2018:

Consolidation Activities Program—Various Buildings—PCA-0001-MU18
 FY2018 Committee/Appropriation Request: \$100,000,000
 Fire Protection Life Safety Projects—Various Buildings—PFP-0001-MU18
 FY2018 Committee/Appropriation Request: \$45,000,000
 Judiciary Capital Security Program—Various Buildings—PJCS-0001-MU18
 FY2018 Committee/Appropriation Request: \$20,000,000
 Seismic Mitigation Program—Various Buildings—PSE-0001-MU18
 FY2018 Committee/Appropriations Request: \$40,000,000

Leases:

2018:

Department of Defense—Army Corps of Engineers—Sacramento, CA—PCA-01-SA18
 Rentable Square Feet: 227,025
 Lease Term: 20 years
 Annual Rent: \$10,019,000
 Social Security Administration—Salinas, CA—PCA-02-SA18
 Rentable Square Feet: 66,664
 Lease Term: 15 years
 Annual Rent: \$3,534,300
 Department of the Treasury—Internal Revenue Service Treasury Inspector General for Tax Administration—Denver, CO—PCO-01-DE18
 Rentable Square Feet: 212,237
 Lease Term: 20 years
 Annual Rent: \$5,125,000
 Department of the Treasury—Internal Revenue Service—Plantation, FL—PFL-01-PL18
 Rentable Square Feet: 135,819
 Lease Term: 2 years
 Annual Rent: \$5,025,303
 Department of Justice Drug Enforcement Administration—Weston, FL—PFL-04-WE18
 Rentable Square Feet: 133,503
 Lease Term: 20 years

Annual Rent: \$4,410,723

Department of Defense—Defense Intelligence Agency—Prince Georges County, MD—PMD-01-WA18

Rentable Square Feet: 266,000

Lease Term: 20 years

Annual Rent: \$4,860,413

Department of Agriculture—Kansas City, MO—PMO-02-KC18

Rentable Square Feet: 374,000

Lease Term: 20 years

Annual Cost: \$11,751,080

2017:

Securities and Exchange Commission—Washington, DC—PDC-11-WA17

Rentable Square Feet: 1,274,000

Lease Term: 15 years

Annual Cost: 63,700,000

Department of State—Washington, DC—PDC-06-WA17

Rentable Square Feet: 101,000

Lease Term: 15 years

Annual Cost: \$5,050,000

Department of State—Washington, DC—PDC-07-WA17

Rentable Square Feet: 198,000

Lease Term: 15

Annual Cost: \$9,900,000

U.S. Patent and Trademark Office—Arlington, VA—PVA-04-WA17

Rentable Square Feet: 191,000

Lease Term: 15 years

Annual Cost: \$7,449,000

APPROVED JUNE 27, 2018

On June 27, 2018, the Committee approved twenty GSA resolutions. Thirteen of these resolutions were Alterations, three were Construction, two were Leases, and one was a Design.

Alterations:

2016:

American Red Cross Building Purchase—Washington, DC—PDC-DCRC-WA16

FY2016 Committee/Appropriations Request: \$160,000,000

2018:

James C. Corman Federal Building—Van Nuys, CA—PCA-007-LA18

FY2018 Committee /Appropriations Request: \$12,690,000

Harry S. Truman Federal Building—Washington, DC—PDC-0046-WA18

FY2018 Committee/Appropriations Request: \$4,200,000

Maj. General Emmett J. Bean Federal Center—Indianapolis, IN—PIN-1703-IN18

FY2018 Committee/Appropriations Request: \$45,950,000

Alexander Hamilton U.S. Customs House—New York, NY—PNY-0131-NY18

FY2018 Committee/Appropriations Request: \$7,493,000

Jacob K. Javits Federal Building—New York, NY—PNY-0282-NY18

FY2018 Committee/Appropriations Request: \$65,712,000

Anthony Celebrezze Federal Building—Cleveland, OH—POH-0192-CL18

FY2018 Committee/Appropriations Request: \$74,224,000

911 Federal Building—Portland, OR—POR-0033-PO18

FY2018 Committee/Appropriations Request: \$714,000

Federal Office Building—Seattle, WA—PWA-0036-SE18

FY2018 Committee/Appropriations Request: \$3,384,000

IRS Service Center—Ogden, UT—PUT-0036-OG18

FY2018 Committee/Appropriations Request: \$51,241,000

Lewis F. Powell, Jr. U.S. Courthouse and U.S. Courthouse Annex—Richmond, VA—PVA-0063-RI18

FY2018 Committee/Appropriations Request: \$11,677,000

Federal Building and U.S. Courthouse—Milwaukee, WI—PWI-0044MI18

FY2018 Committee/Appropriations Request: \$12,991,000

John W. McCormack U.S. Post Office and Courthouse—Boston, MA—PMA-0013-BO18

FY2018 Committee/Appropriations Request: \$10,751,000

Design:

Lyndon Baines Johnson Federal Building—Washington, DC

FY2018 Committee/Appropriations Request: \$4,200,000

Construction:

Otay Mesa U.S. Land Port of Entry—San Diego, CA—PCA-BSC-SA18

FY2018 Committee/Appropriations Request: \$121,848,000

New Orleans FBI Field Office Building Purchase—New Orleans, LA—PLA-1370-NO18

FY2018 Committee/Appropriations Request: \$28,982,000

U.S. Land Port of Entry—Alexandria Bay, NY—PNY-BSC-AB18

FY2018 Committee/Appropriations Request: \$32,538,000

Lease:

Social Security Administration—Baltimore County, MD

Rentable Square Feet: 824,563

Lease Term: Up to 10 years

Annual Rent: \$15,287,398

Department of Justice Federal Bureau of Investigation—Seattle, WA—PWA-01-SE18

Rentable Square Feet: 130,876

Lease Term: 15 years

Annual Cost: \$6,282,048

APPROVED SEPTEMBER 27, 2018

On September 27, 2018, the Committee approved 19 GSA resolutions, including 11 alteration projects, two construction projects, five leases, and one acquisition. 18 of these prospectuses are from FY 2019 with the Brooklyn, New York Secret Service Prospectus from FY 2018.

2018:

Leases:

Department of Homeland Security—Secret Service—Brooklyn, NY—PNY-04-BR18

Rentable Square Feet: 92,210

Lease Term: 5 years

Estimated Total Cost of Project: \$5,593,459

2019:

Consolidation Activities Program—Various Buildings—PCA-0001-MU19

FY2019 Committee/Appropriation Request: \$70,000,000

Fire Protection Life Safety Projects—Various Buildings—PFP-0001-MU19

FY2019 Committee/Appropriation Request: \$30,000,000

Judiciary Capital Security Program—Various Buildings—PJCS-0001-MU19

FY2019 Committee/Appropriation Request: \$11,500,000

Alterations:

Denver Federal Center Building 48—Lakewood, CO—PCO-0522-LA19

FY2019 Committee/Appropriation Request: \$47,035,000

Denver Federal Center Building 53—Lakewood, CO—PCO-0530-LA19

FY2019 Committee/Appropriation Request: \$44,527,000

Lyndon Baines Johnson Federal Building—Washington, DC—PDC-0010-WA19

FY2019 Committee/Appropriation Request: \$32,522,000

Minton-Capehart Federal Building—Indianapolis, IN—PIN-0133-IN19

FY2019 Committee/Appropriation Request: \$17,098,000

Potter Stewart U.S. Courthouse—Cincinnati, OH—POH-0028-CN19

FY2019 Committee/Appropriation Request: \$32,885,000

Carl B. Stokes U.S. Courthouse—Cleveland, OH—POH-0301-CL19

FY2019 Committee/Appropriation Request: \$24,404,000

U.S. Customs House—Philadelphia, PA—PPA-0144-PH19

FY2019 Committee/Appropriation Request: \$95,470,000

Austin Finance Center—Austin, TX—PTX-1618-AU19

FY2019 Committee/Appropriation Request: \$34,663,000

Denver Federal Center Building 53—Lakewood, CO—PCO-0530-LA19

FY2019 Committee/Appropriation Request: \$44,527,000

Construction:

U.S. Land Port of Entry—Calexico, CA—PCA—BSC—CA19

FY2019 Committee/Appropriation Request: \$290,092,000

Food and Drug Administration Laboratory—Lakewood, CA—PCO—LAB—LA19

FY2019 Committee/Appropriation Request: \$29,319,000

Building Acquisition:

Department of Transportation Headquarters—Washington, DC—PDC—0689—WA19

FY2019 Committee/Appropriation Request: \$767,900,000

Leases:

Securities and Exchange Commission—New York, NY—PNY—05—NY19

Rentable Square Feet: 270,431

Lease Term: 20 years

Estimated Total Annual Cost: \$14,332,680

Department of Health and Human Services—Food and Drug Administration—Jamaica, NY—PNY—02—QU19

Rentable Square Feet: 224,000

Lease Term: 10 years

Estimated Total Annual Cost: \$6,944,000

Department of Labor—Seattle, WA—PWA—01—SE19

Rentable Square Feet: 84,937

Lease Term: 3 years

Estimated Total Annual Cost: \$3,958,914

Court Services and Offender Supervision Agency, Pretrial Services Agency, and Public Defender Service—Washington, DC—PDC—12—WA19

Rentable Square Feet: 209,012

Lease Term: 20 years

Estimated Total Annual Cost: \$10,002,095

APPROVED DECEMBER 12, 2018

On December 12, 2018, the Committee approved 4 GSA resolutions, including one alteration project, one lease, and two acquisitions.

2018:

Leases:

U.S. Department of Veterans Affairs—San Diego, CA—PCA—01—VA19

Rentable Square Feet: 99,986

Lease Term: 20 years

Estimated Total Cost of Project: \$5,844,182

Acquisitions:

New U.S. Courthouse—Huntsville, AL—PAL—CTC—HU18

Square Feet: 123,100

Estimated Total Cost of Project: \$86,463,000

New U.S. Courthouse—Fort Lauderdale, FL—PFL—CTC—FL18
 Square Feet: 255,000
 Estimated Total Cost of Project: \$190,000,000

Alteration:

Frank E. Moss U.S. Courthouse—Salt Lake City, UT—PUT—
 0017—SL19
 Estimated Total Cost of Project: \$116,893,000

**Legislative and Oversight Activities: Hearings, Meetings,
 and Oversight Letters (Majority/Minority)**

HEARINGS

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: THE
 NATIONAL PREPAREDNESS SYSTEM (SERIAL NO. 115—6)

On March 16, 2017, the Subcommittee held a legislative hearing to assess the development, successes, and challenges of the National Preparedness System and to examine national preparedness capabilities. The Subcommittee heard testimony from the mayor of Baltimore, MD, the National Emergency Management Association, a representative of the International Association of Emergency Managers and the National Association of Counties, the American Association of Port Authorities, the International Association of Fire Fighters, the Las Vegas Metropolitan Police Department, The Jewish Federations of North America, and the Bender Jewish Community Center of Greater Washington.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: MITIGATING DAMAGE AND RECOVERING QUICKLY FROM DISASTERS (SERIAL NO. 115—12)

On April 27, 2017, the Subcommittee held a legislative hearing to examine how to protect infrastructure against future disaster damage, lower overall disaster costs, and identify challenges facing the Federal Emergency Management Agency (FEMA) in responding to, recovering from, and mitigating against natural and man-made disasters. The Subcommittee heard testimony from the Oregon Office of Emergency Management, the International Association of Fire Chiefs, the BuildStrong Coalition, and two former FEMA Administrators.

IMPLEMENTING THE FEDERAL ASSETS SALE AND TRANSFER ACT (FASTA): MAXIMIZING TAXPAYER RETURNS AND REDUCING WASTE IN REAL ESTATE (SERIAL NO. 115—20)

On July 12, 2017, the Subcommittee held an oversight hearing to examine the implementation of the Federal Assets Sale and Transfer Act (FASTA) and how it will address impediments in the normal property disposal process that impact the return to the taxpayer. The purpose of FASTA, which was sponsored by Transportation and Infrastructure Committee member Congressman Jeff Denham (R—CA), is to streamline the sale or redevelopment of high-value assets that are underutilized to obtain the best return for the taxpayer through consolidating the Federal footprint. The Subcommittee heard testimony from the General Services Adminis-

tration, U.S. Department of Veterans Affairs, the Office of the Mayor of the city of Pittsburgh, PA, and Citizens for Responsibility and Ethics in Washington.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: ECONOMIC DEVELOPMENT STAKEHOLDERS' PERSPECTIVES (SERIAL NO. 115-24)

On September 13, 2017, the Subcommittee held a legislative hearing focused on proposals to strengthen economic development programs and to address the building and rebuilding of disaster-resistant infrastructure to reduce disaster costs. The Subcommittee heard testimony from SEDA-Council of Governments, the National Association of Development Organizations, the International Economic Development Council, the BuildStrong Coalition, and the Georgetown Climate Center.

THE OPIOID EPIDEMIC IN APPALACHIA: ADDRESSING HURDLES TO ECONOMIC DEVELOPMENT IN THE REGION (SERIAL NO. 115-31)

On December 12, 2017, the Subcommittee held a legislative and oversight hearing to examine the impact of the opioid crisis on efforts in Appalachia to spur economic development and growth in distressed communities, possible solutions, and the role of federal economic development programs, such as the Appalachian Regional Commission (ARC), in addressing this epidemic. The Subcommittee has jurisdiction over various regional economic development agencies, including the ARC. These economic development entities provide federal assistance to economically distressed areas for the creation of long-term employment opportunities and economic growth. Support under these programs can assist in planning, technical assistance, job training, and the physical infrastructure needed to attract employers and jobs in communities to spur economic growth. The Subcommittee heard testimony from Congressman Harold Rogers (R-KY), the ARC, the Center for Rural Pennsylvania, Operation UNITE, and a former attorney for the Drug Enforcement Administration.

IMPACTS OF THE 2017 WILDFIRES IN THE UNITED STATES (SERIAL NO. 115-42)

On March 20, 2018, the Subcommittee held a legislative and oversight hearing to explore the lessons learned from the catastrophic 2017 wildfires, inform long-term policy solutions, and highlight the importance of mitigation, including provisions contained in the Disaster Recovery Reform Act. The Subcommittee heard testimony from the Federal Emergency Management Agency, the International Association of Fire Chiefs, the California Governor's Office of Emergency Services, the Deputy Fire Warden/Deputy Director of Emergency Services of Stanislaus County, California, and the First District Supervisor of Sonoma County, California.

ARE WE READY? RECOVERING FROM 2017 DISASTERS AND PREPARING
FOR THE 2018 HURRICANE SEASON (SERIAL NO. 115-49)

On July 18, 2018, the Subcommittee held a legislative and oversight hearing to better understand the status of the recovery from the 2017 disaster season, including hurricanes, wildfires, and floods, as well as efforts to prepare for the 2018 hurricane season which began on June 1st. More than 25 million Americans (almost eight percent of the U.S. population) were affected by unprecedented disasters in 2017. Ten major hurricanes were recorded in the Atlantic alone. In addition to damaging storms, the U.S. experienced one of the most active and destructive wildfire seasons in its history. By the end of 2017, 59 major disasters were declared under the Robert T. Stafford Disaster Relief and Emergency Assistance Act. These disasters demonstrate the importance of mitigating risks and preparing for the next disaster. The Subcommittee heard testimony from the Federal Emergency Management Agency, U.S. Army Corps of Engineers, National Emergency Management Association, U.S. Council of the International Association of Emergency Managers, and BuildStrong Coalition.

MEETINGS

SAVING TAXPAYER DOLLARS AND THE FEDERAL REAL PROPERTY
DATABASE

On April 11, 2018, the Subcommittee held a roundtable discussion about how the correct use of the Federal Real Property Profile (FRPP) database can be an effective tool in facilitating better management of federal real property and saving taxpayer dollars. The roundtable focused on how the FRPP database can help improve management of federal real estate, including identifying properties for sale and redevelopment, opportunities to consolidate and reduce lease costs, and what improvements can be made to facilitate its use and effectiveness. The participants were the General Services Administration, Government Accountability Office, Congressional Research Service, Savills Studley, CBRE Global Workplace Solutions, Jones Lang LaSalle (JLL), RSM US LLP, and Sodexo.

TREATING BARRIERS TO PROSPERITY: ADDRESSING THE IMPACT OF
OPIOIDS ON ECONOMIC DEVELOPMENT IN APPALACHIA

On July 31, 2018, the Subcommittee held a field roundtable discussion in Somerset, PA, about the barriers to economic growth in Appalachia created by opioids, possible solutions, and how federal economic development agencies can help states and communities thrive. The participants were the Appalachian Regional Commission, U.S. Department of Commerce, a Pennsylvania state senator and state representative, Somerset County commissioner, Southern Alleghenies Planning and Development Commission, Somerset Hospital and Somerset Health Services, J.C. Blair Memorial Health System, Somerset County Chamber of Commerce, and Riggs Industries.

OVERSIGHT LETTERS

PROHIBITION OF PRINCIPAL FEDERAL OFFICIAL FOR DISASTERS

On April 3, 2017, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA) and Ranking Member Hank Johnson (D-GA) sent a letter to the Subcommittee on Homeland Security of the Committee on Appropriations Chairman John Carter (R-TX) and Ranking Member Lucille Roybal-Allard (D-CA) asking that as they develop the FY2018 Department of Homeland Security (DHS) Appropriations bill, they continue a provision that prohibits any expenditure of funds to support the Principle Federal Officer (PFO) position during a Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) declaration.

The Stafford Act, which governs federal disaster response, requires the President to appoint a Federal Coordinating Officer (FCO) when a major disaster or emergency is declared. Under section 302 of the Stafford Act, the FCO is designated to be the federal official responsible for directing all federal response activities during a disaster declaration, not any other federal official.

EMERGENCY PREPAREDNESS PERFORMANCE GRANT

On April 3, 2017, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA) and Ranking Member Hank Johnson (D-GA) sent a letter to the Subcommittee on Homeland Security of the Committee on Appropriations Chairman John Carter (R-TX) and Ranking Member Lucille Roybal-Allard (D-CA) asking that as they develop the FY2018 Department of Homeland Security (DHS) Appropriations bill, they continue funding the Emergency Management Performance Grant (EMPG) as a separate program at sufficient levels. EMPG is the only preparedness program dedicated to building core emergency management functions at the state and local level, which are essential to saving lives and lowering response costs when large disasters strike.

GSA-RELATED GAO REQUESTS

On March 1, 2018, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA) wrote a letter to the Comptroller General of the U.S. Government Accountability Office (GAO) requesting engagements related to Saving Money Through Real Property Reforms, Publicly Available Real Property Data, GSA Leasing Requirements, the Prospectus Planning Process, and GSA Major Construction.

EVALUATION OF THE 2017 DISASTER SEASON

On May 9, 2018, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA), and Ranking Member, Peter DeFazio (D-OR), wrote a letter to the Comptroller General requesting that the U.S. Government Accountability Office (GAO) conduct a comprehensive evaluation of the federal government's preparedness, response, and recovery efforts related to the unprecedented 2017 disaster season, which included Hurricanes Harvey, Irma,

and Maria—as well as catastrophic wildfires that impacted the western United States. GAO is developing and will be conducting a large body of work on these issues across a range of federal agencies and programs. This request asked that the Committee be included on the results of these efforts.

NATIONAL EARTHQUAKE HAZARDS REDUCTION PROGRAM

On May 9, 2018, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA), and Ranking Member, Peter DeFazio (D-OR), wrote a letter to the Comptroller General requesting that U.S. Government Accountability Office (GAO) assess the extent to which the National Earthquake Hazards Reduction Program (NEHRP) has resulted in real-world mitigation efforts intended to reduce the risks of future earthquakes. This is a follow up to a GAO report released in September of 2016 (Earthquakes: Additional Actions Need to Identify and Mitigate Risks to Federal Buildings and Implement and Early Warning System, GAO-16-680 (Sept. 22, 2016)), where GAO reported on the magnitude of the earthquake hazards facing our nation.

COMMUNITY DISASTER LOANS IN THE U.S. VIRGIN ISLANDS

On July 13, 2018, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA) and Ranking Member, Peter DeFazio (D-OR), and Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA) and Ranking Member Dina Titus (D-NV) sent a letter to the Secretary of the Treasury regarding the administration of the Community Disaster Loan (CDL) program in the U.S. Virgin Islands. The express purpose of the CDL program is to provide funding for essential governmental functions due to disaster-related lost tax and other revenues. But in implementing these loans in the U.S. Virgin Islands, the Department of the Treasury and FEMA requested collateral from the U.S. Virgin Islands to secure CDLs to the Territory and the Territory's two publicly-owned hospitals. The CDL program should be applied in the U.S. Virgin Islands in a manner that provides the most relief and the greatest flexibility to expedite recovery, as provided in the Continuing Appropriations Act, 2018 and Supplemental Disaster Relief Requirements Act, 2017 (P.L. 115-56), Additional Supplemental Appropriations for Disaster Relief Requirements Act, 2017 (P.L. 115-72), and Bipartisan Budget Act of 2018 (P.L. 115-123).

CORPS CONSIDERATIONS IN MITIGATION PROJECTS

On November 1, 2018, Committee on Transportation and Infrastructure Chairman, Bill Shuster (R-PA), and Ranking Member, Peter DeFazio (D-OR), wrote a letter to the Comptroller General requesting that U.S. Government Accountability Office (GAO) complete a review of the U.S. Army Corps of Engineers' consideration of natural features and nature-based features, as defined by section 1184 of the Water Resources Development Act of 2016 (33 U.S.C. 2289a), in the study of the feasibility of projects for flood risk management, hurricane and storm damage reduction, and ecosystem restoration. The letter also requested a review on efforts to relocate

Alaska Native villages due to flooding and erosion threats that updates the report of the Comptroller General titled ‘Alaska Native Villages: Limited Progress Has Been Made on Relocating Villages Threatened by Flooding and Erosion’, dated June 2009.

MINORITY OVERSIGHT LETTERS

OLD POST OFFICE BUILDING OVERSIGHT

On January 23, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D–OR), Committee on Oversight and Government Reform Ranking Member Elijah Cummings (D–MD), Congressman André Carson (D–IN), and Congressman Gerald Connolly (D–VA) sent a letter to Acting Administrator Timothy Horne requesting information regarding how the GSA is addressing President Donald Trump’s apparent breach of the Old Post Office lease agreement his company entered into with the U.S. Government for the Trump International Hotel in Washington, D.C.

OLD POST OFFICE BUILDING OVERSIGHT

On March 7, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D–OR) and Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Member Hank Johnson (D–GA) sent a letter to the Inspector General requesting an investigation and report on GSA’s management and administration of the Old Post Office Building lease agreement with President Donald Trump.

OLD POST OFFICE BUILDING OVERSIGHT

On April 6, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D–OR), Committee on Environment and Public Works Ranking Member Tom Carper (D–DE), Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Member Hank Johnson (D–GA), and Subcommittee on Transportation and Infrastructure Ranking Member Ben Cardin (D–MD) sent a letter to Acting Administrator Timothy Horne requesting information regarding the new policy to no longer respond to requests for information by Ranking Members of the Congressional committees with legislative and oversight jurisdiction over GSA and its programs.

GSA OUTLEASING PROGRAM

On June 6, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D–OR) and Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Member Hank Johnson (D–GA) sent a letter to the Comptroller General requesting information on GSA’s leasing program for non-federal entities, known as the outleasing program.

GSA OUTLEASING PROGRAM

On June 13, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D–OR) and Subcommittee on Economic Development, Public Buildings, and Emergency Man-

agement Ranking Member Hank Johnson (D-GA) sent a follow-up letter to GSA Administrator Timothy Horne regarding potential conflict of interest issues with the U.S. government's lease with the Trump International Hotel in Washington, D.C. and requesting additional information.

PUERTO RICO POWER RESTORATION

On October 27, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Committee on Natural Resources Ranking Member Raúl Grijalva (D-AZ) sent a letter DHS Inspector General John Roth requesting an audit and investigation into the contract between Puerto Rico Electric Power Association (PREPA) and Whitefish Energy Holdings, LLC, to restore energy to Puerto Rico after Hurricane Maria.

FEDERAL COST SHARE

On March 13, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Committee on Homeland Security Ranking Member Bennie G. Thompson (D-MS) sent a letter to President Donald J. Trump requesting extension of the Federal cost share for debris removal and emergency protective measures, including direct Federal assistance, for the U.S. Virgin Islands (USVI) for damage caused by Hurricane Irma and Maria.

FEDERAL RESPONSE TO HURRICANE MARIA

On March 20, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Committee on Homeland Security Ranking Member Bennie G. Thompson (D-MS), and Committee on Energy and Commerce Ranking Member Frank Pallone, Jr. (D-NJ) sent a letter to the FEMA Administrator requesting information regarding the Federal response to the devastation caused by Hurricane Maria in Puerto Rico.

U.S. ARMY CORPS OF ENGINEERS ASSIGNMENT IN PUERTO RICO

On June 13, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Committee on Energy and Commerce Ranking Member Frank Pallone, Jr. (D-NJ), Committee on Homeland Security Ranking Member Bennie G. Thompson (D-MS), and Committee on Natural Resources Ranking Member Raúl Grijalva (D-AZ) sent a letter the FEMA Administrator requesting information regarding the decision to end the United States Army Corps of Engineers' (USACE) mission assignment for power line restoration work in Puerto Rico from damage that resulted from Hurricane Maria.

NATIONAL FLOOD INSURANCE PROGRAM

On July 11, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Member of Congress Earl Blumenauer (D-OR), Member of Congress Sean Duffy (R-WI), and Member of Congress Mark Sanford (R-SC) sent a letter to the Comptroller General requesting a GAO study on the existing buyout practices for repetitive loss properties under the Na-

tional Flood Insurance Program (NFIP), which is managed by the Federal Emergency Management Agency (FEMA).

PUERTO RICO POWER RESTORATION MISSION EXTENSION

On July 24, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D–OR) and Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Member Dina Titus (D–NV) sent a letter to the FEMA Administrator requesting an extension for the U.S. Army Corps of Engineers (USACE) mission assignment for emergency power restoration in Puerto Rico.

FEMA STAFFING

On July 17, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D–OR) and Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Member Dina Titus (D–NV) sent a letter to the FEMA Administrator requesting staffing information, including vacant positions, hiring practices, and authorized positions that remain vacant.

INDIVIDUAL ASSISTANCE PROGRAM

On October 4, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D–OR), Committee on Natural Resources Ranking Member Raúl M. Grijalva (D–AZ), and Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Member Dina Titus (D–NV) sent a letter to the FEMA Administrator requesting information regarding the implementation of the Individual Assistance program in Puerto Rico, specifically the training and qualification of staff to evaluate damage and determine the amount of assistance.

FBI HEADQUARTERS

On October 18, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D–OR), Committee on Oversight and Government Reform Ranking Member Elijah E. Cummings (D–MD), Subcommittee on Government Operations Ranking Member Gerald E. Connolly (D–VA), Subcommittee on Financial Services Ranking Member Mike Quigley (D–IL), and Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Member Dina Titus (D–NV) sent a letter to the GSA Administrator requesting information and documents regarding President Donald J. Trump’s decision to abandon the long-term plan to move the FBI Headquarters from its current site in Washington, D.C. to a suburban location, and replace it with a more costly plan to keep it in its current location.

FBI HEADQUARTERS RELOCATION

On November 2, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D–OR), Committee on Oversight and Government Reform Ranking Member Elijah E. Cummings (D–MD), Subcommittee on Government Operations Ranking Member Gerald E. Connolly (D–VA), Subcommittee on Fi-

nancial Services Ranking Member Mike Quigley (D-IL), and Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Dina Titus (D-NV) sent a letter to the White House Chief of Staff requesting documents and information regarding President Donald J. Trump's direct involvement with in the Administration's decision to reverse longstanding plans to relocate the Federal Bureau of Investigation (FBI) headquarters to a new suburban campus outside of Washington, D.C.

DISASTER RELIEF FUNDS

On November 15, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Senator Elizabeth Warren (D-MA), Senator Robert Menendez (D-NJ), Member of Congress Raúl Grijalva (D-AZ), Member of Congress Nydia M. Velázquez (D-NY), Member of Congress Luis V. Gutiérrez (D-IL), Member of Congress Bennie G. Thompson (D-MS), and Member of Congress Adriano Espaillat (D-NY) sent a letter to President Donald J. Trump expressing serious concerns over the call to end disaster relief funds for Puerto Rico from the damage caused by Hurricane Maria.

OVERSIGHT WITHIN LEGISLATION

H.R. 302—FAA REAUTHORIZATION ACT OF 2018

WILDFIRE PREVENTION

Section 1204 of DRRA (P.L. 115-254) requires a report from the FEMA Administrator containing a summary of any projects carried out, and any funding provided to those projects through the hazard mitigation grant program under Section 420 of the Stafford Act, as amended.

EVACUATION ROUTES

Section 1209 of DRRA (P.L. 115-254) instructed the FEMA Administrator, in coordination with the Administrator of the Federal Highway Administration and State, local, territorial, and Indian tribal governments, to conduct a study of the adequacy of available evacuation routes to accommodate the flow of evacuees, and to submit recommendations on how to help with anticipated evacuation route flow, based on that study to the Federal Highway Administration, FEMA, State, local, territorial, and Indian tribal governments, and Congress.

DUPLICATION OF BENEFITS

Section 1210 of DRRA (P.L. 115-254) requires a report from the FEMA Administrator, in coordination with other relevant Federal agencies, to improve the comprehensive delivery of disaster assistance to individuals following a major disaster or emergency declaration under the Stafford Act. The report is to include efforts to improve coordination between the Agency and other relevant Federal agencies when delivering disaster assistance to individuals, clarifications to the sequence of delivery of disaster assistance to individuals by FEMA and other relevant Federal agencies, clarification of the interpretation and implementation of section 312 of

the Stafford Act (42 U.S.C. 5155) related to duplication of benefits when providing disaster assistance to individuals, and recommendations for how to increase the effectiveness of communication to applicants for assistance programs for individuals after a disaster declaration, including the breadth of programs available and the potential impacts of utilizing one program versus another.

STATE ADMINISTRATION OF HOUSING ASSISTANCE

Section 1211 of DRRRA (P.L. 115–254) authorizes State and Indian tribal governments to use federal disaster assistance to directly administer temporary and permanent housing assistance for disaster victims following requirements established by the President. The Inspector General of the Department of Homeland Security is required by this statute to audit the programs administered by the State and Indian governments, while providing a report to the committees of jurisdiction containing an assessment of the programs the State and Indian governments provided.

MULTIFAMILY LEASE AND REPAIR ASSISTANCE

Section 1213 of DRRRA (P.L. 115–254) amends section 408 of the Robert T. Stafford Act (42 U.S.C. 5174) to allow greater flexibility and options for housing disaster victims who may reside in multifamily rental properties impacted by a major disaster to be eligible for assistance under the aforementioned section. The sections also directed the Inspector General of the Department of Homeland Security to submit an assessment of the benefit-cost analysis of the program to the committees of jurisdiction in Congress.

FLEXIBILITY

Section 1216 of DRRRA (P.L. 115–254) allows for certain waivers related to disaster assistance debts only if such assistance was distributed based on an error by FEMA, no fault on behalf of the debtor, and the collection of the debt would be against equity and good conscience, all while establishing a three-year statute of limitations of FEMA to recover household and individual assistance. The Inspector General of the Department of Homeland Security shall monitor the distribution of covered assistance to the entities to determine the percentage of assistance distributed in error.

UNIFIED FEDERAL ENVIRONMENTAL AND HISTORIC PRESERVATION REVIEW

Section 1220 of DRRRA (P.L. 115–254) requires the administrator to review the expedited inter-agency environmental and historic preservation review process and survey other agencies' categorical exclusions and requires the Administrator to issue regulations to implement any recommendations, including categorical exclusions, identified in the report and survey. The section also requires the Administrator to submit a report to the committees of jurisdiction in Congress to ensure compliance of the section.

STUDY TO STREAMLINE AND CONSOLIDATE INFORMATION COLLECTION

Section 1223 of DRRRA (P.L. 115–254) directs the Administrator, along with other appropriate federal agencies, to conduct a study

and develop a plan to innovative means for sharing information among disaster assistance agencies and submit the plans to the committees of jurisdiction in Congress.

AGENCY ACCOUNTABILITY

Section 1224 of DRRRA (P.L. 115–254) directs the Federal Emergency Management Agency to provide regular reports regarding disaster spending, disaster contracts, and other related disaster activities to the committees of jurisdiction in Congress summarizing the information for the preceding fiscal year.

INSPECTOR GENERAL AUDIT OF FEMA CONTRACTS FOR TARPS AND PLASTIC SHEETING

Section 1226 of DRRRA (P.L. 115–254) requires the Inspector General of the Department of Homeland Security audit FEMA contracts for tarps and plastic sheeting in response to Hurricanes Irma and Maria in Puerto Rico and the United States Virgin Islands.

GUIDANCE AND RECOMMENDATIONS

Section 1230 of DRRRA (P.L. 115–254) requires the Administrator to provide recommendations on how common areas of condominiums and housing cooperatives may be eligible for disaster assistance while providing the committees of jurisdiction a legislative proposal on how to provide eligibility for disaster assistance to those areas.

ADDITIONAL MITIGATION ACTIVITIES

Section 1235 of DRRRA (P.L. 115–254) clarifies the activities eligible for hazard mitigation assistance under the Stafford Act. It also requires the Administrator to submit a report to the committees of jurisdiction in Congress summarizing the regulations and guidance issued under this section.

FEDERAL ASSISTANCE TO INDIVIDUALS AND HOUSEHOLDS AND NONPROFIT FACILITIES

Section 1238 of DRRRA (P.L. 115–254) allows for the waiver of passport replacement fees for any victim affected by a major disaster. The section also directs the Administrator and the head of any other agency given critical document fee waiver authority shall submit a report to the committees of jurisdiction in Congress on the costs associated with providing such waivers.

FEMA UPDATES ON NATIONAL PREPAREDNESS ASSESSMENT

Section 1242 of DRRRA (P.L. 115–254) requires the Administrator to submit a report to the committees of jurisdiction in Congress on the completion of a national preparedness assessment of capability gaps at each level based on tiered performance objectives to enable prioritization of grant funding.

FEMA REPORT ON DUPLICATION IN NON-NATURAL DISASTER PREPAREDNESS GRANT PROGRAMS

Section 1243 of DRRRA (P.L. 115–254) requires the Administrator to submit a report to the committees of jurisdiction in Congress

identifying and preventing the unnecessary duplication within and across the non-natural disaster preparedness grant programs within the Agency.

H.R. 1117—TO REQUIRE THE ADMINISTRATOR OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY TO SUBMIT A REPORT REGARDING CERTAIN PLANS REGARDING ASSISTANCE TO APPLICANTS AND GRANTEEES DURING THE RESPONSE TO AN EMERGENCY OR DISASTER

REVIEW OF CERTAIN PLANS RELATED TO DISASTER ASSISTANCE

H.R. 1117 requires the Federal Emergency Management Agency (FEMA) to report to the Committee on Transportation and Infrastructure and the Senate Committee on Homeland Security and Governmental Affairs within 90 days of enactment of the Act regarding plans to improve consistent guidance to applicants on FEMA disaster funding procedures; appropriate records maintenance and transfer of documents to new teams during staffing transitions; and accurate assistance to applicants to ease administrative burdens.

S. 1768—NATIONAL EARTHQUAKE HAZARDS REDUCTION PROGRAM REAUTHORIZATION ACT OF 2018

REVIEW OF THE NATIONAL EARTHQUAKE HAZARD REDUCTION PROGRAM

Section 1243 of the National Earthquake Hazards Reduction Program Reauthorization Act of 2018 (Public Law 115–307) requires the Comptroller General to submit to the committees of jurisdiction in Congress a report to the findings of its assessment of the Federal earthquake hazard risk reduction efforts.

JOHN S. MCCAIN NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2019

REVIEW OF THE GENERAL SERVICES ADMINISTRATION NATIONAL BROKER CONTRACT

Section 877 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 requires the Comptroller General of the United States to conduct biennial audits of the General Services Administration National Broker Contract to determine whether brokers selected under the program provide lower lease rental rates negotiated by GSA staff, the impact of the program on the length of time of lease procurements, and whether the application of Section 863 of Public Law 110–417 resulted in rental cost savings.

SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
U.S. HOUSE OF REPRESENTATIVES
115TH CONGRESS

SAM GRAVES, Missouri, *Chairman*

ELEANOR HOLMES NORTON, District of Columbia, *Ranking Member*

DON YOUNG, Alaska	STEVE COHEN, Tennessee
JOHN J. DUNCAN, JR., Tennessee	ALBIO SIRES, New Jersey
FRANK A. LOBIONDO, New Jersey	RICHARD M. NOLAN, Minnesota
ERIC A. "RICK" CRAWFORD, Arkansas	DINA TITUS, Nevada
LOU BARLETTA, Pennsylvania	SEAN PATRICK MALONEY, New York
BOB GIBBS, Ohio	ELIZABETH H. ESTY, Connecticut
JEFF DENHAM, California	JARED HUFFMAN, California
THOMAS MASSIE, Kentucky	JULIA BROWNLEY, California
MARK MEADOWS, North Carolina	ALAN S. LOWENTHAL, California
SCOTT PERRY, Pennsylvania	BRENDA L. LAWRENCE, Michigan
RODNEY DAVIS, Illinois	MARK DeSAULNIER, California
ROB WOODALL, Georgia	EDDIE BERNICE JOHNSON, Texas
JOHN KATKO, New York	MICHAEL E. CAPUANO, Massachusetts
BRIAN BABIN, Texas	GRACE F. NAPOLITANO, California
GARRET GRAVES, Louisiana	DANIEL LIPINSKI, Illinois
BARBARA COMSTOCK, Virginia	HENRY C. "HANK" JOHNSON, Jr., Georgia
DAVID ROUZER, North Carolina	LOIS FRANKEL, Florida
MIKE BOST, Illinois	CHERI BUSTOS, Illinois
DOUG LAMALFA, California	FREDERICA S. WILSON, Florida
BRUCE WESTERMAN, Arkansas	DONALD M. PAYNE, Jr., New Jersey
LLOYD SMUCKER, Pennsylvania, <i>Vice Chair</i>	PETER A. DeFAZIO, Oregon (<i>ex officio</i>)
PAUL MITCHELL, Michigan	
JOHN J. FASO, New York	
A. DREW FERGUSON IV, Georgia	
MIKE GALLAGHER, Wisconsin	
VACANCY	
BILL SHUSTER, Pennsylvania (<i>ex officio</i>)	

Legislative Activities

Public Laws

A BILL TO REPEAL THE RULE ISSUED BY THE FEDERAL HIGHWAY
ADMINISTRATION AND THE FEDERAL TRANSIT ADMINISTRATION EN-
TITLED "METROPOLITAN PLANNING ORGANIZATION COORDINATION
AND PLANNING AREA REFORM"

PUBLIC LAW 115-33 (S. 496)

Summary

S. 496 repeals a rule that was issued by the Federal Highway Administration and the Federal Transit Administration on December 20, 2016. The rule required Metropolitan Planning Organizations in the same urbanized area to merge, adjust their boundaries, or produce a single, unified set of plans to guide transportation investments.

Legislative History

Mar. 2, 2017. Read twice and referred to the Committee on Banking, Housing, and Urban Affairs.

Mar. 8, 2017. Senate Committee on Banking, Housing, and Urban Affairs discharged by Unanimous Consent.

Mar. 8, 2017. Passed Senate without amendment by Unanimous Consent. (consideration: CR S1695; text: CR S1695)

Mar. 9, 2017. Message on Senate action sent to the House.

Mar. 9, 2017. Received in the House.

Mar. 9, 2017. Referred to the House Committee on Transportation and Infrastructure.

Mar. 10, 2017. Referred to the Subcommittee on Highways and Transit.

Apr. 25, 2017. Mr. Lewis (MN) moved to suspend the rules and pass the bill.

Apr. 25, 2017. Considered under suspension of the rules. (consideration: CR H2823–2825)

Apr. 25, 2017. The House proceeded with forty minutes of debate on S. 496.

Apr. 27, 2017. Considered as unfinished business. (consideration: CR H2919–2920)

Apr. 27, 2017. On motion to suspend the rules and pass the bill Agreed to by the Yeas and Nays: (2/3 required): 417–3 (Roll no. 231).

Apr. 27, 2017. Motion to reconsider laid on the table Agreed to without objection.

May 2, 2017. Presented to President.

May 12, 2017. Signed by President.

May 12, 2017. Became Public Law No: 115–33.

COMBATING HUMAN TRAFFICKING IN COMMERCIAL VEHICLES ACT

PUBLIC LAW 115–99 (S. 1536)

Summary

S. 1536 directs the Secretary of Transportation to designate a human trafficking prevention coordinator from within the Department. The bill expands the scope of activities authorized under the Federal Motor Carrier Safety Administration's outreach and education program and commercial driver's license program implementation grants to include human trafficking prevention activities. S. 1536 also directs the Secretary to establish an advisory committee on human trafficking.

Legislative History

July 12, 2017. Read twice and referred to the Committee on Commerce, Science, and Transportation.

Aug. 2, 2017. Committee on Commerce, Science, and Transportation. Ordered to be reported with an amendment in the nature of a substitute favorably.

Aug. 3, 2017. Committee on Commerce, Science, and Transportation. Reported by Senator Thune with an amendment in the nature of a substitute. Without written report.

Aug. 3, 2017. Placed on Senate Legislative Calendar under General Orders. Calendar No. 204.

Sep. 14, 2017. Passed Senate with an amendment by Unanimous Consent. (consideration: CR S5771–5772; text: CR S5771–5772)

Sep. 18, 2017. Message on Senate action sent to the House.

Sep. 18, 2017. Received in the House.

Sep. 18, 2017. Referred to the House Committee on Transportation and Infrastructure.

Sep. 19, 2017. Referred to the Subcommittee on Highways and Transit.

Oct. 23, 2017. By Senator Thune from Committee on Commerce, Science, and Transportation filed written report. Report No. 115-177.

Dec. 19, 2017. Mr. Graves (MO) moved to suspend the rules and pass the bill.

Dec. 19, 2017. Considered under suspension of the rules. (consideration: CR H10218-10220)

Dec. 19, 2017. The House proceeded with forty minutes of debate on S. 1536.

Dec. 19, 2017. Considered as unfinished business. (consideration: CR H10229-10230)

Dec. 19, 2017. On motion to suspend the rules and pass the bill Agreed to by the Yeas and Nays: (2/3 required): 418-1 (Roll no. 695). (text: CR H10218-10219)

Dec. 19, 2017. Motion to reconsider laid on the table Agreed to without objection.

Dec. 22, 2017. Presented to President.

Jan. 3, 2018. Signed by President.

Jan. 3, 2018. Became Public Law No: 115-99.

JOBS FOR OUR HEROES ACT

PUBLIC LAW 115-105 (S. 1393)

Summary

S. 1393 enhances employment opportunities for U.S. military personnel and veterans by exempting current members of the armed services or reserve components from certain testing requirements for a commercial driver's license if they had qualifying experience while serving in the armed services or reserve components. The bill also expands the types of medical professionals at the Department of Veterans Affairs who could certify that veterans meet the physical standards required to operate commercial motor vehicles.

Legislative History

June 21, 2017. Read twice and referred to the Committee on Commerce, Science, and Transportation. (text of measure as introduced: CR S3688)

June 29, 2017. Committee on Commerce, Science, and Transportation. Ordered to be reported without amendment favorably.

Aug. 3, 2017. Committee on Commerce, Science, and Transportation. Reported by Senator Thune without amendment. Without written report.

Aug. 3, 2017. Placed on Senate Legislative Calendar under General Orders. Calendar No. 202.

Sep. 14, 2017.

Passed Senate without amendment by Unanimous Consent. (consideration: CR S5771; text: CR S5771)

Sep. 18, 2017. Message on Senate action sent to the House.

Sep. 18, 2017. Received in the House.

Sep. 18, 2017. Held at the desk.

Sep. 19, 2017. By Senator Thune from Committee on Commerce, Science, and Transportation filed written report. Report No. 115-161.

Dec. 19, 2017. Mr. Graves (MO) moved to suspend the rules and pass the bill.

Dec. 19, 2017. Considered under suspension of the rules. (consideration: CR H10215-10217)

Dec. 19, 2017. The House proceeded with forty minutes of debate on S. 1393.

Dec. 19, 2017. At the conclusion of debate, the Yeas and Nays were demanded and ordered. Pursuant to the provisions of clause 8, rule XX, the Chair announced that further proceedings on the motion would be postponed.

Dec. 21, 2017. Considered as unfinished business. (consideration: CR H10360-10361)

Dec. 21, 2017. On motion to suspend the rules and pass the bill Agreed to by the Yeas and Nays: (2/3 required): 418-0 (Roll no. 706). (text: CR 12/19/2017 H10215-10216)

Dec. 21, 2017. Motion to reconsider laid on the table Agreed to without objection.

Dec. 29, 2017. Presented to President.

Jan. 8, 2018. Signed by President.

Jan. 8, 2018. Became Public Law No: 115-105.

NO HUMAN TRAFFICKING ON OUR ROADS ACT

PUBLIC LAW 115-106 (S. 1532)

Summary

S. 1532 disqualifies individuals from operating a commercial motor vehicle (CMV) for their lifetime if they used a CMV to commit a felony involving human trafficking.

Legislative History

Aug. 2, 2017. Committee on Commerce, Science, and Transportation. Ordered to be reported with an amendment in the nature of a substitute favorably.

Aug. 3, 2017. Committee on Commerce, Science, and Transportation. Reported by Senator Thune with an amendment in the nature of a substitute. Without written report.

Aug. 3, 2017. Placed on Senate Legislative Calendar under General Orders. Calendar No. 204.

Sep. 14, 2017. Passed Senate with an amendment by Unanimous Consent. (consideration: CR S5771-5772; text: CR S5771-5772)

Sep. 18, 2017. Message on Senate action sent to the House.

Sep. 18, 2017. Received in the House.

Sep. 18, 2017. Referred to the House Committee on Transportation and Infrastructure.

Sep. 19, 2017. Referred to the Subcommittee on Highways and Transit.

Nov. 30, 2017. By Senator Thune from Committee on Commerce, Science, and Transportation filed written report. Report No. 115-188.

Dec. 19, 2017. Mr. Graves (MO) moved to suspend the rules and pass the bill.

Dec. 19, 2017. Considered under suspension of the rules. (consideration: CR H10217–10218)

Dec. 19, 2017. The House proceeded with forty minutes of debate on S. 1532.

Dec. 21, 2017. Considered as unfinished business. (consideration: CR H10404–10405)

Dec. 21, 2017. On motion to suspend the rules and pass the bill Agreed to by the Yeas and Nays: (2/3 required): 393–0 (Roll no. 710). (text: CR 12/19/2017 H10217)

Dec. 21, 2017. Motion to reconsider laid on the table Agreed to without objection.

Dec. 29, 2017. Presented to President.

Jan. 8, 2018. Signed by President.

Jan. 8, 2018. Became Public Law No: 115–106.

TO AUTHORIZE, DIRECT, FACILITATE, AND EXPEDITE THE TRANSFER OF ADMINISTRATIVE JURISDICTION OF CERTAIN FEDERAL LAND, AND FOR OTHER PURPOSES

PUBLIC LAW 115–190 (H.R. 1397)

Summary

H.R. 1397 authorizes the exchange of National Park Service land located within the boundaries of the George Washington Memorial Parkway (GWMP) for FHWA land located adjacent to the GWMP. The land exchange addresses security issues at the entrance to the Federal Highway Administration's Turner Fairbanks Research Center and the Central Intelligence Agency's George Bush Center for Intelligence in Fairfax County, VA.

Legislative History

Mar. 8, 2017. Referred to the Subcommittee on Highways and Transit.

June 27, 2017. Ordered reported by the Committee on Natural Resources.

July 11, 2017. Reported by the Committee on Natural Resources. H. Rept. 115–206, Part I.

July 11, 2017. Committee on Transportation discharged.

July 11, 2017. Placed on the Union Calendar, Calendar No. 143.

July 11, 2017. Mr. LaHood moved to suspend the rules and pass the bill.

July 11, 2017. Considered under suspension of the rules. (consideration: CR H5404)

July 11, 2017. The House proceeded with forty minutes of debate on H.R. 1397.

July 11, 2017. On motion to suspend the rules and pass the bill Agreed to by the Yeas and Nays: (2/3 required): 406–0 (Roll no. 345). (text: CR H5404)

July 11, 2017. Motion to reconsider laid on the table Agreed to without objection.

July 12, 2017. Received in the Senate and Read twice and referred to the Committee on Energy and Natural Resources.

Feb. 14, 2018. Committee on Energy and Natural Resources Subcommittee on National Parks. Hearings held.

Mar. 8, 2018. Committee on Energy and Natural Resources. Ordered to be reported without amendment favorably.

May 24, 2018. Committee on Energy and Natural Resources. Reported by Senator Murkowski without amendment. With written report No. 115–257.

May 24, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 434.

June 6, 2018. Passed Senate without amendment by Voice Vote. (consideration: CR S3264)

June 7, 2018. Message on Senate action sent to the House.

June 11, 2018. Presented to President.

June 22, 2018. Signed by President.

June 22, 2018. Became Public Law No: 115–190.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2018

PUBLIC LAW 115–232 (H.R. 5515)

Summary

This bill authorizes fiscal year 2019 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 includes a provision that amends the Defense Access Roads Program, which is administered by the Secretary of Transportation, to address roads that are impacted by sea level fluctuations and flooding.

Legislative History

June 27, 2018. Mr. Thornberry asked unanimous consent that the House disagree to the Senate amendment, and request a conference. (consideration: CR H5782–5783; text: CR H5782)

June 27, 2018. On motion that the House disagree to the Senate amendment, and request a conference Agreed to without objection.

June 27, 2018. Mr. Carbajal moved that the House instruct conferees.

June 27, 2018. The House proceeded with one hour of debate on the Carbajal motion to instruct conferees on H.R. 5515. The instructions contained in the motion seek to require the managers on the part of the House to agree to section 703 of the Senate bill.

June 27, 2018. The previous question was ordered without objection.

June 27, 2018. On motion that the House instruct conferees Failed by the Yeas and Nays: 188–231 (Roll No. 300).

June 27, 2018. Mr. Thornberry moved to close portions of the conference.

June 27, 2018. On Closing Portions of the Conference Agreed to by the Yeas and Nays: 403–15 (Roll no. 301).

June 27, 2018. Motion to reconsider laid on the table Agreed to without objection.

June 27, 2018. The Speaker appointed conferees—from the Committee on Armed Services for consideration of the House bill and

the Senate amendment, and modifications committed to conference: Thornberry, Wilson (SC), LoBiondo, Bishop (UT), Turner, Rogers (AL), Shuster, Conaway, Lamborn, Wittman, Coffman, Hartzler, Scott, Austin, Cook, Byrne, Stefanik, Bacon, Banks (IN), Smith (WA), Davis (CA), Langevin, Cooper, Bordallo, Courtney, Tsongas, Garamendi, Speier, Veasey, Gabbard, O'Rourke, and Murphy (FL).

June 27, 2018. The Speaker appointed conferees—from the Committee on Energy and Commerce for consideration of title XVII of the Senate amendment, and modifications committed to conference: Latta, Johnson (OH), and Pallone.

June 27, 2018. The Speaker appointed conferees—from the Committee on Financial Services for consideration of title XVII of the Senate amendment, and modifications committed to conference: Hensarling, Barr, and Waters, Maxine.

June 27, 2018. The Speaker appointed conferees—from the Committee on Foreign Affairs for consideration of title XVII of the Senate amendment, and modifications committed to conference: Royce (CA), Kinzinger, and Engel.

June 27, 2018. Message on House action received in Senate and at desk: House requests a conference.

July 3, 2018. The Speaker appointed additional conferees—from the Permanent Select Committee on Intelligence for consideration of matters within the jurisdiction of that committee under clause 11 of rule X: Nunes, Stewart, and Schiff.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on the Budget for consideration of secs. 1252 and 1523 of the House bill, and secs. 4, 1002, 1032, and 1721 of the Senate amendment, and modifications committed to conference: Womack and Yarmuth.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Education and the Workforce for consideration of secs. 228, 563, 564, 1094, and 3120C of the House bill, and secs. 561–63 of the Senate amendment, and modifications committed to conference: Foxx and Scott (VA).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Energy and Commerce for consideration of secs. 701, 712, 1083, 1096, 3111–13, 3118, 3119, 3132, and 4305 of the House bill, and secs. 315, 601, 714, 3111–15, 5802, and 7509 of the Senate amendment, and modifications committed to conference: Walden, Hudson, and Pallone.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Financial Services for consideration of 12990–2 and 1236 of the House bill, and modifications committed to conference: Hensarling, Barr, and Waters, Maxine.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Foreign Affairs for consideration of secs. 346, 1042, 1202–06, 1210, 1211, 1221–23, 1230A, 1230D, 1230F, 1231, 1234, 1236, 1237, 1239, 1240, 1254–56, 1264, 1267, 1268, 1271, 1274, 1276, 1278, 1280, 1282, 1288, 12990–1, 12990–2, 12990–3, 12990–4, 1301, 1302, 1521, 1522, and 3116 of the House bill, and secs. 331, 1061, 1063, 1201–04, 1207, 1211, 1213, 1221–23, 1231–33, 1241, 1244, 1245, 1261, 1262, 1264–66, 1269, 1301, 1302, 1531, 1622, 1623, 1654, 3113, 3116, 6002, 6202–04, 6701, and 6702 of the

Senate amendment, and modifications committed to conference: Royce (CA), Mast, and Engel.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Homeland Security for consideration of sec. 1634 of the House bill, and modifications committed to conference: McCaul, Ratcliffe, and Thompson (MS).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on the Judiciary for consideration of secs. 826, 1043, 1050B, 1073, 1074, 1079, 1085, 1087, 1090, 1299O–2, 4319, and 4710 of the House bill, and secs. 1025, 1035 and 1715 of the Senate amendment, and modifications committed to conference: Goodlatte, Sensenbrenner, and Nadler.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Natural Resources for consideration of secs. 313, 314, 316, 342, 1043, 1076, 1079, 2822, 2830, 2830A, 2831, 2832, 2845–47, 3402, 3549, 4810, 4837, division E, and sec. 6101 of the House bill, and secs. 601, 2833, 2836, and 7518 of the Senate amendment, and modifications committed to conference: Westerman and Grijalva.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Oversight and Government Reform for consideration of secs. 506, 511, 569, 822, 831, 832, 834, 835, 860, 875, 880–84, 886, 917, 1101–11, 4711, and 4829 of the House bill, and secs. 568, 595, 607, 632, 702, 813, 902, 937, 1101–05, 1122–25, 1254B, 1628, 1639, 1640, 1716, 1726, 2835, and 6702 of the Senate amendment, and modifications committed to conference: Sanford, Ross, and Lynch.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Science, Space, and Technology for consideration of secs. 854, 858, and 1603 of the House bill, and secs. 893 and 1604 of the Senate amendment, and modifications committed to conference: Smith (TX), Lucas, and Johnson, E.B.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Small Business for consideration of secs. 811, 851–58, 861, 863–68, and 2803 of the House bill, and secs. 893, 1626, and 6006 of the Senate amendment, and modifications committed to conference: Chabot, Knight, and Velaquez.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Transportation and Infrastructure for consideration of secs. 518, 554, 883, 1044, 1049, 1050B, 1075, 1095, 1111, 2848, 3501, 3504, 3522–25, 3528, 3529, and division D of the House bill, and secs. 153, 556, 601, 1604, 3501, 3502, 7501, 7502, 7507–09, 7515, and 7517 of the Senate amendment, and modifications committed to conference: Comstock and Brownley (CA).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Veterans' Affairs for consideration of secs. 547, 552, 582, 1411, and 2844 of the House bill, and secs. 721, 726, and 1431 of the Senate amendment, and modifications committed to conference: Roe (TN), Poliquin, and Walz.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Ways and Means for consideration of sec. 701 of the House bill, and sec. 6201 of the Senate amendment, and modifications committed to conference: Reichert, Roskam, and Neal.

July 3, 2018. The Speaker appointed a conferee for consideration of secs. 313, 314, 316, 342, 1043, 1076, 1079, 1252, 1523, 2822, 2830, 2830A, 2831, 2832, 2845–47, 3402, 3549, 4810, 4837, division E, and sec. 6101 of the House bill and secs. 4, 601, 1002, 1032, 1721, 2833, 2836, and 7518 of the Senate amendment, and modifications committed to conference: Bergman.

July 3, 2018. The Speaker appointed a conferee for consideration of secs. 228, 518, 554, 563, 564, 883, 1044, 1049, 1050B, 1075, 1094, 1095, 1111, 2848, 3120C, 3501, 3504, 3522–25, 3528, 3529, and division D of the House bill and secs. 153, 556, 561–63, 601, 1604, 3501, 3502, 7501, 7502, 7507–09, 7515, and 7517 of the Senate amendment, and modifications committed to conference: Lewis (MN).

July 10, 2018. Measure laid before Senate by unanimous consent.

July 10, 2018. Motion to insist on Senate amendment to House bill, agree to request for conference, and authorize the Presiding Officer to appoint conferees made in Senate.

July 10, 2018. Motion to insist on Senate amendment to House bill, agree to request for conference, and authorize the Presiding Officer to appoint conferees agreed to in Senate by Yea-Nay Vote. 91–8. Record Vote Number: 147.

July 10, 2018. Senate insists on its amendment, agrees to request for conference, and authorizes the Presiding Officer to appoint conferees.

July 10, 2018. Motion by Senator Cornyn to instruct Senate conferees made in Senate.

July 10, 2018. Motion by Senator Cornyn to instruct Senate conferees (Committee on Foreign Investment) agreed to in Senate by Yea-Nay Vote. 97–2. Record Vote Number: 148.

July 10, 2018. Motion by Senator Reed to instruct Senate conferees made in Senate.

July 10, 2018. Motion by Senator Reed to instruct Senate conferees (NATO) agreed to in Senate by Yea-Nay Vote. 97–2. Record Vote Number: 149.

July 10, 2018. Senate appointed conferees. McCain; Inhofe; Wicker; Fischer; Cotton; Rounds; Ernst; Tillis; Sullivan; Perdue; Cruz; Graham; Sasse; Scott; Crapo; Reed; Nelson; McCaskill; Shaheen; Gillibrand; Blumenthal; Donnelly; Hirono; Kaine; King; Heinrich; Warren; Peters; Brown.

July 11, 2018. Message on Senate action sent to the House.

July 23, 2018. Conference report H. Rept. 115–863 filed.

July 24, 2018. Conference papers: Senate report and manager's statement held at the desk in Senate.

July 24, 2018. House recommitted the conference report pursuant to H. Res. 1019.

July 24, 2018. House recommitted the conference report pursuant to H. Res. 1019.

July 25, 2018. Conference report H. Rept. 115–874 filed. (text of conference report: CR H7202–7637)

July 25, 2018. Rules Committee Resolution H. Res. 1027 Reported to House. Rule provides for consideration of the conference report to H.R. 5515.

July 25, 2018. Conference papers: Senate report and manager's statement held at the desk in Senate.

July 26, 2018. Rule H. Res. 1027 passed House.

July 26, 2018. Mr. Thornberry brought up conference report H. Rept. 115–874 for consideration under the provisions of H. Res. 1027. (consideration: CR H7699–7709)

July 26, 2018. The House proceeded with one hour of debate on the conference report to accompany H.R. 5515.

July 26, 2018. The House resumed debate on the conference report to accompany H.R. 5515.

July 26, 2018. The previous question was ordered pursuant to the rule.

July 26, 2018. On agreeing to the conference report Agreed to by the Yeas and Nays: 359–54 (Roll no. 379). (consideration: CR H7708–7709)

July 26, 2018. Motions to reconsider laid on the table Agreed to without objection.

July 26, 2018. Conference papers: message on House action held at the desk in Senate.

July 26, 2018. Conference report considered in Senate. (consideration: CR S5412–5417)

July 26, 2018. Cloture motion on the conference report to accompany H.R. 5515 presented in Senate. (CR S5412)

Aug. 1, 2018. Conference report considered in Senate. (consideration: CR S5538–5543)

Aug. 1, 2018. Cloture motion on the conference report to accompany H.R. 5515 withdrawn by unanimous consent in Senate.

Aug. 1, 2018. Senate agreed to conference report by Yea-Nay Vote. 87–10. Record Vote Number: 181.

Aug. 1, 2018. Message on Senate action sent to the House.

Aug. 3, 2018. Presented to President.

Aug. 13, 2018. Signed by President.

Aug. 13, 2018. Became Public Law No: 115–232.

TO AMEND TITLE 23, UNITED STATES CODE, TO EXTEND THE DEADLINE FOR PROMULGATION OF REGULATIONS UNDER THE TRIBAL TRANSPORTATION SELF-GOVERNANCE PROGRAM

PUBLIC LAW 115–235 (H.R. 6414)

Summary

This bill extends the deadline for and the authority of the Secretary of Transportation to issue regulations to implement the Tribal Self-Governance Program, which was established by the Fixing America’s Surface Transportation (P.L. 114–94; FAST Act).

Legislative History

July 19, 2018. Referred to the Subcommittee on Highways and Transit.

July 25, 2018. Mr. Young (AK) moved to suspend the rules and pass the bill.

July 25, 2018. Considered under suspension of the rules. (Consideration: CR H7639–7640)

July 25, 2018. The House proceeded with forty minutes of debate on H.R. 6414.

July 25, 2018. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H7639)

July 25, 2018. Motion to reconsider laid on the table Agreed to without objection.

July 26, 2018. Received in the Senate, read twice.

Aug. 1, 2018. Passed Senate without amendment by Unanimous Consent. (consideration: CR S5560)

Aug. 2, 2018. Message on Senate action sent to the House.

Aug. 3, 2018. Presented to President.

Aug. 14, 2018. Signed by President.

Aug. 14, 2018. Became Public Law No: 115–235.

Pending in the Senate

ROUTE 66 CENTENNIAL COMMISSION ACT

PENDING IN THE SENATE (H.R. 66)

Summary

This bill establishes a commission to study and make recommendations to Congress on how to best commemorate Route 66 on its 100-year anniversary in 2026. The bill also directs the commission to host a conference with certain partners on the U.S. Numbered Highway System. Finally, the bill 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

Jan. 4, 2017. Referred to the Subcommittee on Highways and Transit.

June 27, 2018. Subcommittee discharged from further consideration.

June 27, 2018. Ordered reported, as amended, by voice vote.

July 16, 2018. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–821.

July 16, 2018. Placed on the Union Calendar, Calendar No. 635.

July 16, 2018. Mr. Davis, Rodney moved to suspend the rules and pass the bill, as amended.

July 16, 2018. Considered under suspension of the rules. (consideration: CR H6215–6219)

July 16, 2018. The House proceeded with forty minutes of debate on H.R. 66.

July 16, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H6215–6216)

July 16, 2018. Motion to reconsider laid on the table Agreed to without objection.

July 17, 2018. Received in the Senate and Read twice and referred to the Committee on Environment and Public Works.

ACTIVE DUTY VOLUNTARY ACQUISITION OF NECESSARY CREDENTIALS
FOR EMPLOYMENT ACT OR THE ADVANCE ACT

PENDING IN THE SENATE (H.R. 2258)

Summary

H.R. 2258 enhances employment opportunities for U.S. military personnel and veterans by exempting current members of the armed services or reserve components from certain testing requirements for a commercial driver's license if they had qualifying experience while serving in the armed services or reserve components.

Legislative History

May 2, 2017. Referred to the Subcommittee on Highways and Transit.

May 24, 2017. Subcommittee discharged from further consideration.

May 24, 2017. Ordered reported, as amended, by voice vote.

June 23, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–189.

June 23, 2017. Placed on the Union Calendar, Calendar No. 128.

June 26, 2017. Mr. Graves (MO) moved to suspend the rules and pass the bill, as amended.

June 26, 2017. Considered under suspension of the rules. (consideration: CR H5146–5147)

June 26, 2017. The House proceeded with forty minutes of debate on H.R. 2258.

June 26, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by the Yeas and Nays: (2/3 required): 409–0 (Roll no. 324). (text: CR H5146)

June 26, 2017. Motion to reconsider laid on the table Agreed to without objection.

June 27, 2017. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

See Public Law 115–105 (S. 1393) for further action.

VETERANS EXPANDED TRUCKING OPPORTUNITIES ACT OF 2017

PENDING IN THE SENATE (H.R. 2547)

Summary

H.R. 2547 expands the types of medical professionals at the Department of Veterans Affairs who could certify that veterans meet the physical standards required to operate commercial motor vehicles.

Legislative History

May 19, 2017. Referred to the Subcommittee on Highways and Transit.

May 24, 2017. Subcommittee discharged from further consideration.

May 24, 2017. Ordered reported, as amended, by voice vote.

June 23, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–190.

June 23, 2017. Placed on the Union Calendar, Calendar No. 129.
 June 26, 2017. Mr. Graves (MO) moved to suspend the rules and pass the bill, as amended.

June 26, 2017. Considered under suspension of the rules. (consideration: CR H5143–5144)

June 26, 2017. The House proceeded with forty minutes of debate on H.R. 2547.

June 26, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by the Yeas and Nays: (2/3 required): 409–0 (Roll no. 323). (text: CR H5143)

June 26, 2017. Motion to reconsider laid on the table Agreed to without objection.

June 27, 2017. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

See Public Law 115–105 (S. 1393) for further action.

RESTORE THE HARMONY WAY BRIDGE ACT

PENDING IN THE SENATE (H.R. 6793)

Summary

H.R. 6793 transfer a bridge over the Wabash River to the States of Illinois and Indiana.

Legislative History

Sep. 14, 2018. Referred to the Subcommittee on Highways and Transit.

Nov. 27, 2018. Mr. Mast asked unanimous consent to discharge from committee and consider.

Nov. 27, 2018. Committee on Transportation discharged.

Nov. 27, 2018. Considered by unanimous consent. (consideration: CR H9655–9656)

Nov. 27, 2018. H.AMDT.980 Amendment (A001) offered by Mr. Mast.

Nov. 27, 2018. H.AMDT.980 On agreeing to the Mast amendment (A001) Agreed to without objection.

Nov. 27, 2018. On passage Passed without objection. (text: CR 9655–9656)

Nov. 27, 2018. Motion to reconsider laid on the table Agreed to without objection.

Reported by Committee

TO REPEAL THE RULE ISSUED BY THE FEDERAL HIGHWAY ADMINISTRATION AND THE FEDERAL TRANSIT ADMINISTRATION ENTITLED “METROPOLITAN PLANNING ORGANIZATION COORDINATION AND PLANNING AREA REFORM”

REPORTED BY COMMITTEE (H.R. 1346)

Summary

H.R. 1346 repeals a rule that was issued by the Federal Highway Administration and the Federal Transit Administration on December 20, 2016. The rule required Metropolitan Planning Organiza-

tions in the same urbanized area to merge, adjust their boundaries, or produce a single, unified set of plans to guide transportation investments.

Legislative History

Mar. 3, 2017. Referred to the Subcommittee on Highways and Transit.

Mar. 29, 2017. Subcommittee discharged from further consideration.

Mar. 29, 2017. Ordered reported by voice vote.

Apr. 6, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–85.

Apr. 6, 2017. Placed on the Union Calendar, Calendar No. 49.

See P.L. 115–33 (S. 496) for further action.

COMBATING HUMAN TRAFFICKING IN COMMERCIAL VEHICLES ACT

REPORTED BY COMMITTEE (H.R. 3813)

Summary

H.R. 3813 directs the Secretary of Transportation to designate a human trafficking prevention coordinator from within the Department. The bill expands the scope of activities authorized under the Federal Motor Carrier Safety Administration’s outreach and education program and commercial driver’s license financial assistance program to include human trafficking prevention activities. H.R. 3813 also directs the Secretary to establish an advisory committee on human trafficking.

Legislative History

Sep 22, 2017. Referred to the Subcommittee on Highways and Transit.

Nov. 30, 2017. Subcommittee discharged from further consideration.

Nov. 30, 2017. Ordered reported by voice vote.

Dec. 18, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–467.

Dec. 18, 2017. Placed on the Union Calendar, Calendar No. 346.

See Public Law 115–99 (S. 1536) for further action.

NO HUMAN TRAFFICKING ON OUR ROADS ACT

REPORTED BY COMMITTEE (H.R. 3814)

Summary

H.R. 3814 disqualifies individuals from operating a commercial motor vehicle (CMV) for their lifetime if they used a CMV to commit a felony involving human trafficking.

Legislative History

Sep. 22, 2017. Referred to the Subcommittee on Highways and Transit.

Nov. 30, 2017. Subcommittee discharged from further consideration.

Nov. 30, 2017. Ordered reported by voice vote.

Dec. 18, 2017. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–468.

Dec. 18, 2017. Placed on the Union Calendar, Calendar No. 347. See Public Law 115–106 (S. 1532) for further action.

Ordered Reported By Committee

DISASTER RECOVERY REFORM ACT

ORDERED REPORTED BY COMMITTEE (H.R. 4460)

Summary

H.R. 4460 makes critical reforms to the Federal Emergency Management Agency’s disaster response and recovery program that will help our communities better prepare for, respond to, recover from, and mitigate against disasters of all kinds. H.R. 4460 ensures communities are more resilient to disasters at their outset by ensuring disaster prone communities are built better and built smarter. This bill will place greater emphasis on pre-disaster mitigation, helping to ensure that our communities are better equipped to prepare for and withstand disasters, reduce future loss of life and property and lower the costs of disasters. This bill also deals with other critical issues such as wildfire prevention, building code enforcement, eligibility for disaster assistance, and agency efficiency and accountability.

H.R. 4460 also includes a provision that waives the funding cap for U.S. territories under the Federal Highway Administration’s Emergency Relief Program for fiscal years 2018 and 2019.

Legislative History

Nov. 29, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Nov. 30, 2017. Subcommittee discharged from further consideration.

Nov. 30, 2017. Ordered reported, as amended, by voice vote.

See Section 1209 of Public Law 115–254 (H.R. 302) for further action

H.R. 5158, 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

ORDERED REPORTED BY COMMITTEE (H.R. 5158)

Summary

H.R. 5158 directs the Secretary to request nominations for roads to be designated under the National Scenic Byways Program within 90 days of enactment. The bill further directs the Secretary to determine whether any nominated roads should be designated and publish a list of designated roads not later than one year after the solicitation occurs.

Legislative History

3/6/2018: Referred to the Subcommittee on Highways and Transit.

9/27/2018: Subcommittee Discharged from further consideration.

9/27/2018: Ordered to be Reported (Amended) by Voice Vote.

**Legislative and Oversight Activities: Hearings, Meetings,
and Oversight Letters (Majority/Minority)**

HEARINGS

FAST ACT IMPLEMENTATION: STATE AND LOCAL PERSPECTIVES (SERIAL NO. 115–10)

On April 5, 2017, the Subcommittee held an oversight hearing to receive testimony from state and local authorities concerning the implementation of the Fixing America’s Surface Transportation (FAST) Act. The Subcommittee heard testimony from the American Association of State Highway Transportation Officials, the American Public Transportation Association, and the U.S. Conference of Mayors.

FAST ACT IMPLEMENTATION: IMPROVING THE SAFETY OF THE NATION’S ROADS (SERIAL NO. 115–21)

On July 18, 2017, the Subcommittee held an oversight hearing to receive testimony related to how policy provisions of the FAST) Act are improving the safety and reliability of the Nation’s roads. The Subcommittee heard testimony from the administrations within the Department of Transportation responsible for implementing these provisions of the FAST Act the Federal Highway Administration, the Federal Motor Carrier Safety Administration, and the National Highway Traffic Safety Administration as well as the National Transportation Safety Board.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: HIGHWAYS AND TRANSIT STAKEHOLDERS’ PERSPECTIVES (SERIAL NO. 115–28)

On October 11, 2017, the Subcommittee held a legislative hearing to receive testimony from highways and transit stakeholders regarding a 21st-century infrastructure for America. The Subcommittee heard testimony from the American Association of State Highway and Transportation Officials, the Transportation Construction Coalition, North America’s Building Trades Unions, the National Association of Manufacturers, and Sound Transit.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: LONG-TERM FUNDING FOR HIGHWAYS AND TRANSIT PROGRAMS (SERIAL NO. 115–38)

On March 7, 2018, the Subcommittee held a legislative hearing to receive testimony from highways and transit stakeholders regarding the benefits to the Nation of long-term funding for highways and transit programs, and the sustainability of current methods of providing funding. The Subcommittee heard testimony from the American Association of State Highway and Transportation Of-

officials, Western Road Use Charge Consortium (RUC West), American Trucking Associations, U.S. Chamber of Commerce, and the Economic Policy Institute.

FAST ACT IMPLEMENTATION: MOTOR CARRIER PROVISIONS (SERIAL NO. 115-45)

On May 22, 2018, the Subcommittee held an oversight hearing to receive testimony from the Administration and stakeholders regarding the implementation of the motor carrier provisions in the Fixing America's Surface Transportation Act (FAST Act, P.L. 114-94). The Subcommittee received testimony from the Federal Motor Carrier Safety Administration, Krapf Transportation, Livestock Marketing Association, Commercial Vehicle Safety Alliance, and Truck Safety Coalition.

INNOVATION IN SURFACE TRANSPORTATION (SERIAL NO. 115-52)

On September 5, 2018, the Subcommittee held a legislative hearing to receive testimony from highways and transit stakeholders regarding the various kinds of innovations used in surface transportation. The Subcommittee received testimony from the DriveOhio, Community Transportation Association of America, Intelligent Transportation Society of America, and Contra Costa Transportation Authority.

MEETINGS

EMERGING TECHNOLOGIES IN THE TRUCKING INDUSTRY

On December 7, 2017, the Subcommittee held a roundtable discussion on emerging technologies being utilized or explored in the trucking industry, many of which have the potential to improve the safety and productivity of the industry. The participants were the American Trucking Associations, Volvo Group North America, the National Safety Council, and the Transportation Trades Department, AFL-CIO.

OVERSIGHT LETTERS

NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAYS PROJECTS PROGRAM

On November 2, 2017, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR), along with Subcommittee on Highways and Transit Chairman Sam Graves (R-MO) and Ranking Member Eleanor Holmes Norton (D-DC), wrote a letter to the Comptroller General requesting that GAO continue to conduct reviews of Nationally Significant Freight and Highways Projects Program grants each time they are awarded by the Department.

MEAL AND REST BREAK REQUIREMENTS FOR COMMERCIAL DRIVERS

On September 25, 2018, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) along with 11 Senate and House Members wrote a letter to the DOT to express their support

of a review of state meal and rest break requirements on interstate commerce.

METROPOLITAN PLANNING ORGANIZATION COMPLIANCE

On October 31, 2018, the Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) wrote a letter to DOT expressing his support for the ongoing review of whether the Metropolitan Council's structure complies with federal requirements for the structure of a metropolitan planning organization.

MINORITY OVERSIGHT LETTERS

CONTROLLED SUBSTANCES TESTING

On February 21, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Highways and Transit Ranking Member Eleanor Holmes Norton (D-DC) sent a letter to the Federal Motor Carrier Safety Administration (FMCSA) Deputy Administrator urging the denial of the petition submitted by several motor carriers requesting exemption from certain controlled substances testing requirements outlined in 49 CFR 382.105 and 49 CFR 382.301.

STREAMLINING

On April 5, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Highways and Transit Ranking Member Eleanor Holmes Norton (D-DC) sent a letter to the Secretary of Transportation expressing concerns over streamlining requirements for infrastructure projects.

CARBON POLLUTION

On June 27, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Senate Committee on Environment and Public Works Ranking Member Tom Carper (D-DE) sent a letter to the Secretary of Transportation requesting information regarding the decision by DOT to delay indefinitely the effective date of the national performance measures on carbon pollution produced from tailpipe emissions on National Highway Systems (NHS).

INFRA GRANTS

On July 27, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Highways and Transit Ranking Member Eleanor Holmes Norton (D-DC), Member of Congress Jerrold Nadler (D-NY), Member of Congress Michael Capuano (D-MA), Member of Congress Grace Napolitano (D-CA), Member of Congress Steve Cohen (D-TN), Member of Congress Albio Sires (D-NJ), Member of Congress Hank Johnson (D-GA), Member of Congress Andre Carson (D-IN), Member of Congress Richard Nolan (D-MN), Member of Congress Lois Frankel (D-FL), Member of Congress Julia Brownley (D-CA), Member of Congress Frederica Wilson (D-FL), Member of Congress Brenda Lawrence (D-MI), and Mark DeSaulnier (D-CA) sent a let-

ter to the Secretary of Transportation expressing concern over DOT's Notice of Funding Opportunity (Notice) for \$1.5 billion in grants under the Nationally Significant Freight and Highway Projects, renamed INFRA grants by the Administration, authorized by Congress in Section 1105 of the FAST Act. The letter urges the Secretary to reconsider the revisions to the INFRA grant program, to remain true to Congressional intent,.

FEDERAL-AID BACKLOG

On October 31, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Secretary of Transportation urging expeditious distribution of funding to reduce backlog under the Federal-aid Highway Emergency Relief (ER) program.

VEHICLE TECHNOLOGY

On November 7, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Director of the Office of Management and Budget urging OMB to move forward with the 2016 National Highway Traffic Safety Administration (NHTSA) Notice of Proposed Rulemaking to bring connected to vehicle technology, known as Dedicated Short Range Communications (DSRC), to all vehicles.

CAPITAL INVESTMENT GRANT PROGRAM

On July 17, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Highways and Transit Ranking Member Eleanor Holmes Norton (D-DC) sent a letter to the Secretary of Transportation expressing concern over a "Dear Colleague" letter sent by the Federal Transit Administration (FTA) to transit agencies that outlines new procedures under the Capital Investment Grant (CIG) program. The letter expresses concern with the new procedures, which that stand to increase project costs and add considerable uncertainty and delay to project approvals.

MEAL AND REST BREAK RULES

On October 31, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Senate Committee on Health, Education, Labor, and Pensions Ranking Member Patty Murray (D-WA), Subcommittee on Highways and Transit Ranking Member Eleanor Holmes Norton (D-DC), Committee on Education and the Workforce Ranking Member (Robert C. "Bobby" Scott (D-VA), Senator Kamala D. Harris (D-CA), Senator Dianne Feinstein (D-CA), Senator Claire McCaskill (D-MO), Senator Richard Blumenthal (D-OR), Senator Elizabeth Warren (D-MA), Senator Edward J. Markey (D-MA), Senator Cory Booker (D-NJ), Senator Margaret Wood Hassan (D-NH), Senator Robert P. Casey, Jr. (D-PA), Member of Congress Grace Napolitano (D-CA), Member of Congress Jared Huffman (D-CA), Member of Congress Julia Brownley (D-CA), Member of Congress Alan Lowenthal (D-CA), Member of Congress Mark DeSaulnier (D-CA), and Member of Congress Mark Takano (D-CA) sent a letter to the Secretary of

Transportation urging the denial of the petition submitted by the American Trucking Association (ATA) for a determination that the State of California's meal and rest break rules are preempted by Federal Law.

OVERSIGHT WITHIN LEGISLATION

CAPITAL INVESTMENT GRANT PROGRAM

Section 20008 of MAP-21 (P.L. 112-141) required the Comptroller General to undertake a biennial review of FTA's implementation of the federal Capital Investment Grant Program. On May 31, 2018, the GAO publicly released its report (GAO-18-462). The GAO found that FTA has yet to implement several statutory provisions contained in the FAST Act (P.L. 114-94).

NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAY PROJECTS PROGRAM

Section 1105 of the FAST Act (P.L. 114-94) directed the DOT OIG to complete an assessment of the process and criteria used to award competitive grants under the Nationally Significant Freight and Highway Projects program, known as FASTLANE program. On November 2, 2017, the GAO publicly released its report (GAO-18-38). The GAO found that while the DOT followed statutory criteria for the program, the grant selection needs improvement.

ALIGNMENT OF FEDERAL ENVIRONMENTAL REVIEWS

Section 1313 of the FAST Act (P.L. 114-94) directed the DOT OIG to complete a report on progress made by DOT and other federal agencies on coordinating environmental reviews and the impact of coordination on accelerating the environmental review and permitting process. On November 6, 2018, the DOT OIG found that the DOT has completed implementation of all required statutory provisions with respect to aligning Federal reviews.

ASSESSMENT OF PROGRESS ON ACCELERATING PROJECT DELIVERY

Section 1318 of the FAST Act (P.L. 114-94) directed the Comptroller General to complete an assessment of the progress made as a result of provisions in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59; SAFETEA-LU), MAP-21, and the FAST Act in accelerating project delivery by streamlining the environmental review and permitting process. On January 30, 2018, the GAO publicly released its report (GAO-18-222). The GAO found that while many of the statutory provisions have been implemented, the Federal Highway Administration should issue guidance on evaluation methodologies.

EFFECTIVENESS OF PUBLIC TRANSPORTATION CHANGES AND FUNDING

Section 3027 of the FAST Act (P.L. 114-94) required the Comptroller General to examine and evaluate the impacts of MAP-21 on federal funding for certain public transportation programs. On May 4, 2017, the GAO publicly released its report (GAO-17-483). The GAO found that the Federal Transit Administration had provided sufficient guidance and outreach to designated recipients.

COMPLIANCE, SAFETY, ACCOUNTABILITY PROGRAM REFORM

Section 5221 of the FAST Act (P.L. 114–94) required the National Academy of Sciences’ (Academies) to complete a study of the FMCSA’s Compliance, Safety, Accountability (CSA) Program. On June 27, 2017, the Academies publicly released its study, “Improving Motor Carrier Safety Measurement.” On June 25, 2018, the Administrator of FMCSA submitted to the Committee a corrective action plan addressing the Academies’ six recommendations outlined in the study. The DOT OIG is required to review the extent to which the corrective action plan is responsive to recommendations in the study and report its findings. The report is expected in the 116th Congress.

DELAYS IN GOODS MOVEMENT

Section 5501 of the FAST Act (P.L. 114–94) required the DOT OIG to report on the average length of time that operators of commercial motor vehicles are delayed before the loading and unloading of such vehicles and at other points in the pick-up and delivery process. On January 31, 2018, the DOT OIG found that industry wide data on driver detention is not available, but that based on its estimates, commercial driver detention increases crash risks and is associated with reduced earnings.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION TECHNOLOGY IMPROVEMENTS

Section 5504 of the FAST Act (P.L. 114–94) requires the Comptroller General to conduct a study of the FMCSA’s information technology and data collection and management systems. On July 13, 2017, the GAO publicly released its report (GAO–17–488). The GAO found that while FMCSA had developed an information technology (IT) strategic plan, FMCSA needed to improve its IT strategic planning, oversight, and operational analyses.

REVIEW OF SCHOOL BUS SAFETY

Section 5511 of the FAST Act (P.L. 114–94) requires the Comptroller General to report on the safety of school bus operations. On January 12, 2017, the GAO publicly released its report (GAO–17–209). The GAO found that federal laws and regulations set requirements for certain aspects of school bus safety, and state laws and regulations in many cases go beyond the federal requirements.

STATUS OF AUTONOMOUS TRANSPORTATION TECHNOLOGY POLICY

Section 6025 of the FAST Act (P.L. 114–94) requires the Comptroller General to assess the status of autonomous transportation technology policies developed by public entities in the United States; assess the organizational readiness of DOT to address autonomous vehicle technology challenges; and make recommendations for implementation of such policies. On November 30, 2017, the GAO publicly released its report (GAO–18–132). The GAO found that autonomous vehicles pose different challenges and that while the DOT had made some efforts to respond to these challenges, the DOT should develop a comprehensive plan to better manage departmental initiatives related to automated vehicles.

REVIEW OF COMPLIANCE WITH APPLICATION REQUIREMENTS

Section 9001 of the FAST Act (P.L. 114–94) requires the Comptroller General to review the compliance of the National Surface Transportation and Innovative Finance Bureau with the requirements for reviewing applications. The GAO is expected to release its report in early 2019.

**SUBCOMMITTEE ON RAILROADS, PIPELINES, AND
HAZARDOUS MATERIALS**

U.S. HOUSE OF REPRESENTATIVES

115TH CONGRESS

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Legislative Activities

STB INFORMATION SECURITY IMPROVEMENT ACT

PUBLIC LAW 115–269 (H.R. 4921)

Summary

This bill requires the Surface Transportation Board (STB) to develop a timeline and plan to implement the recommendations of the Inspector General of the Department of Transportation in Report No. FI2018002 concerning information security. The STB must report annually to the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce on progress in implementing the recommendations until the implementation is complete. No additional funds are authorized to carry out the requirements of this bill.

Legislative History

Feb. 6, 2018. Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Feb. 14, 2018. Subcommittee discharged from further consideration.

Feb. 14, 2018. Ordered reported, amended, by voice vote.

Apr. 5, 2018. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–622.

Apr. 5, 2018. Placed on the Union Calendar, Calendar No. 475.

Apr. 10, 2018. Mr. Mitchell moved to suspend the rules and pass the bill, as amended.

Apr. 10, 2018. Considered under suspension of the rules. (consideration: CR H3068)

Apr. 10, 2018. The House proceeded with forty minutes of debate on H.R. 4921.

Apr. 10, 2018. Considered as unfinished business. (consideration: CR H3083)

Apr. 10, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H3068)

Apr. 10, 2018. Motion to reconsider laid on the table Agreed to without objection.

Apr. 10, 2018. The title of the measure was amended. Agreed to without objection.

Apr. 11, 2018. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

Oct. 1, 2018. Senate Committee on Commerce, Science, and Transportation discharged by Unanimous Consent. (consideration: CR S6415)

Oct. 1, 2018. Passed Senate without amendment by Unanimous Consent.

Oct. 2, 2018. Message on Senate action sent to the House.

Oct. 4, 2018. Presented to President.

Oct. 16, 2018. Signed by President.

Oct. 16, 2018. Became Public Law No: 115–269.

Pending in the Senate

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

PENDING IN THE SENATE (H.R. 1093)

Summary

This bill requires the Federal Railroad Administration: (1) within 10 days after initiating a comprehensive safety assessment of an entity providing regularly scheduled intercity or commuter rail passenger transportation to notify specified congressional committees and each Member of Congress representing a state in which the service that is the subject of the assessment is being conducted is located; and (2) within 90 days after completing such safety assessment, to report the results to such committees and Members.

Legislative History

Feb. 16, 2017. Referred to the Subcommittee on Highways and Transit.

Feb. 16, 2017. Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Mar. 29, 2017. Subcommittees discharged from further consideration.

Mar. 29, 2017. Ordered reported, amended, by voice vote.

Mar. 13, 2018. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–594.

Mar. 13, 2018. Placed on the Union Calendar, Calendar No. 452.

Sep. 27, 2018. Placed on the Union Calendar, Calendar No. 452.

Sep. 27, 2018. Considered by unanimous consent. (consideration: CR H9138–9139)

Sep. 27, 2018. Mr. Denham asked unanimous consent to take from the Speaker's table and consider.

Sep. 27, 2018. On passage Passed without objection. (text: CR H9138; text of amendment in the nature of a substitute: CR H9138–9139)

Sep. 27, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 27, 2018. The title of the measure was amended. Agreed to without objection.

Sep. 28, 2018. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

PROMOTING CROSS-BORDER ENERGY INFRASTRUCTURE ACT

PENDING IN THE SENATE (H.R. 2883)

Summary

This bill prohibits any person from constructing, connecting, operating, or maintaining a border-crossing facility for the import or export of oil, natural gas, or electricity across an international border of the United States without obtaining a certificate of crossing.

The Federal Energy Regulatory Commission (FERC), with respect to oil or natural gas pipelines, or the Department of Energy (DOE), with respect to electric transmission facilities, must issue a certificate of crossing for the border-crossing facility within 120 days after final action is taken under the National Environmental Policy Act of 1969, unless it is not in the public interest.

DOE, as a condition of issuing a certificate, must require that the border-crossing facility be constructed, connected, operated, or maintained consistent with specified policies and standards of: (1) the Electric Reliability Organization and applicable regional entity, and (2) the Regional Transmission Organization or Independent System Operator with operational or functional control over the border-crossing facility.

The bill amends the Natural Gas Act to require FERC to approve within 30 days after receipt any application for the importation or exportation of natural gas to or from Canada or Mexico.

No presidential permit as required under specified executive orders shall be necessary for the construction, connection, operation, or maintenance of an oil or natural gas pipeline or electric transmission facility, including any border-crossing facility.

No certificate of crossing shall be required for a modification to an existing facility that is operating for the import or export of oil, natural gas, or electricity prior to the enactment of this bill.

FERC and DOE must publish a final rule in the Federal Register within one year to carry out the requirements of this bill.

Legislative History

June 13, 2017. Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

June 22, 2017. Approved for Full Committee action by the Subcommittee on Energy, Committee on Energy and Commerce.

June 28, 2017. Ordered reported, as amended, by a vote of 31–20 by the Committee on Energy and Commerce.

July 17, 2017. Reported (Amended) by the Committee on Energy and Commerce. H. Rept. 115–225, Part I.

July 17, 2017. Committee on Transportation discharged.

July 17, 2017. Committee on Natural Resources discharged.

July 17, 2017. Placed on the Union Calendar, Calendar No. 160.

July 18, 2017. Rules Committee Resolution H. Res. 454 Reported to House. Rule provides for consideration of H.R. 2910, H.R. 2883 and H.R. 218. The resolution makes in order at anytime on the legislative day of July 20, 2017, for the Speaker to entertain motions that the House suspend the rules, relating to the bill H.R. 2825. Also the rule provides that the Committee on Appropriations may at any time before 5 p.m. on Friday, July 21, 2017, file privileged reports to accompany measures making appropriations for the fiscal year ending September 30, 2018.

July 19, 2017. Considered under the provisions of rule H. Res. 454. (consideration: CR H6010–6023)

July 19, 2017. Rule provides for consideration of H.R. 2910, H.R. 2883 and H.R. 218. The resolution makes in order at any time on the legislative day of July 20, 2017, for the Speaker to entertain motions that the House suspend the rules, relating to the bill H.R. 2825. Also the rule provides that the Committee on Appropriations may at any time before 5 p.m. on Friday, July 21, 2017, file privileged reports to accompany measures making appropriations for the fiscal year ending September 30, 2018.

July 19, 2017. House resolved itself into the Committee of the Whole House on the state of the Union pursuant to H. Res. 454 and Rule XVIII.

July 19, 2017. The Speaker designated the Honorable John J. Duncan, Jr. to act as Chairman of the Committee.

July 19, 2017. The Committee of the Whole proceeded with one hour of general debate on H.R. 2883.

July 19, 2017. H.AMDT.207 Amendment (A001) offered by Mr. Engel. (consideration: CR H6018–6021; text: CR H6018) Amendment sought to ensure that permitting authority for cross-border pipelines remains with the Department of State.

July 19, 2017. Pursuant to the provisions of H. Res. 454, the Committee of the Whole proceeded with 10 minutes of debate on the Engel amendment No. 1.

July 19, 2017. H.AMDT.208 Amendment (A002) offered by Ms. Tsongas. (consideration: CR H6019, H6021; text: CR H6019) Amendment sought to state FERC may not issue a certificate of crossing if any part of the oil or natural gas pipeline project is to be located on lands required under Federal, State, or local law to be managed for purposes of natural resource conservation or recreation.

July 19, 2017. Pursuant to the provisions of H. Res. 454, the Committee of the Whole proceeded with 10 minutes of debate on the Tsongas amendment No. 2.

July 19, 2017. H.AMDT.209 Amendment (A003) offered by Mr. Green, Gene. (consideration: CR H6019–6020; text: CR H6019) An amendment numbered 3 printed in Part B of House Report 115–

235 to clarify the applicability of the National Environmental Policy Act of 1969 (NEPA) to projects affected by the bill.

July 19, 2017. Pursuant to the provisions of H. Res. 454, the Committee of the Whole proceeded with 10 minutes of debate on the Gene Green (TX) amendment No. 3.

July 19, 2017. H.AMDT.209 On agreeing to the Green, Gene amendment (A003) Agreed to by voice vote.

July 19, 2017. H.AMDT.207 On agreeing to the Engel amendment (A001) Failed by recorded vote: 182–246 (Roll no. 395).

July 19, 2017. H.AMDT.208 On agreeing to the Tsongas amendment (A002) Failed by recorded vote: 179–247 (Roll no. 396).

July 19, 2017. The House rose from the Committee of the Whole House on the state of the Union to report H.R. 2883.

July 19, 2017. The previous question was ordered pursuant to the rule.

July 19, 2017. The House adopted the amendment in the nature of a substitute as agreed to by the Committee of the Whole House on the state of the Union.

July 19, 2017. Mr. O'Halleran moved to recommit with instructions to the Committee on Energy and Commerce. (text: CR H6021)

July 19, 2017. The House proceeded with 10 minutes of debate on the O'Halleran motion to recommit with instructions. The instructions contained in the motion seek to require the bill to be reported back to the House with an amendment to a requirement that all iron and steel products used in construction, connection, operation, and maintenance of the border-crossing facility be produced in the United States.

July 19, 2017. The previous question on the motion to recommit with instructions was ordered without objection.

July 19, 2017. On motion to recommit with instructions Failed by recorded vote: 193–232 (Roll no. 397).

July 19, 2017. On passage Passed by the Yeas and Nays: 254–175 (Roll no. 398). (text of amendment in the nature of a substitute: CR H6017–6018)

July 19, 2017. Motion to reconsider laid on the table Agreed to without objection.

July 20, 2017. Received in the Senate and Read twice and referred to the Committee on Energy and Natural Resources.

FRA SAFETY DATA IMPROVEMENT ACT

PENDING IN THE SENATE (H.R. 4925)

Summary

This bill directs the Federal Railroad Administration to develop a plan, and a timeline to carry out such plan, to implement the recommendations from the Inspector General Report No. ST2017045 of the Department of Transportation to improve its management and collection of railroad safety data. No additional funds are authorized to carry out the requirements of this bill.

Legislative History

Feb. 6, 2018. Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Feb. 14, 2018. Subcommittee discharged from further consideration.

Feb. 14, 2018. Ordered reported by voice vote.

Apr. 5, 2018. Reported by the Committee on Transportation and Infrastructure. H. Rept. 115–623.

Apr. 5, 2018. Placed on the Union Calendar, Calendar No. 476.

Apr. 10, 2018. Mr. Mitchell moved to suspend the rules and pass the bill.

Apr. 10, 2018. Considered under suspension of the rules. (consideration: CR3068–3069)

Apr. 10, 2018. The House proceeded with forty minutes of debate on H.R. 4925.

Apr. 10, 2018. On motion to suspend the rules and pass the bill Agreed to by voice vote. (text: CR H3068–3069)

Apr. 10, 2018. Motion to reconsider laid on the table Agreed to without objection.

Apr. 11, 2018. Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.

Legislative and Oversight Activities: Hearings, Meetings, and Oversight Letters (Majority/Minority)

HEARINGS

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: THE STATE OF RAILROAD, PIPELINE, AND HAZARDOUS MATERIALS SAFETY REGULATION AND OPPORTUNITIES FOR REFORM (SERIAL NO. 115–11)

On April 26, 2017, the Subcommittee held a legislative hearing to review the state of railroad, pipeline, and hazardous materials safety regulation and explore opportunities for reform to ensure America's economic competitiveness in the 21st century. The Subcommittee received testimony from the American Short Line and Regional Railroad Association, BNSF Railway, the Interested Parties for Hazardous Materials Transportation, the American Petroleum Institute, the Interstate Natural Gas Association of America, and the Brotherhood of Locomotive Engineers and Trainmen.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: CHALLENGES AND OPPORTUNITIES FOR INTERCITY PASSENGER RAIL SERVICE (SERIAL NO. 115–19)

On June 22, 2017, the Subcommittee held a legislative hearing to examine challenges and opportunities related to intercity passenger rail service in the United States, including federal investments in passenger rail and the President's Fiscal Year 2018 Budget request, how funds provided under the 2009 stimulus legislation have been used and what has been accomplished, the private sector's investments in developing high-speed rail service, and Amtrak's rehabilitation work at New York's Penn Station. The Subcommittee heard testimony from the Federal Railroad Administration, Amtrak, the Gateway Program Development Corporation, Florida East Coast Industries, LLC, and the California High-Speed Rail Authority.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: RAIL
STAKEHOLDERS' PERSPECTIVES (SERIAL NO. 115-27)

On October 4, 2017, the Subcommittee held a legislative hearing to gather stakeholder perspectives from the railroad industry, suppliers, and labor on rail infrastructure investment. The Subcommittee heard testimony from the Association of American Railroads, Amtrak, the American Short Line and Regional Railroad Association, the Railway Supply Institute, and the AFL-CIO.

OVERSIGHT OF POSITIVE TRAIN CONTROL IMPLEMENTATION IN THE
UNITED STATES (SERIAL NO. 115-35)

On February 15, 2018, the Subcommittee held an oversight hearing to examine the implementation of Positive Train Control (PTC) on America's freight and passenger rail network. PTC technologies are designed to automatically stop or slow a train before certain accidents occur—specifically, train-to-train collisions, derailments caused by excessive speed, unauthorized incursions by trains onto sections of track where maintenance activities are taking place, and movements of trains through track switches left in the wrong position. The Subcommittee heard testimony from Congressmen Derek Kilmer (D-WA) and Denny Heck (D-WA), as well as the Federal Railroad Administration, National Transportation Safety Board, Association of American Railroads, Amtrak, American Public Transportation Association, Brotherhood of Locomotive Engineers and Trainmen.

OVERSIGHT OF THE SURFACE TRANSPORTATION BOARD
REAUTHORIZATION ACT OF 2015 (SERIAL NO. 115-43)

On April 17, 2018, the Subcommittee held an oversight hearing to examine the implementation of the Surface Transportation Board Reauthorization Act of 2015. The Act focused on making the STB a more efficient, independent, and transparent agency and provided measures to resolve rail shipper and rail carrier disputes. The Subcommittee heard testimony from the Chairman and Vice Chairman of the Surface Transportation Board.

PIPES ACT OF 2016 IMPLEMENTATION: OVERSIGHT OF PIPELINE SAFETY
PROGRAMS (SERIAL NO. 115-47)

On June 21, 2018, the Subcommittee held an oversight hearing to examine the implementation of the Protecting our Infrastructure of Pipelines and Enhancing Safety (PIPES) Act of 2016 and matters relating to oversight of the Pipeline and Hazardous Materials Safety Administration (PHMSA). The PIPES Act, the most recent reauthorization of PHMSA, sought to enhance pipeline safety and increase transparency by requiring the agency to update Congress every 60 days on progress toward completion of statutory mandates on pipeline safety. The hearing examined the status of PHMSA's completion of mandates from the PIPES Act and the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011. The Subcommittee heard testimony from the Administrator of PHMSA, Association of Oil Pipe Lines, American Petroleum Institute, Interstate Natural Gas Association, and Pipeline Safety Trust.

CONTINUED OVERSIGHT OF THE CALIFORNIA HIGH-SPEED RAIL
PROJECT (SERIAL NO. 115-51)

On August 9, 2018, the Subcommittee held an oversight field hearing in Sacramento, CA, to review the status and recent changes to the California high-speed rail project, including the most recent modifications to the project's evolving business plan which was released in June 2018. The multibillion-dollar project is the largest in the federal High-Speed Intercity Passenger Rail program administered by the Federal Railroad Administration. The Subcommittee received testimony from the Office of the Inspector General of the Department of Transportation, California High-Speed Rail Authority, California High-Speed Rail Peer Review Group, and State Building and Construction Trades Council of California.

THE STATE OF POSITIVE TRAIN CONTROL IMPLEMENTATION IN THE
UNITED STATES (SERIAL NO. 115-55)

On September 13, 2018, the Subcommittee held an oversight hearing to review the status of implementing Positive Train Control (PTC) technologies on the Nation's rail network.

The Rail Safety Improvement Act of 2008 initially required that certain freight, commuter, and passenger rail lines in the United States install PTC by December 31, 2015. The development and installation of new, and in some cases non-existent, components of PTC technologies led to various challenges. Subsequently, after both the Federal Railroad Administration and the Government Accountability Office (GAO) identified the need for an extension of the 2015 deadline, Congress unanimously approved extending the deadline to December 31, 2018, with the authority for the Secretary to provide each railroad, on a case-by-case basis, an additional extension of no more than 24 months. Congress has also provided for significant funding, through grants and loan programs, to further assist railroads in implementing PTC. The Subcommittee received testimony from the Federal Railroad Administration, National Transportation Safety Board, GAO, Amtrak, Association of American Railroads, American Public Transportation Association, and Altamont Corridor Express.

MEETINGS

EMERGING RAILROAD TECHNOLOGIES

On March 21, 2017, the Subcommittee held a roundtable discussion on new and emerging technologies in the rail industry and the promise that they hold for safety, reliability, and efficiency. The Subcommittee heard from the panelists about ultrasound, laser, and other technologies to obtain information about the condition of equipment components and track; new locomotives that use data to maximize train performance, while reducing emissions and fuel consumption; the use of drones to inspect track and bridges; and other technology breakthroughs. Panel participants were GE Transportation, the Sheet Metal, Air, Rail, and Transportation Union, the Transportation Technology Center, Inc., and Union Pacific Railroad Company.

OVERSIGHT LETTERS

REQUESTING AUDIT OF DOT'S OVERSIGHT OF THE CALIFORNIA HIGH
SPEED RAIL PROJECT

On December 11, 2017, the Subcommittee on Railroads, Pipelines, and Hazardous Materials, requested an audit of DOT's analysis of risk in reviewing HSR business plans and financial reports, which must occur to understand taxpayer vulnerability regarding this project.

GAO'S REPORTING ON PTC IMPLEMENTATION

On June 26, 2018, the Subcommittee on Railroads, Pipelines, and Hazardous Materials, requested GAO to update elements of its March 2018 report on railroads' progress in implementing PTC. Updates include the progress of all railroads have made in implementing PTC and the challenges they've faced, and the extent to which FRA has adapted its management and oversight approach in recent months to assist railroads in either meeting the deadline or qualifying for an extension.

CONCERN OVER C-49, THE TRANSPORTATION MODERNIZATION ACT

On June 8, 2018, the Subcommittee on Railroads, Pipelines, and Hazardous Materials, requested the STB to continue its efforts in closely monitoring Bill C-49, enacted by the Canadian Parliament, the new law creates a potential conflict with US law by requiring certain US rail carriers that have only a few miles of operations or track in Canada to provide Transport Canada, monthly data for any of the carriers' freight traffic that originates or terminates in Canada, including information regarding the portion of the movement that is in the US.

MINORITY OVERSIGHT LETTERS

DANGEROUS GOOD PANEL

On June 21, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Secretary of Transportation to oppose the proposal the Pipeline and Hazardous Materials Safety Administration (PHMSA) submitted to replace the Federal Aviation Administration (FAA) as the lead United States representative on the Dangerous Goods Panel of the International Civil Aviation Organization (ICAO).

OPIOIDS GUIDELINES

On October 10, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Aviation Ranking Member Rick Larsen (D-WA), Subcommittee on Coast Guard and Maritime Transportation Ranking Member John Garamendi (D-CA), Subcommittee on Economic Development, Public Buildings and Emergency Management Ranking Member Hank Johnson (D-GA), Subcommittee on Highways and Transit Ranking Member Eleanor Holmes Norton (D-DC), Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Michael Capuano (D-MA), and Subcommittee on

Water Resources and Environment Ranking Member Grace Napolitano (D-CA) sent a letter to the Secretary of Transportation urging DOT to take action and finalize the Notice of Proposed Rulemaking (NPRM) issued on January 23, 2017, to adopt HHS guidelines on opioids.

DANGEROUS GOODS PANEL REPRESENTATION

On October 19, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Secretary of Transportation expressing serious concern over the decision to replace the Federal Aviation Administration (FAA) with the Pipeline and Hazardous Materials Safety Administration (PHMSA) as the Department of Transportation's (DOT) lead United States representative on the Dangerous Goods Panel (DGP) of the International Civil Aviation Organization (ICAO).

LONG TRAIN SAFETY

On November 7, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Michael Capuano (D-MA) sent a letter to the Comptroller General requesting a GAO study on the safety and other impacts of longer trains, in response to a CSX train derailment that occurred on August 2, 2017 in Hyndman, Pennsylvania.

FAILURE OF PHMSA ADDRESS PIPELINE AND HAZARDOUS MATERIALS SAFETY ISSUES

On November 9, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Secretary of Transportation expressing serious concerns with the Pipeline and Hazardous Materials Safety Administration's (PHMSA) continued failure to implement congressionally mandates included in the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (2011 Act) (P.L. 112-90).

POSITIVE TRAIN CONTROL IMPLEMENTATION

On December 28, 2017, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Michael Capuano (D-MA) sent a letter to the Secretary of Transportation requesting information and updates on the status of the railroads implementation of Positive Train Control (PTC) required on all freight, commuter, and intercity passenger railroads mandated in the Rail Safety Improvement Act of 2008 (P.L. 110-432).

SURFACE TRANSPORTATION BOARD VACANCIES

On January 3, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Michael Capuano (D-MA) sent a letter to President Donald J. Trump expressing concern over the long-standing vacancies on the Surface Transportation Board (STB).

PASSENGER TRAIN SPEED LIMITS

On January 10, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Member of Congress Rick Larsen (D-WA), Member of Congress Suzan DelBene (D-WA), Member of Congress Derek Kilmer (D-WA), Member of Congress Pramila Jayapal (D-WA), and Member of Congress Adam Smith (D-WA) sent a letter to the Secretary of Transportation requesting information from DOT regarding the status of the passenger railroad speed limit action plans required by the Fixing America's Surface Transportation (FAST) Act of 2015, in wake of the Amtrak train derailment in Washington.

AMTRAK POSITIVE TRAIN CONTROL IMPLEMENTATION

On January 17, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Michael Capuano (D-MA) sent a letter to the Amtrak President and Chief Executive Officer requesting information on the safety culture at Amtrak and the status of Positive Train Control (PTC) implementation.

DRUG AND ALCOHOL TESTING PROGRAMS

On February 18, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Secretary of Transportation, Secretary of Health and Human Services, and the Commandant of the U.S. Coast Guard requesting a review of DOT's drug and alcohol testing program to evaluate patterns of increased usage in each mode of transportation, including the United States Coast Guard (USCG), to determine if the program is effective or needs improvement.

POSITIVE TRAIN CONTROL EXEMPTIONS

On June 21, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Michael Capuano (D-MA), Member of Congress Steve Cohen (D-TN), and Member of Congress Jim Cooper (D-TN) sent a letter to the Administrator of the Federal Railroad Administration (FRA) requesting information regarding Positive Train Control (PTC) exemptions issued by the FRA.

SAFETY AND INSPECTION REQUIREMENTS

On September 18, 2018, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Michael Capuano (D-MA), Member of Congress Eleanor Holmes Norton (D-DC), Member of Congress John Garamendi (D-CA), Member of Congress Grace Napolitano (D-CA), Member of Congress Daniel Lipinski (D-IL), Member of Congress Donald M. Payne (D-NJ), Member of Congress William Keating (D-MA), Member of Congress Tom O'Halleran (D-AZ), Member of Congress Albio Sires (D-NJ), Member of Congress Seth Moulton (D-MA), Member of Congress James P. McGovern (D-MA), Member of Con-

gress Richard Nolan (D-MN), Member of Congress Brian Higgins (D-NY), Member of Congress Alan Lowenthal (D-CA), Member of Congress Zoe Lofgren (D-CA), Member of Congress Jacky Rosen (D-NV), Member of Congress Charlie Crist (D-FL), Member of Congress C.A. Dutch Ruppersberger (D-MD), Member of Congress Andre Carson (D-IN), Member of Congress Peter Welch (D-VT), Member of Congress Michael Doyle (D-PA), Member of Congress Gene Green (D-TX) Member of Congress David P. Joyce (R-OH) Member of Congress John Katko (R-NY), Member of Congress Brian Fitzpatrick (R-PA), and member of Congress Don Young (R-AK) sent a letter to the Secretary of Transportation expressing strong opposition and rejection of the May 31, 2018 petition for waiver of compliance (see 83 Fed. Reg. 35052 (July 24, 2018)), in which the Kansas City Southern Railway (KCSR) seeks relief from critical Federal safety and inspection requirements.

OVERSIGHT WITHIN LEGISLATION

OVERSIGHT OF DOT FISCAL YEAR 2018 AND 2019 BUDGETS

The Subcommittee reviewed and evaluated the fiscal year 2018 and fiscal year 2019 budget proposals for the Federal Railroad Administration (FRA), Amtrak, the Surface Transportation Board (STB), the Railroad Retirement Board, the National Mediation Board, and the Pipelines and Hazardous Materials Safety Administration (PHMSA).

OVERSIGHT OF RAIL INFRASTRUCTURE AND SAFETY PROGRAMS

The Passenger Rail Reform and Investment Act of 2015 (PRRIA), enacted as Title XI of the Fixing America's Surface Transportation Act (FAST Act), reauthorized Amtrak and programs administered by the FRA. The Act restructured and consolidated the grant programs administered by FRA to include: Consolidated Rail Infrastructure and Safety Improvement Grants, authorizing grants for passenger and freight rail projects that improve safety, reliability or efficiency; Federal Partnership for State of Good Repair Grants, authorizing capital grants to reduce the state-of-good-repair backlog for assets used to provide intercity passenger rail service; and Restoration and Enhancement Grants, authorizing 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. The Subcommittee provided oversight of the grant and loan programs and the ongoing construction of projects throughout the country as grantees built-out their projects.

OVERSIGHT OF AMTRAK

PRRIA reauthorized Amtrak, Amtrak's Office of the Inspector General, and the Northeast Corridor Commission through fiscal year 2020. The Act fundamentally 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. All costs and revenues of the company must be allocated to the newly created accounts. The Act also reformed Amtrak's operations, budgeting, and planning processes to reflect the lines-of-business approach. Further, the Act allowed for more private sector participation in stations, rights-of-way, and operations. PRRIA established a State-Supported Route Advisory Committee to help remedy issues pertaining to cost allocation on state-supported routes, and required Amtrak to contract with a third party entity to develop and recommend objective methodologies for Amtrak to use in evaluating intercity passenger rail routes and services. The Subcommittee conducted oversight of Amtrak, Amtrak's Office of the Inspector General, and the Northeast Corridor Commission, as well as implementation of the 2008 and 2015 Acts.

OVERSIGHT OF THE SURFACE TRANSPORTATION BOARD

The Surface Transportation Board Reauthorization Act of 2015 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 conducted oversight of the STB and its implementation of the reauthorization Act.

OVERSIGHT OF THE CALIFORNIA HIGH-SPEED RAIL PROGRAM

The California high-speed rail project involves the construction of a new high-speed rail line connecting the San Francisco Bay Area, Los Angeles, and San Diego. To date, federal funding for the project has totaled approximately \$3.9 billion, most of which was made available by the American Recovery and Reinvestment Act of 2009 (ARRA). The project is the largest recipient of FRA's High Speed and Intercity Passenger Rail Program and the Federal ARRA funds must be expended before September 2017. Construction has begun in the Central Valley, but funding to complete the project remains uncertain. The Subcommittee provided oversight of the project.

OVERSIGHT OF PIPELINE SAFETY PROGRAMS

Congress reauthorized PHMSA's pipeline safety program in the 114th Congress by enacting the Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES). The PIPES Act ensures 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 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 PHMSA to be a more dynamic, data-driven reg-

ulator. The Subcommittee conducted oversight of the Office of Pipeline Safety at PHMSA and its implementation of the Act.

OVERSIGHT OF PIPELINE HAZARDOUS MATERIALS SAFETY PROGRAM

The Hazardous Material Transportation Safety Improvement Act of 2015, enacted as Title VII of the FAST Act, reauthorized the hazardous materials safety program administered by 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 for to assist communities in preparing for and responding to hazardous materials accidents. The Act also directs the Government Accountability Office to conduct an evaluation of Electronic Controlled Pneumatic (ECP) brake systems and directs the Department of Transportation, through the National Academy of Sciences, to conduct tests of ECP brake systems. The Subcommittee continued oversight of PHMSA's hazardous materials safety program.

**SUBCOMMITTEE ON WATER RESOURCES AND
ENVIRONMENT**

U.S. HOUSE OF REPRESENTATIVES

115TH CONGRESS

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GRACE F. NAPOLITANO, California, *Ranking Member*

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Legislative Activities

Public Laws

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2018

PUBLIC LAW 115–91 (H.R. 2810)

Summary

This bill authorizes fiscal year 2018 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 appropriations to DOD for: (1) Procurement, including aircraft, missiles, weapons and tracked combat vehicles, ammunition, shipbuilding and conversion, space procurement, and other procurement; (2) Research, Development, Test, and Evaluation; (3) Operation and Maintenance; (4) Working Capital Funds; (5) the Joint Urgent Operational Needs Fund; (6) Chemical Agents and Munitions Destruction; (7) Drug Interdiction and Counter-Drug Activities; (8) the Defense Inspector General; (9) the Defense Health Program; (10) the Armed Forces Retirement Home; (11) Overseas Contingency Operations; and (12) Military Construction.

The bill also authorizes the fiscal year 2018 personnel strength for active duty and reserve forces and sets forth policies regarding compensation and other personnel benefits, the Ready Reserve Force and Military Sealift Command surge fleet, and matters relating to foreign nations.

The Committee worked with the Committee on Armed Services to clear provisions in H.R. 2810 within the Committee on Transportation and Infrastructure's jurisdiction.

Legislative History

Oct. 12, 2017. Mr. Thornberry asked unanimous consent that the House disagree to the Senate amendment, and request a conference. (consideration: CR H8004–8008, H8008–8009, H8009–8010)

Oct. 12, 2017. On motion that the House disagree to the Senate amendment, and request a conference Agreed to without objection.

Oct. 12, 2017. Mr. Langevin moved that the House instruct conferees. (consideration: CR H8004–8008, H8008–8009, H8009–8010; text as House agreed to Senate amendment: CR H8004)

Oct. 12, 2017. The House proceeded with one hour of debate on the Langevin motion to instruct conferees on H.R. 2810. The instructions contained in the motion seek to require the managers on the part of the House to disagree with subsection (c) of section 336 of the Senate amendment, to recede from section 1064 of the House bill and to disagree with section 1087 of the Senate amendment.

Oct. 12, 2017. The previous question was ordered without objection.

Oct. 12, 2017. On motion that the House instruct conferees Failed by the Yeas and Nays: 184–237 (Roll no. 564).

Oct. 12, 2017. Mr. Thornberry moved that the House to close portions of the conference.

Oct. 12, 2017. On motion to close portions of the conference Agreed to by the Yeas and Nays: 414–8 (Roll no. 565).

Oct. 12, 2017. Motion to reconsider laid on the table Agreed to without objection.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Armed Services for consideration of the House bill and the Senate amendment, and modifications committed to conference: Thornberry, Wilson (SC), LoBiondo, Bishop (UT), Turner, Rogers (AL), Franks (AZ), Shuster, Conaway, Lamborn, Wittman, Coffman, Hartzler, Scott, Austin, Cook, Stefanik, Knight, Bacon, Smith (WA), Brady (PA), Davis (CA), Langevin, Larsen (WA), Cooper, Bordallo, Courtney, Tsongas, Garamendi, Speier, Veasey, and Gabbard.

Oct. 12, 2017. The Speaker appointed conferees—from the Permanent Select Committee on Intelligence for consideration of matters within the jurisdiction of that committee under clause 11 of rule X: Nunes, Stewart, and Schiff.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on the Budget for consideration of sec. 1262 of the House bill, and sec. 4 of the Senate amendment, and modifications committed to conference: Johnson (OH), Bergman, and Yarmuth.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Education and the Workforce for consideration of secs. 221, 551, 555, and 3509 of the House bill, and secs. 236, 551–53, 3116, 5508, and 6001 of the Senate amendment, and modifications committed to conference: Foxx, Byrne, and Scott (VA).

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Energy and Commerce for consideration of secs. 313, 314, 601, 723, 727, 729, 732, 3118, and 3122 of the House bill, and secs. 601, 701, 725, 732, 1089A, 1625, and 3114 of the Senate amendment, and modifications committed to conference: Walden, Barton, and Pallone.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Financial Services for consideration of sec. 862 of the Senate amendment, and modifications committed to conference: Barr, Williams, and Waters, Maxine.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Foreign Affairs for consideration of secs. 864, 1032, 1039, 1040, 1058, 1201, 1203–05, 1211, 1222, 1223, 1231, 1232, 1234, 1243, 1246, 1247, 1265, 1270A, 1272, 1276, 1278, 1280, 1301, 1302, 1521, 1522, 1687, 2841, and 3117 of the House bill, and secs. 111, 861, 867, 1011, 1203–05, 1212, 1213, 1231–33, 1241–45, 1250, 1261–63, 1270B, 1270C, 1282, 1283, 1301, 1302, 1531, and 1651 of the Senate amendment, and modifications committed to conference: Royce (CA), Donovan, and Engel.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on the Judiciary for consideration of secs. 515, 1062, 1063, 1067, 1080, 1695, 2843, and 3510 of the House bill, and secs. 520A, 529, 1035, 1081, 1083, 1217, 1264, and 14013 of the Senate amendment, and modifications committed to conference: Goodlatte, Issa, and Conyers.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Natural Resources for consideration of secs. 601, 1062, 1265, 2827, 2828, 2831, 2832, 2844, 2863, subtitle F of title XXVIII, and sec. 2863 of the House bill, and secs. 311, 338, 601, 1263, 1264, 2850, and 12801 of the Senate amendment, and modifications committed to conference: Westerman, Cheney, and Grijalva.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Oversight and Government Reform for consideration of secs. 323, 501, 801, 803, 859–860A, 873, and 1101–09 of the House bill, and secs. 218, 544, 557, 801, 812, 821, 822, 829, 852, 902, 931, 934, 938, 1045, 1093, 1094, 1101, 1102, 1104–06, 1111–13, 2821, 2822, 6005, 6012, 10804, 11023–25, and 11603 of the Senate amendment, and modifications committed to conference: Meadows, Ross, and Lynch.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Science, Space, and Technology for consideration of sec. 223 of the House bill and secs. 897, 898, 1662–64, and 6002 of the Senate amendment, and modifications committed to conference: Smith (TX), Lucas, and Johnson, E.B.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Small Business for consideration of secs. 801, 860B, 867, 1701–04, 1711–13, 1721–23, 1731–37, and 1741 of the House bill, and secs. 854, 862, 897, 898, 899C, 10801, and 10802 of the Senate amendment, and modifications committed to conference: Chabot, Kelly (MS), and Velázquez.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Transportation and Infrastructure for consideration of secs. 122, 311, 546, 601, 1082, 1617, 1695, 3501, 3502, 3505, and 3507–10 of the House bill, and secs. 331, 601, 1048, 6002, 13501, 13502, 13508, 13513, 13607, and 14013 of the Senate amendment, and modifications committed to conference: Graves (MO), Hunter, and Bustos.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Veterans' Affairs for consideration of secs. 572, 573, 576, 578, 1077, and 2841 of the House bill, and secs. 731, 1084, 1088,

1264, 11001, 11008, and 14004 of the Senate amendment, and modifications committed to conference: Roe (TN), Bilirakis, and Walz.

Oct. 12, 2017. The Speaker appointed conferees—from the Committee on Ways and Means for consideration of sec. 701 of the Senate amendment, and modifications committed to conference: Tiberi, Walorski, and Neal.

Oct. 25, 2017. Conference held.

Nov. 8, 2017. Conferees agreed to file conference report.

Nov. 9, 2017. Conference report H. Rept. 115–404 filed. (text of conference report: CR H8701–9136)

Nov. 9, 2017. Conference papers: Senate report and manager’s statement held at the desk in Senate.

Nov. 13, 2017. Rules Committee Resolution H. Res. 616 Reported to House. The resolution provides for one hour of general debate and closed rule for H.R. 2874. Also, the resolution provides for consideration of the conference report to accompany H.R. 2810.

Nov. 14, 2017. Rule H. Res. 616 passed House.

Nov. 14, 2017. Mr. Thornberry brought up conference report H. Rept. 115–404 for consideration under the provisions of H. Res. 616. (consideration: CR H9200–9209)

Nov. 14, 2017. The House proceeded with 1 hour of debate on the Conference report to accompany H.R. 2810.

Nov. 14, 2017. The previous question was ordered pursuant to the rule.

Nov. 14, 2017. The House proceeded to consider the conference report H. Rept. 115–404 as unfinished business. (consideration: CR H9238–9239)

Nov. 14, 2017. On agreeing to the conference report Agreed to by the Yeas and Nays: 356–70 (Roll no. 631).

Nov. 14, 2017. Motions to reconsider laid on the table Agreed to without objection.

Nov. 16, 2017. Conference papers: message on House action held at the desk in Senate.

Nov. 16, 2017. Conference report considered in Senate.

Nov. 16, 2017. Senate agreed to conference report by Voice Vote.

Nov. 16, 2017. Message on Senate action sent to the House.

Nov. 30, 2017. Presented to President.

Dec. 12, 2017. Signed by President.

Dec. 12, 2017. Became Public Law No: 115–91.

BROWNFIELDS ENHANCEMENT, ECONOMIC REDEVELOPMENT, AND REAUTHORIZATION ACT OF 2017

PUBLIC LAW 115–141 (DIVISION N) (H.R. 3017/H.R. 1625)

Summary

The Small Business Liability Relief and Brownfields Revitalization Act (“the Brownfields Law”; P.L. 107–117) amended the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund; P.L. 96–510) to authorize funding through EPA for brownfields assessment and cleanup grants, provide targeted liability protections, and increase support for state and tribal voluntary cleanup programs.

H.R. 3017 makes targeted changes to the Brownfields Law to: increase funding limits for direct remediation grants; create a new multipurpose grant for entities to conduct assessment and remediation activities at one or more brownfield sites in a proposed area; expand eligibility for brownfields grants to certain nonprofit organizations; and expand grant eligibility to government entities that acquired brownfields property prior to the enactment of the Brownfields Law.

The bill reauthorizes funding for brownfields grants and state voluntary cleanup programs for fiscal years 2018 to 2022.

Legislative History

June 23, 2017. Referred to the Subcommittee on Water Resources and Environment.

June 28, 2017. Ordered reported by voice vote by the Committee on Energy and Commerce.

Sept. 11, 2017. Reported by the Committee on Energy and Commerce. H. Rept. 115–303, Part I.

Sept. 11, 2017. House Committee on Transportation Granted an extension for further consideration ending not later than Oct. 13, 2017.

Oct. 12, 2017. House Committee on Transportation Granted an extension for further consideration ending not later than Nov. 9, 2017.

Nov. 9, 2017. Committee on Transportation discharged.

Nov. 9, 2017. Placed on the Union Calendar, Calendar No. 298.

Nov. 28, 2017. Rules Committee Resolution H. Res. 631 Reported to House. The rule provides 1 hour of general debate on both bills. For H.R. 3017, the bill is closed to amendments. For H.R. 3905, the rule provides for specified amendments. The rule also provides for one motion to recommit with or without instructions on each bill.

Nov. 30, 2017. Considered under the provisions of rule H. Res. 631. (consideration: CR H9538–9547)

Nov. 30, 2018. The rule provides 1 hour of general debate on both bills. For H.R. 3017, the bill is closed to amendments. For H.R. 3905, the rule provides for a specified amendment. The rule also provides for one motion to recommit with or without instructions on each bill.

Nov. 30, 2017. The House proceeded with one hour of debate on H.R. 3017.

Nov. 30, 2017. The House resumed debate on H.R. 3017.

Nov. 30, 2017. The previous question was ordered pursuant to the rule.

Nov. 30, 2017. Considered as unfinished business. (consideration: CR H9559)

Nov. 30, 2017. On passage Passed by the Yeas and Nays: 409–8 (Roll no. 649). (text: CR H9539–9540)

Nov. 30, 2017. Motion to reconsider laid on the table Agreed to without objection.

Dec. 1, 2017. Received in the Senate.

See Division N of Public Law 115–141 (H.R. 1625) for further action.

PROMOTING HYDROPOWER DEVELOPMENT AT EXISTING
NONPOWERED DAMS ACT

PUBLIC LAW 115–270 (SECTION 3003) (H.R. 2872/S. 3021)

Summary

This bill amends the Federal Power Act to authorize the Federal Energy Regulatory Commission (FERC) to establish an expedited licensing process for issuing and amending licenses and preliminary permits for any qualifying facility as defined by this bill.

Legislative History

June 12, 2017. Referred to the House Committee on Energy and Commerce.

Dec. 6, 2017. Ordered reported, as amended, by the Committee on Energy and Commerce by Voice Vote.

Dec. 12, 2017. Reported (Amended) by the Committee on 115–461, Part I.

Dec. 12, 2017. Referred to the Committee on Natural Resources, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

Dec. 12, 2017. Referred to House Natural Resources.

Dec. 12, 2017. Referred to House Transportation and Infrastructure.

Dec. 12, 2017. Committee on Natural Resources discharged.

Dec. 12, 2017. Committee on Transportation discharged.

Dec. 12, 2017. Placed on the Union Calendar, Calendar No. 343.

Dec. 12, 2017. Mr. Upton moved to suspend the rules and pass the bill, as amended.

Dec. 12, 2017. Considered under suspension of the rules. (consideration: CR H9809–9812)

Dec. 12, 2017. The House proceeded with forty minutes of debate on H.R. 2872.

Dec. 12, 2017. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H9809)

Dec. 12, 2017. Motion to reconsider laid on the table Agreed to without objection.

Dec. 13, 2017. Received in the Senate and Read twice and referred to the Committee on Energy and Natural Resources.

INNOVATIVE STORMWATER INFRASTRUCTURE ACT OF 2018

PUBLIC LAW 115–270 (SECTION 4101) (H.R. 3906/S. 3021)

Summary

This bill directs the Environmental Protection Agency to establish a stormwater infrastructure funding task force composed of representatives of Federal, State, and local governments and private (including nonprofit) entities to conduct a study on, and develop recommendations to improve, the availability of public and private sources of funding for the construction, rehabilitation, and operation and maintenance of stormwater infrastructure to meet the requirements of the Federal Water Pollution Control Act.

Legislative History

Oct. 3, 2017. Referred to the Subcommittee on Water Resources and Environment.

June 27, 2018. Subcommittee discharged from further consideration.

July 27, 2018. Ordered reported, amended, by voice vote.

July 16, 2018. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–828, Part I.

July 16, 2018. Committee on Science, Space, and Technology discharged.

July 16, 2018. Placed on the Union Calendar, Calendar No. 641.

July 16, 2018. Mr. Graves (LA) moved to suspend the rules and pass the bill, as amended.

July 16, 2018. Considered under suspension of the rules. (consideration: CR H6219–6221)

July 16, 2018. The House proceeded with forty minutes of debate on H.R. 3906.

July 16, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H6219)

July 16, 2018. Motion to reconsider laid on the table Agreed to without objection.

July 16, 2018. The title of the measure was amended. Agreed to without objection.

July 17, 2018. Received in the Senate and Read twice and referred to the Committee on Environment and Public Works.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2018

PUBLIC LAW 115–232 (H.R. 5515)

Summary

This bill authorizes fiscal year 2018 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.

Legislative History

June 27, 2018. Mr. Thornberry asked unanimous consent that the House disagree to the Senate amendment, and request a conference. (consideration: CR H5782–5783; text: CR H5782)

June 27, 2018. On motion that the House disagree to the Senate amendment, and request a conference Agreed to without objection.

June 27, 2018. Mr. Carbajal moved that the House instruct conferees.

June 27, 2018. The House proceeded with one hour of debate on the Carbajal motion to instruct conferees on H.R. 5515. The instructions contained in the motion seek to require the managers on the part of the House to agree to section 703 of the Senate bill.

June 27, 2018. The previous question was ordered without objection.

June 27, 2018. On motion that the House instruct conferees Failed by the Yeas and Nays: 188–231 (Roll No. 300).

June 27, 2018. Mr. Thornberry moved to close portions of the conference.

June 27, 2018. On Closing Portions of the Conference Agreed to by the Yeas and Nays: 403–15 (Roll no. 301).

June 27, 2018. Motion to reconsider laid on the table Agreed to without objection.

June 27, 2018. The Speaker appointed conferees—from the Committee on Armed Services for consideration of the House bill and the Senate amendment, and modifications committed to conference: Thornberry, Wilson (SC), LoBiondo, Bishop (UT), Turner, Rogers (AL), Shuster, Conaway, Lamborn, Wittman, Coffman, Hartzler, Scott, Austin, Cook, Byrne, Stefanik, Bacon, Banks (IN), Smith (WA), Davis (CA), Langevin, Cooper, Bordallo, Courtney, Tsongas, Garamendi, Speier, Veasey, Gabbard, O'Rourke, and Murphy (FL).

June 27, 2018. The Speaker appointed conferees—from the Committee on Energy and Commerce for consideration of title XVII of the Senate amendment, and modifications committed to conference: Latta, Johnson (OH), and Pallone.

June 27, 2018. The Speaker appointed conferees—from the Committee on Financial Services for consideration of title XVII of the Senate amendment, and modifications committed to conference: Hensarling, Barr, and Waters, Maxine.

June 27, 2018. The Speaker appointed conferees—from the Committee on Foreign Affairs for consideration of title XVII of the Senate amendment, and modifications committed to conference: Royce (CA), Kinzinger, and Engel.

June 27, 2018. Message on House action received in Senate and at desk: House requests a conference.

July 3, 2018. The Speaker appointed additional conferees—from the Permanent Select Committee on Intelligence for consideration of matters within the jurisdiction of that committee under clause 11 of rule X: Nunes, Stewart, and Schiff.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on the Budget for consideration of secs. 1252 and 1523 of the House bill, and secs. 4, 1002, 1032, and 1721 of the Senate amendment, and modifications committed to conference: Womack and Yarmuth.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Education and the Workforce for consideration of secs. 228, 563, 564, 1094, and 3120C of the House bill, and secs. 561–63 of the Senate amendment, and modifications committed to conference: Foxx and Scott (VA).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Energy and Commerce for consideration of secs. 701, 712, 1083, 1096, 3111–13, 3118, 3119, 3132, and 4305 of the House bill, and secs. 315, 601, 714, 3111–15, 5802, and 7509 of the Senate amendment, and modifications committed to conference: Walden, Hudson, and Pallone.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Financial Services for consideration of 12990–2 and 1236 of the House bill, and modifications committed to conference: Hensarling, Barr, and Waters, Maxine.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Foreign Affairs for consideration of secs. 346,

1042, 1202–06, 1210, 1211, 1221–23, 1230A, 1230D, 1230F, 1231, 1234, 1236, 1237, 1239, 1240, 1254–56, 1264, 1267, 1268, 1271, 1274, 1276, 1278, 1280, 1282, 1288, 1299O–1, 1299O–2, 1299O–3, 1299O–4, 1301, 1302, 1521, 1522, and 3116 of the House bill, and secs. 331, 1061, 1063, 1201–04, 1207, 1211, 1213, 1221–23, 1231–33, 1241, 1244, 1245, 1261, 1262, 1264–66, 1269, 1301, 1302, 1531, 1622, 1623, 1654, 3113, 3116, 6002, 6202–04, 6701, and 6702 of the Senate amendment, and modifications committed to conference: Royce (CA), Mast, and Engel.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Homeland Security for consideration of sec. 1634 of the House bill, and modifications committed to conference: McCaul, Ratcliffe, and Thompson (MS).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on the Judiciary for consideration of secs. 826, 1043, 1050B, 1073, 1074, 1079, 1085, 1087, 1090, 1299O–2, 4319, and 4710 of the House bill, and secs. 1025, 1035 and 1715 of the Senate amendment, and modifications committed to conference: Goodlatte, Sensenbrenner, and Nadler.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Natural Resources for consideration of secs. 313, 314, 316, 342, 1043, 1076, 1079, 2822, 2830, 2830A, 2831, 2832, 2845–47, 3402, 3549, 4810, 4837, division E, and sec. 6101 of the House bill, and secs. 601, 2833, 2836, and 7518 of the Senate amendment, and modifications committed to conference: Westerman and Grijalva.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Oversight and Government Reform for consideration of secs. 506, 511, 569, 822, 831, 832, 834, 835, 860, 875, 880–84, 886, 917, 1101–11, 4711, and 4829 of the House bill, and secs. 568, 595, 607, 632, 702, 813, 902, 937, 1101–05, 1122–25, 1254B, 1628, 1639, 1640, 1716, 1726, 2835, and 6702 of the Senate amendment, and modifications committed to conference: Sanford, Ross, and Lynch.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Science, Space, and Technology for consideration of secs. 854, 858, and 1603 of the House bill, and secs. 893 and 1604 of the Senate amendment, and modifications committed to conference: Smith (TX), Lucas, and Johnson, E.B.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Small Business for consideration of secs. 811, 851–58, 861, 863–68, and 2803 of the House bill, and secs. 893, 1626, and 6006 of the Senate amendment, and modifications committed to conference: Chabot, Knight, and Velázquez.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Transportation and Infrastructure for consideration of secs. 518, 554, 883, 1044, 1049, 1050B, 1075, 1095, 1111, 2848, 3501, 3504, 3522–25, 3528, 3529, and division D of the House bill, and secs. 153, 556, 601, 1604, 3501, 3502, 7501, 7502, 7507–09, 7515, and 7517 of the Senate amendment, and modifications committed to conference: Comstock and Brownley (CA).

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Veterans' Affairs for consideration of secs. 547, 552, 582, 1411, and 2844 of the House bill, and secs. 721, 726, and

1431 of the Senate amendment, and modifications committed to conference: Roe (TN), Poliquin, and Walz.

July 3, 2018. The Speaker appointed additional conferees—from the Committee on Ways and Means for consideration of sec. 701 of the House bill, and sec. 6201 of the Senate amendment, and modifications committed to conference: Reichert, Roskam, and Neal.

July 3, 2018. The Speaker appointed a conferee for consideration of secs. 313, 314, 316, 342, 1043, 1076, 1079, 1252, 1523, 2822, 2830, 2830A, 2831, 2832, 2845–47, 3402, 3549, 4810, 4837, division E, and sec. 6101 of the House bill and secs. 4, 601, 1002, 1032, 1721, 2833, 2836, and 7518 of the Senate amendment, and modifications committed to conference: Bergman.

July 3, 2018. The Speaker appointed a conferee for consideration of secs. 228, 518, 554, 563, 564, 883, 1044, 1049, 1050B, 1075, 1094, 1095, 1111, 2848, 3120C, 3501, 3504, 3522–25, 3528, 3529, and division D of the House bill and secs. 153, 556, 561–63, 601, 1604, 3501, 3502, 7501, 7502, 7507–09, 7515, and 7517 of the Senate amendment, and modifications committed to conference: Lewis (MN).

July 10, 2018. Measure laid before Senate by unanimous consent.

July 10, 2018. Motion to insist on Senate amendment to House bill, agree to request for conference, and authorize the Presiding Officer to appoint conferees made in Senate.

July 10, 2018. Motion to insist on Senate amendment to House bill, agree to request for conference, and authorize the Presiding Officer to appoint conferees agreed to in Senate by Yea-Nay Vote. 91–8. Record Vote Number: 147.

July 10, 2018. Senate insists on its amendment, agrees to request for conference, and authorizes the Presiding Officer to appoint conferees.

July 10, 2018. Motion by Senator Cornyn to instruct Senate conferees made in Senate.

July 10, 2018. Motion by Senator Cornyn to instruct Senate conferees (Committee on Foreign Investment) agreed to in Senate by Yea-Nay Vote. 97–2. Record Vote Number: 148.

July 10, 2018. Motion by Senator Reed to instruct Senate conferees made in Senate.

July 10, 2018. Motion by Senator Reed to instruct Senate conferees (NATO) agreed to in Senate by Yea-Nay Vote. 97–2. Record Vote Number: 149.

July 10, 2018. Senate appointed conferees. McCain; Inhofe; Wicker; Fischer; Cotton; Rounds; Ernst; Tillis; Sullivan; Perdue; Cruz; Graham; Sasse; Scott; Crapo; Reed; Nelson; McCaskill; Shaheen; Gillibrand; Blumenthal; Donnelly; Hirono; Kaine; King; Heinrich; Warren; Peters; Brown.

July 11, 2018. Message on Senate action sent to the House.

July 23, 2018. Conference report H. Rept. 115–863 filed.

July 24, 2018. Conference papers: Senate report and manager's statement held at the desk in Senate.

July 24, 2018. House recommitted the conference report pursuant to H. Res. 1019.

July 24, 2018. House recommitted the conference report pursuant to H. Res. 1019

July 25, 2018. Conference report H. Rept. 115–874 filed. (text of conference report: CR H7202–7637)

July 25, 2018. Rules Committee Resolution H. Res. 1027 Reported to House. Rule provides for consideration of the conference report to H.R. 5515.

July 25, 2018. Conference papers: Senate report and manager’s statement held at the desk in Senate.

July 26, 2018. Rule H. Res. 1027 passed House.

July 26, 2018. Mr. Thornberry brought up conference report H. Rept. 115–874 for consideration under the provisions of H. Res. 1027. (consideration: CR H7699–7709)

July 26, 2018. The House proceeded with one hour of debate on the conference report to accompany H.R. 5515.

July 26, 2018. The House resumed debate on the conference report to accompany H.R. 5515.

July 26, 2018. The previous question was ordered pursuant to the rule.

July 26, 2018. On agreeing to the conference report Agreed to by the Yeas and Nays: 359–54 (Roll no. 379). (consideration: CR H7708–7709)

July 26, 2018. Motions to reconsider laid on the table Agreed to without objection.

July 26, 2018. Conference papers: message on House action held at the desk in Senate.

July 26, 2018. Conference report considered in Senate. (consideration: CR S5412–5417)

July 26, 2018. Cloture motion on the conference report to accompany H.R. 5515 presented in Senate. (CR S5412)

Aug. 1, 2018. Conference report considered in Senate. (consideration: CR S5538–5543)

Aug. 1, 2018. Cloture motion on the conference report to accompany H.R. 5515 withdrawn by unanimous consent in Senate.

Aug. 1, 2018. Senate agreed to conference report by Yea-Nay Vote. 87–10. Record Vote Number: 181.

Aug. 1, 2018. Message on Senate action sent to the House.

Aug. 3, 2018. Presented to President.

Aug. 13, 2018. Signed by President.

Aug. 13, 2018. Became Public Law No: 115–232.

A BILL TO RENAME A WATERWAY IN THE STATE OF NEW YORK AS
THE “JOSEPH SANFORD JR. CHANNEL”

PUBLIC LAW 115–260 (S. 1668)

Summary

This bill redesignates the waterway in New York State known as the Negro Bar Channel as the “Joseph Sanford Jr. Channel.”

Legislative History

July 27, 2017. Read twice and referred to the Committee on Commerce, Science, and Transportation. (text of measure as introduced: CR S4331)

Nov. 8, 2017. Committee on Commerce, Science, and Transportation. Ordered to be reported without amendment favorably.

Apr. 9, 2018. Committee on Commerce, Science, and Transportation. Reported by Senator Thune without amendment. With written report No. 115–221.

Apr. 9, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 369.

Aug. 1, 2018. Passed Senate without amendment by Unanimous Consent. (consideration: CR S5560; text: CR S5560)

Aug. 2, 2018. Message on Senate action sent to the House.

Aug. 3, 2018. Received in the House.

Aug. 3, 2018. Referred to the House Committee on Transportation and Infrastructure.

Sep. 26, 2018. Mr. Shuster asked unanimous consent to discharge from committee and consider.

Sep. 26, 2018. Committee on Transportation discharged.

Sep. 26, 2018. Considered by unanimous consent. (consideration: CR H9060)

Sep. 26, 2018. On passage Passed without objection. (text: CR H9060)

Sep. 26, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 28, 2018. Presented to President.

Oct. 9, 2018. Signed by President.

Oct. 9, 2018. Became Public Law No: 115–260.

AMERICA'S WATER INFRASTRUCTURE ACT OF 2018

PUBLIC LAW 115–270 (S. 3021)

Summary

S. 3021, the America's Water Infrastructure Act of 2018, contains four titles:

Title I contains the Water Resources Development Act of 2018, which authorizes the U.S. Army Corps of Engineers to carry out water resources development activities for the Nation. These activities include navigation, flood damage reduction, shoreline protection, hydropower, dam safety, water supply, recreation, environmental restoration and protection, and disaster response and recovery. This title incorporates much of H.R. 8, the Water Resources Development Act (WRDA) of 2018, which passed the House in June 2018, as well as key provisions from S. 2800, the America's Water Infrastructure Act, that was unanimously approved by the Senate Environment and Public Works Committee in May 2018.

Title II seeks to bring greater investment in and modernization of the country's aging drinking water infrastructure. It also helps facilitates compliance options for drinking water delivery systems.

Title III encourages the use of clean, baseload hydropower by streamlining the burdensome regulatory approval process. The title also strengthens consumers' rights to challenge any energy rate change when the FERC fails to accept or deny a rate change.

Title IV addresses stormwater and wastewater infrastructure improvements, and reauthorizes the Water Infrastructure Finance and Innovation Act (WIFIA) program.

Legislative History

June 7, 2018. Read twice and referred to the Committee on Environment and Public Works.

Aug. 1, 2018. Committee on Environment and Public Works. Ordered to be reported without amendment favorably.

Aug. 1, 2018. Committee on Environment and Public Works. Reported by Senator Barrasso without amendment. Without written report.

Aug. 1, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 550.

Sep. 4, 2018. Passed Senate without amendment by Unanimous Consent. (consideration: CR S6032; text: CR S6032)

Sep. 5, 2018. Message on Senate action sent to the House.

Sep. 5, 2018. Received in the House.

Sep. 5, 2018. Referred to the House Committee on Transportation and Infrastructure.

Sep. 5, 2018. Referred to the Subcommittee on Economic Development, Public Buildings and Emergency Management.

Sep. 13, 2018. Mr. Shuster moved to suspend the rules and pass the bill, as amended.

Sep. 13, 2018. Considered under suspension of the rules. (consideration: CR H8184–8228)

Sep. 13, 2018. The House proceeded with forty minutes of debate on S. 3021.

Sep. 13, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H8185–8221)

Sep. 13, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 13, 2018. The title of the measure was amended. Agreed to without objection.

Sep. 17, 2018. Message on House action received in Senate and at desk: House amendments to Senate bill.

Oct. 6, 2018. Measure laid before Senate by unanimous consent. (consideration: CR S6697–6698)

Oct. 6, 2018. Motion by Senator McConnell to concur in the House amendments to S. 3021 made in Senate.

Oct. 6, 2018. Cloture motion on the motion to concur in the House amendments to S. 3021 presented in Senate. (CR S6697–6698)

Oct. 6, 2018. Motion by Senator McConnell to concur in the House amendment to S. 3021 with an amendment (SA 4048) made in Senate.

Oct. 6, 2018. S.AMDT.4048 Amendment SA 4048 proposed by Senator McConnell. (consideration: CR S6698; text: CR S6698) To change the enactment date.

Oct. 6, 2018. S.AMDT.4049 Amendment SA 4049 proposed by Senator McConnell to Amendment SA 4048. (consideration: CR S6698; text: CR S6698) Of a perfecting nature.

Oct. 6, 2018. Motion by Senator McConnell to refer to Senate Committee on Environment and Public Works the House message to accompany S. 3021 with instructions to report back forthwith with the following amendment (SA 4050) made in Senate.

Oct. 6, 2018. S.AMDT.4050 Amendment SA 4050 proposed by Senator McConnell. (consideration: CR S6698; text: CR S6698) To change the enactment date.

Oct. 6, 2018. S.AMDT.4051 Amendment SA 4051 proposed by Senator McConnell to Amendment SA 4050 (the instructions of the motion to refer). (consideration: CR S6698; text: CR S6698) Of a perfecting nature.

Oct. 6, 2018. S.AMDT.4052 Amendment SA 4052 proposed by Senator McConnell to Amendment SA 4051. (consideration: CR S6698; text: CR S6698) Of a perfecting nature.

Oct. 9, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6703–6719)

Oct. 9, 2018. S.AMDT.4048 Considered by Senate (Message from the House considered). (consideration: CR S6703)

Oct. 9, 2018. S.AMDT.4049 Considered by Senate (Message from the House considered). (consideration: CR S6703)

Oct. 9, 2018. S.AMDT.4050 Considered by Senate (Message from the House considered). (consideration: CR S6703)

Oct. 9, 2018. S.AMDT.4051 Considered by Senate (Message from the House considered). (consideration: CR S6703)

Oct. 9, 2018. S.AMDT.4052 Considered by Senate (Message from the House considered). (consideration: CR S6703)

Oct. 9, 2018. Cloture on the motion to concur in the House amendments to S. 3021 invoked in Senate by Yea-Nay Vote. 96–3. Record Vote Number: 224. (CR S6714–6715)

Oct. 9, 2018. Motion by Senator McConnell to refer to Senate Committee on Environment and Public Works the House message to accompany S. 3021 with instructions to report back forthwith with the following amendment (SA 4050) fell when cloture was invoked on the motion to concur in the House amendments to S. 3021 in Senate.

Oct. 9, 2018. S.AMDT.4050 SA 4050 fell when cloture invoked on the motion to concur in the House amendments to S. 3021.

Oct. 9, 2018. S.AMDT.4051 SA 4051 fell when SA 4050 fell.

Oct. 9, 2018. S.AMDT.4052 SA 4052 fell when SA 4051 fell.

Oct. 10, 2018. Considered by Senate (Message from the House considered). (consideration: CR S6747)

Oct. 10, 2018. S.AMDT.4048 Considered by Senate (Message from the House considered). (consideration: CR S6747)

Oct. 10, 2018. S.AMDT.4049 Considered by Senate (Message from the House considered). (consideration: CR S6747)

Oct. 10, 2018. Motion by Senator McConnell to concur in the House amendment to S. 3021 with an amendment (SA 4048) was withdrawn.

Oct. 10, 2018. S.AMDT.4048 Proposed amendment SA 4048 withdrawn in Senate. (consideration: CR S6747)

Oct. 10, 2018. S.AMDT.4049 SA 4049 fell when SA 4048 withdrawn.

Oct. 10, 2018. Senate agreed in the House amendments to S. 3021 by Yea-Nay Vote. 99–1. Record Vote Number: 225.

Oct. 11, 2018. Message on Senate action sent to the House.

Oct. 12, 2018. Presented to President.

Oct. 23, 2018. Signed by President.

Oct. 23, 2018. Became Public Law No: 115–270.

Pending In The Senate

WATER RESOURCES DEVELOPMENT ACT OF 2018

PENDING IN THE SENATE (H.R. 8)

Summary

This bill authorizes the U.S. Army Corps of Engineers to carry out water resources development activities for the Nation. These activities include navigation, flood damage reduction, shoreline protection, hydropower, dam safety, water supply, recreation, environmental restoration and protection, and disaster response and recovery. H.R. 8 also contains reforms to the Corps planning process, promotes timely project delivery, empowers non-Federal project sponsors, and strengthens congressional oversight.

Legislative History

May 21, 2018. Referred to the Subcommittee on Water Resources and Environment.

May 23, 2018. Subcommittee discharged from further consideration.

May 23, 2018. Ordered reported, as amended, by voice vote.

June 1, 2018. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–708.

June 1, 2018. Placed on the Union Calendar, Calendar No. 548.

June 6, 2018. Considered under the provisions of rule H. Res. 918. (consideration: CR H4798–4815; text: CR H4804–4813)

June 6, 2018. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. The resolution provides for consideration of the Senate amendment to H.R. 3249 in addition to providing for consideration of H.R. 8 and H.R. 5895. Each measure will be debatable for 1 hour. For H.R. 8, the resolution makes in order only those amendments printed in part A of the report. For H.R. 5895, the resolution makes in order only those amendments printed in part B of the report.

June 6, 2018. House resolved itself into the Committee of the Whole House on the state of the Union pursuant to H. Res. 918 and Rule XVIII.

June 6, 2018. The Speaker designated the Honorable Gary J. Palmer to act as Chairman of the Committee.

June 6, 2018. The Committee of the Whole proceeded with one hour of general debate on H.R. 8.

June 6, 2018. H.AMDT.661 Amendment (A001) offered by Mr. Shuster. (consideration: CR H4813; text: CR H4813–4814) An amendment numbered 1 printed in Part A of House Report 115–711 to make technical changes to the bill, as well as additional provisions relating to Corps of Engineers projects and reports. Additionally, it addresses a direct spending issue in sec. 306.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded 10 with minutes of debate on the Shuster Part A Amendment No. 1.

June 6, 2018. H.AMDT.661 On agreeing to the Shuster amendment (A001) Agreed to by voice vote.

June 6, 2018. H.AMDT.662 Amendment (A002) offered by Mr. Shuster. (consideration: CR H4814–4815; text: CR H4815) An amendment numbered 6 printed in Part A of House Report 115–711 to direct the Secretary to provide technical assistance on construction to a state agency that is carrying out congressionally authorized projects.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Shuster Part A Amendment No. 6.

June 6, 2018. H.AMDT.662 On agreeing to the Shuster amendment (A002) Agreed to by voice vote.

June 6, 2018. Mr. Shuster moved that the Committee rise.

June 6, 2018. On motion that the Committee rise Agreed to by voice vote.

June 6, 2018. Committee of the Whole House on the state of the Union rises leaving H.R. 8 as unfinished business.

June 6, 2018. Considered as unfinished business. (consideration: CR H4815–4844)

June 6, 2018. The House resolved into Committee of the Whole House on the state of the Union for further consideration.

June 6, 2018. H.AMDT.663 Amendment (A003) offered by Mr. Gibbs. (consideration: CR H4815–4816; text: CR H4815) An amendment numbered 3 printed in Part A of House Report 115–711 to amend language to ensure all factors are considered in order for the mitigation bank to provide sufficient financial assurances.

June 6, 2018. Pursuant to a previous special order of the House, the Committee of the Whole proceeded with 10 minutes of debate on the Gibbs Amendment No. 3.

June 6, 2018. H.AMDT.663 By unanimous consent, the Gibbs amendment was withdrawn.

June 6, 2018. H.AMDT.664 Amendment (A004) offered by Mr. Soto. (consideration: CR H4816; text: CR H4816) An amendment numbered 2 printed in Part A of House Report 115–711 to direct the Secretary to expand the areas of consideration to include water storage.

June 6, 2018. Pursuant to a previous special order of the House, the Committee of the Whole proceeded with 10 minutes of debate on the Soto Amendment No. 2.

June 6, 2018. H.AMDT.664 On agreeing to the Soto amendment (A004) Agreed to by voice vote.

June 6, 2018. H.AMDT.665 Amendment (A005) offered by Mr. Royce (CA). (consideration: CR H4816; text: CR H4816) An amendment numbered 4 printed in Part A of House Report 115–711 to add flexibility in Section 120 so that future projects can also qualify for the pilot program.

June 6, 2018. Pursuant to a previous special order of the House, the Committee of the Whole proceeded with 10 minutes of debate on the Royce Amendment No. 4.

June 6, 2018. H.AMDT.665 On agreeing to the Royce (CA) amendment (A005) Agreed to by voice vote.

June 6, 2018. H.AMDT.666 Amendment (A006) offered by Mr. Royce (CA). (consideration: CR H4816–4817; text: CR H4816–4817) An amendment numbered 5 printed in Part A of House Report 115–711 to authorize Army Corps to give technical assistance to re-

gional coalitions as they prepare for water resources development projects with potential connections to Army Corps projects or properties.

June 6, 2018. Pursuant to a previous special order of the House, the Committee of the Whole proceeded with 10 minutes of debate on the Royce Amendment No. 5.

June 6, 2018. H.AMDT.666 On agreeing to the Royce (CA) amendment (A006) Agreed to by voice vote.

June 6, 2018. H.AMDT.667 Amendment (A007) offered by Mr. Denham. (consideration: CR H4817; text: CR H4817) An amendment numbered 7 printed in Part A of House Report 115–711 to extend authority of the U.S. Army Corps of Engineers to enter into cost recovery agreements for evaluation and processing of permits.

June 6, 2018. Pursuant to a previous special order of the House, the Committee of the Whole proceeded with 10 minutes of debate on the Denham Amendment No. 7.

June 6, 2018. H.AMDT.667 On agreeing to the Denham amendment (A007) Agreed to by voice vote.

June 6, 2018. H.AMDT.668 Amendment (A008) offered by Ms. Esty (CT). (consideration: CR H4817–4818; text: CR H4817) An amendment numbered 8 printed in Part A of House Report 115–711 to add to a National Academy of Sciences report consideration of an analysis on whether the Corps considers cumulative benefits of locally developed projects, including Master Plans, and if the Corps uses these benefits for purposes of benefit-cost analysis for potential projects within such Master Plans.

June 6, 2018. Pursuant to a previous special order of the House, the Committee of the Whole proceeded with 10 minutes of debate on the Esty Amendment No. 8.

June 6, 2018. H.AMDT.668 On agreeing to the Esty (CT) amendment (A008) Agreed to by voice vote.

June 6, 2018. H.AMDT.669 Amendment (A009) offered by Mr. Soto. (consideration: CR H4818; text: CR H4818) An amendment numbered 9 printed in Part A of House Report 115–711 to add universities to the list of entities that the Secretary of the Army Corps should consider when submitting a report to Congress on the use of innovative materials in water resource development projects.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Soto Amendment No. 9.

June 6, 2018. H.AMDT.669 On agreeing to the Soto amendment (A009) Agreed to by voice vote.

June 6, 2018. H.AMDT.670 Amendment (A010) offered by Mr. Krishnamoorthi. (consideration: CR H4818–4819; text: CR H4818) An amendment numbered 10 printed in Part A of House Report 115–711 to require the Comptroller of the United States to provide recommendations to improve the capacity and preparedness of the Corp of Engineers workforce.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Krishnamoorthi Amendment No. 10.

June 6, 2018. H.AMDT.670 On agreeing to the Krishnamoorthi amendment (A010) Agreed to by voice vote.

June 6, 2018. H.AMDT.671 Amendment (A011) offered by Ms. Jayapal. (consideration: CR H4819; text: CR H4819) An amendment numbered 11 printed in Part A of House Report 115–711 to add to a GAO study consideration of how changes to the navigation industry workforce with which the Army Corps of Engineers collaborates may affect safety and operations within the navigation industry.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Jayapal Amendment No. 11.

June 6, 2018. H.AMDT.671 On agreeing to the Jayapal amendment (A011) Agreed to by voice vote.

June 6, 2018. H.AMDT.672 Amendment (A012) offered by Mr. Soto. (consideration: CR H4819–4820; text: CR H4819) An amendment numbered 12 printed in Part A of House Report 115–711 to direct the GAO to specifically consider trough bars, coastal wetlands and barrier coral reefs for their study on the feasibility of projects for flood risk management, hurricane and storm damage reduction, and ecosystem restoration.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Soto Amendment No. 12.

June 6, 2018. H.AMDT.672 On agreeing to the Soto amendment (A012) Agreed to by voice vote.

June 6, 2018. H.AMDT.673 Amendment (A013) offered by Mr. Sanford. (consideration: CR H4820; text: CR H4820) An amendment numbered 13 printed in Part A of House Report 115–711 to ensure timely payback for advanced funds paid for by a non-federal sponsor.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Sanford Amendment No. 13.

June 6, 2018. H.AMDT.673 On agreeing to the Sanford amendment (A013) Agreed to by voice vote.

June 6, 2018. H.AMDT.674 Amendment (A014) offered by Mr. Nolan. (consideration: CR H4820–4821; text: CR H4820) An amendment numbered 14 printed in Part A of House Report 115–711 to require the Secretary to conduct a study of the status of the project for flood damage reduction and environmental restoration for the Muddy River authorized by WRDA 2000. The Secretary is required to submit a report to Congress describing the study and reasons for deauthorizing the project.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Nolan Amendment No. 14.

June 6, 2018. H.AMDT.674 On agreeing to the Nolan amendment (A014) Agreed to by voice vote.

June 6, 2018. H.AMDT.675 Amendment (A015) offered by Ms. Moore. (consideration: CR H4821; text: CR H4821) An amendment numbered 15 printed in Part A of House Report 115–711 to require the Corps to take steps to better engage with and meaningfully consult with communities of color, low-income communities, tribes, and rural communities.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Moore Amendment No. 15.

June 6, 2018. H.AMDT.675 On agreeing to the Moore amendment (A015) Agreed to by voice vote.

June 6, 2018. H.AMDT.676 Amendment (A016) offered by Mr. Meadows. (consideration: CR H4821–4822; text: CR H4821) An amendment numbered 16 printed in Part A of House Report 115–711 to prioritize the operation, maintenance, and improvement of existing infrastructure.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Meadows Amendment No. 16.

June 6, 2018. H.AMDT.676 On agreeing to the Meadows amendment (A016) Agreed to by voice vote.

June 6, 2018. H.AMDT.677 Amendment (A017) offered by Mr. Mast. (consideration: CR H4822; text: CR H4822) An amendment numbered 17 printed in Part A of House Report 115–711 to clarify the Secretary's authority under WRDA 2000 to provide credit for Comprehensive Everglades Restoration in-kind work completed during design or construction, including work after a partnership agreement is signed. The Secretary and non-Federal sponsor must agree to the terms and conditions for in-kind work not expressly defined in the partnership agreement and the Secretary must determine the work is integral to the project.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Mast Amendment No. 17.

June 6, 2018. H.AMDT.677 On agreeing to the Mast amendment (A017) Agreed to by voice vote.

June 6, 2018. H.AMDT.678 Amendment (A018) offered by Mr. Pearce. (consideration: CR H4822–4823; text: CR H4822) An amendment numbered 18 printed in Part A of House Report 115–711 to require the U.S. Army Corps of Engineers to pay back the Federal cost share for projects carried out under section 593 of the Water Resources Development Act of 1999 in the next fiscal year.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Pearce Amendment No. 18.

June 6, 2018. H.AMDT.678 On agreeing to the Pearce amendment (A018) Agreed to by voice vote.

June 6, 2018. H.AMDT.679 Amendment (A019) offered by Mr. Kelly (PA). (consideration: CR H4823; text: CR H4823) An amendment numbered 19 printed in Part A of House Report 115–711 to state that in regards to WRDA funding determinations, the Corps of Engineers may consider operation and maintenance of the locks on Allegheny River for purposes of recreational boat traffic levels and related economic benefits.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Kelly (PA) Amendment No. 19.

June 6, 2018. H.AMDT.679 On agreeing to the Kelly (PA) amendment (A019) Agreed to by voice vote.

June 6, 2018. H.AMDT.680 Amendment (A020) offered by Mr. Schrader. (consideration: CR H4823; text: CR H4823) An amendment numbered 20 printed in Part A of House Report 115-711 to provide the Army Corps of Engineers with the authority to help mitigate any detrimental impacts to municipal water supply resulting from a Corps construction project.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Schrader Amendment No. 20.

June 6, 2018. H.AMDT.680 On agreeing to the Schrader amendment (A020) Agreed to by voice vote.

June 6, 2018. H.AMDT.681 Amendment (A021) offered by Ms. Jayapal. (consideration: CR H4823-4824; text: CR H4823) An amendment numbered 21 printed in Part A of House Report 115-711 to request from the Army Corps of Engineers a report to Congress on the potential opportunity for integrating noise abatement and noise mitigation technologies and practices into improvements and operations in harbors and inland harbors.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Jayapal Amendment No. 21.

June 6, 2018. H.AMDT.681 On agreeing to the Jayapal amendment (A021) Agreed to by voice vote.

June 6, 2018. H.AMDT.682 Amendment (A022) offered by Mr. Higgins (LA). (consideration: CR H4824; text: CR H4824) An amendment numbered 22 printed in Part A of House Report 115-711 to direct the Secretary to prefer acquiring the minimum interest necessary in real property needed to support a project or action. Requires consideration of the use of a temporary easement estate or other interests designed to reduce overall costs, reduce project time, and minimize conflict with property owners related to such project or action.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Higgins (LA) Amendment No. 22.

June 6, 2018. H.AMDT.682 On agreeing to the Higgins (LA) amendment (A022) Agreed to by voice vote.

June 6, 2018. H.AMDT.683 Amendment (A023) offered by Mr. Babin. (consideration: CR H4824-4825; text: CR H4824) An amendment numbered 23 printed in Part A of House Report 115-711 to express the sense of Congress stating the importance and benefits of projects to improve 2-way traffic safety on high volume, deep draft navigation channels.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Babin Amendment No. 23.

June 6, 2018. H.AMDT.683 On agreeing to the Babin amendment (A023) Agreed to by voice vote.

June 6, 2018. H.AMDT.684 Amendment (A024) offered by Mr. Bost. (consideration: CR H4825-4826; text: CR H4825) An amendment numbered 24 printed in Part A of House Report 115-711 to permit a non-federal flood control project sponsor to pay, or contribute to, the difference between the cost of repairing a damaged flood control project and its projected economic benefits.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Bost Amendment No. 24.

June 6, 2018. H.AMDT.684 On agreeing to the Bost amendment (A024) Agreed to by voice vote.

June 6, 2018. H.AMDT.685 Amendment (A025) offered by Mr. Heck. (consideration: CR H4826–4827; text: CR H4826) An amendment numbered 25 printed in Part A of House Report 115–711 to direct GAO to conduct a study on USACE’s ability to comply with Federal stormwater runoff requirements.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Heck Amendment No. 25.

June 6, 2018. H.AMDT.685 On agreeing to the Heck amendment (A025) Agreed to by voice vote.

June 6, 2018. H.AMDT.686 Amendment (A026) offered by Miss González-Colón (PR). (consideration: CR H4827; text: CR H4827) An amendment numbered 26 printed in Part A of House Report 115–711 to express the sense of Congress that the Corps of Engineers should consider urgently and favorably projects and proposals pending before them for flood control, dam repair, beach erosion, harbor navigation in Puerto Rico, as well as for repair and mitigation required by natural disasters in 2017–2018; and that the Secretary should advance the project for ecosystem restoration at Cãno Martin Peña, San Juan, Puerto Rico.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the González-Colón (PR) Amendment No. 26.

June 6, 2018. H.AMDT.686 On agreeing to the González-Colón (PR) amendment (A026) Agreed to by voice vote.

June 6, 2018. H.AMDT.687 Amendment (A027) offered by Mr. Gibbs. (consideration: CR H4827–4828; text: CR H4827) An amendment numbered 27 printed in Part A of House Report 115–711 to instruct the Secretary to expedite the DMMP process in order that studies reach completion within two years of their initiation and shall make maximum use of existing information and studies and avoid all redundant information collection and studies for purposes of Dredged Material Management Plans initiated in fiscal year 2018 and afterward.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Gibbs Amendment No. 27.

June 6, 2018. H.AMDT.687 On agreeing to the Gibbs amendment (A027) Agreed to by voice vote.

June 6, 2018. H.AMDT.688 Amendment (A028) offered by Mr. Davis, Rodney. (consideration: CR H4828–4829; text: CR H4828) An amendment numbered 29 printed in Part A of House Report 115–711 to clarify that operation and maintenance of any project authorized under the Chief’s Report for the Brandon Road Study is done at an 80/20 Federal/non-Federal cost share. Also requires the Corps, following construction of any project authorized under the Chief’s Report for the Brandon Road Study, to consult with the governor of the state where the project is located and seek Congressional approval prior to implementing any additional technologies

at the project. Also, it adds to the list of feasibility studies in the base bill the USACE must expedite completion of the Great Lakes Mississippi River Interbasin Study Brandon Road Study.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Rodney Davis Amendment No. 29.

June 6, 2018. H.AMDT.688 On agreeing to the Davis, Rodney amendment (A028) Agreed to by voice vote.

June 6, 2018. H.AMDT.689 Amendment (A029) offered by Miss González-Colón (PR). (consideration: CR H4829; text: CR H4829) An amendment numbered 30 printed in Part A of House Report 115–711 to direct the secretary to expedite reports for the navigation project for San Juan Harbor, Puerto Rico, per the study authorized by resolution of the House Committee on Transportation and Infrastructure on September 20, 2006.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the González-Colón Amendment No. 30.

June 6, 2018. H.AMDT.689 On agreeing to the González-Colón (PR) amendment (A029) Agreed to by voice vote.

June 6, 2018. H.AMDT.690 Amendment (A030) offered by Mr. Lance. (consideration: CR H4829–4830; text: CR H4829) An amendment numbered 31 printed in Part A of House Report 115–711 to direct the Secretary to expedite the completion of a feasibility study for the Warren Glen Dam Removal Project in the Musconetcong River, New Jersey.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Lance Amendment No. 31.

June 6, 2018. H.AMDT.690 On agreeing to the Lance amendment (A030) Agreed to by voice vote.

June 6, 2018. H.AMDT.691 Amendment (A031) offered by Mr. Luján, Ben Ray. (consideration: CR H4830; text: CR H4830) An amendment numbered 32 printed in Part A of House Report 115–711 to authorize the expansion of the Abiquiu Reservoir.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Ben Ray Luján Amendment No. 32.

June 6, 2018. H.AMDT.691 On agreeing to the Luján, Ben Ray amendment (A031) Agreed to by voice vote.

June 6, 2018. H.AMDT.692 Amendment (A032) offered by Mr. Larsen (WA). (consideration: CR H4830–4831; text: CR H4830) An amendment numbered 33 printed in Part A of House Report 115–711 to increase the per project funding cap for Section 544 Puget Sound and Adjacent Waters Restoration (PSAW) to \$10 million— which is consistent with Section 206 Aquatic Ecosystem Restoration projects and raises the overall authorization level for PSAW.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Larsen (WA) Amendment No. 33.

June 6, 2018. H.AMDT.692 On agreeing to the Larsen (WA) amendment Agreed to by voice vote.

June 6, 2018. H.AMDT.693 Amendment (A033) offered by Mr. Keating. (consideration: CR H4831; text: CR H4831) An amend-

ment numbered 34 printed in Part A of House Report 115–711 to direct the Army Corps to expedite and complete dredging in Plymouth Harbor, Massachusetts as authorized.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Keating Amendment No. 34.

June 6, 2018. H.AMDT.693 On agreeing to the Keating amendment (A033) Agreed to by voice vote.

June 6, 2018. H.AMDT.694 Amendment (A034) offered by Mr. Joyce (OH). (consideration: CR H4831–4832; text: CR H4831) An amendment numbered 35 printed in Part A of House Report 115–711 to require the U.S. Army Corps of Engineers to complete its Chief's Report for the Brandon Road Study by February 2019.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Joyce (OH) Amendment No. 35.

June 6, 2018. H.AMDT.694 On agreeing to the Joyce (OH) amendment (A034) Agreed to by voice vote.

June 6, 2018. H.AMDT.695 Amendment (A035) offered by Mr. Bishop (GA). (consideration: CR H4832–4833; text: CR H4832) An amendment numbered 36 printed in Part A of House Report 115–711 to convey three parcels of land, known as the Earle May Recreational Area, from the Army Corps of Engineers to the City of Bainbridge.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Bishop (GA) Amendment No. 36.

June 6, 2018. H.AMDT.695 On agreeing to the Bishop (GA) amendment (A035) Agreed to by voice vote.

June 6, 2018. H.AMDT.696 Amendment (A036) offered by Mr. Blum. (consideration: CR H4833; text: CR H4833) An amendment numbered 37 printed in Part A of House Report 115–711 to expedite the completion of the Cedar River flood risk management project authorized in 2014.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Blum Amendment No. 37.

June 6, 2018. H.AMDT.696 On agreeing to the Blum amendment (A036) Agreed to by voice vote.

June 6, 2018. H.AMDT.697 Amendment (A037) offered by Mr. Keating. (consideration: CR H4833–4834; text: CR H4833) An amendment numbered 38 printed in Part A of House Report 115–711 to grant the Army Corps the authority to repair or replace bridges in New England that serve as emergency evacuation routes.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Keating Amendment No. 38.

June 6, 2018. H.AMDT.697 On agreeing to the Keating amendment (A037) Agreed to by voice vote.

June 6, 2018. H.AMDT.698 Amendment (A038) offered by Mrs. McMorris Rodgers. (consideration: CR H4834; text: CR H4834) An amendment numbered 39 printed in Part A of House Report 115–

711 to authorize a land transfer between the Port of Whitman and the Army Corps of Engineers.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the McMorris Rodgers Amendment No. 39.

June 6, 2018. H.AMDT.698 On agreeing to the McMorris Rodgers amendment (A038) Agreed to by voice vote.

June 6, 2018. H.AMDT.699 Amendment (A039) offered by Ms. Shea-Porter. (consideration: CR H4834–4835; text: CR H4834) An amendment numbered 40 printed in Part A of House Report 115–711 to direct the Secretary to use existing authority to mitigate severe shoaling at Hampton Harbor, New Hampshire.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Shea-Porter Amendment No. 40.

June 6, 2018. H.AMDT.699 On agreeing to the Shea-Porter amendment (A039) Agreed to by voice vote.

June 6, 2018. H.AMDT.700 Amendment (A040) offered by Ms. Shea-Porter. (consideration: CR H4835; text: CR H4835) An amendment numbered 41 printed in Part A of House Report 115–711 to direct the Secretary to expedite the navigation project for Portsmouth Harbor and the Piscataqua River.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Shea-Porter Amendment No. 41.

June 6, 2018. H.AMDT.700 On agreeing to the Shea-Porter amendment (A040) Agreed to by voice vote.

June 6, 2018. H.AMDT.701 Amendment (A041) offered by Mr. Lewis (MN). (consideration: CR H4835–4836; text: CR H4835) An amendment numbered 41 printed in Part A of House Report 115–711 to encourage the Secretary to consider reasonable alternative agreements between state or local entities, private partners, and the U.S. Army Corps of Engineering to dispose of dredged material.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Lewis (MN) Amendment No. 42.

June 6, 2018. H.AMDT.701 On agreeing to the Lewis (MN) amendment (A041) Agreed to by voice vote.

June 6, 2018. H.AMDT.702 Amendment (A042) offered by Mr. Olson. (consideration: CR H4836; text: CR H4836) An amendment numbered 43 printed in Part A of House Report 115–711 to look to expedite already authorized U.S. Army Corp of Engineers projects in the declared disaster areas of Texas, Florida, Georgia, Louisiana, South Carolina, Puerto Rico and the U.S. Virgin Islands.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Olson Amendment No. 43.

June 6, 2018. H.AMDT.702 On agreeing to the Olson amendment (A042) Agreed to by voice vote.

June 6, 2018. H.AMDT.703 Amendment (A043) offered by Mr. Culberson. (consideration: CR H4836–4837; text: CR H4836) An amendment numbered 44 printed in Part A of House Report 115–711 to require the U.S. Army Corps of Engineers to carry out flood

and storm damage reduction studies expeditiously in order to reduce the risk of damage from future floods and hurricanes in the Houston and Coastal Texas areas.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Culberson Amendment No. 44.

June 6, 2018. H.AMDT.703 On agreeing to the Culberson amendment Agreed to by voice vote.

June 6, 2018. H.AMDT.704 Amendment (A044) offered by Mr. Weber (TX). (consideration: CR H4837–4838; text: CR H4837) An amendment numbered 45 printed in Part A of House Report 115–711 to enhance the Levee Safety Action Classification (LSAC) risk categorization tool, developed internally by the U.S. Army Corps of Engineers. It also supplements current duties by ensuring that individual levee system LSAC ratings are transparent.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Weber Amendment No. 45.

June 6, 2018. H.AMDT.704 By unanimous consent, the Weber (TX) amendment was withdrawn.

June 6, 2018. H.AMDT.705 Amendment (A045) offered by Mr. Meeks. (consideration: CR H4838; text: CR H4838) An amendment numbered 46 printed in Part A in House Report 115–711 to expedite the Army Corps of Engineers reformulation project in certain Sandy Superstorm affected areas of Queens, NY.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Meeks Amendment No. 46.

June 6, 2018. H.AMDT.705 On agreeing to the Meeks amendment (A045) Agreed to by voice vote.

June 6, 2018. H.AMDT.706 Amendment (A046) offered by Mr. Schrader. (consideration: CR H4838–4839; text: CR H4838–4839) An amendment numbered 47 printed in Part A of House Report 115–711 to require the Army Corps of Engineers to include in future workplans, to the maximum extent practicable, any project or facility for disposition for which the Corps has a final report from the Director of Civil Works.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Schrader Amendment No. 47.

June 6, 2018. H.AMDT.706 On agreeing to the Schrader amendment (A046) Agreed to by voice vote.

June 6, 2018. H.AMDT.707 Amendment (A047) offered by Mr. Smith (MO). (consideration: CR H4839; text: CR H4839) An amendment numbered 48 printed in Part A of House Report 115–711 to ensure prompt restoration and rebuilding in the event of an activation of any floodway or backwater feature within the Mississippi Rivers and Tributaries system.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Smith (MO) Amendment No. 48.

June 6, 2018. H.AMDT.707 On agreeing to the Smith (MO) amendment (A047) Agreed to by voice vote.

June 6, 2018. H.AMDT.708 Amendment (A048) offered by Mr. Young (AK). (consideration: CR H4839–4840; text: CR H4839) An amendment numbered 49 printed in Part A of House Report 115–711 to Requires the Secretary to conduct an assessment of dams classified as Class III under the Dam Safety Action Classification of the Corps of Engineers. This amendment requires the Secretary to provide a report to Congress describing anticipated impacts on the local communities if the Secretary no longer assumes responsibility of the Class III dam, or what the effects would be if the Secretary continues to assume responsibility of the dams over a period of 15 years after the date of enactment of this Act.

June 6, 2018. Pursuant to the provisions of H.Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Young (AK) Amendment No. 49.

June 6, 2018. H.AMDT.708 On agreeing to the Young (AK) amendment (A048) Agreed to by voice vote.

June 6, 2018. H.AMDT.709 Amendment (A049) offered by Mr. Costa. (consideration: CR H4840–4841; text: CR H4840) An amendment numbered 50 printed in Part A of House Report 115–711 to authorize the Army Corps to accept contributed funds from the owners of non-federal Section 7 reservoirs for the purpose of reviewing/revising operational documents, including flood control manuals and rule curves.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Costa Amendment No. 50.

June 6, 2018. H.AMDT.709 On agreeing to the Costa amendment (A049) Agreed to by voice vote.

June 6, 2018. H.AMDT.710 Amendment (A050) offered by Mr. Soto. (consideration: CR H4841; text: CR H4841) An amendment numbered 51 printed in Part A of House Report 115–711 to direct the Secretary, to the maximum extent practicable, to endeavor to provide information to all adjoining residential property stakeholders, next to property which the Army Corps of Engineers holds an interest.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Soto Amendment No. 51.

June 6, 2018. H.AMDT.710 On agreeing to the Soto amendment (A050) Agreed to by voice vote.

June 6, 2018. H.AMDT.711 Amendment (A051) offered by Mr. Paulsen. (consideration: CR H4841–4842; text: CR H4841) An amendment numbered 52 printed in Part A of House Report 115–711 to expedite the completion of a disposition study and requires the Secretary to report on the feasibility of preserving and enhancing recreational opportunities and the health of the ecosystem of Upper St. Anthony Falls Lock and Dam.

June 6, 2018. Pursuant to the provisions of H. Res. 918, the Committee of the Whole proceeded with 10 minutes of debate on the Paulsen Amendment No. 52.

June 6, 2018. H.AMDT.711 On agreeing to the Paulsen amendment (A051) Agreed to by voice vote.

June 6, 2018. H.AMDT.712 Amendment (A052) offered by Mr. Moulton. (consideration: CR H4842; text: CR H4842) An amend-

ment numbered 53 printed in Part A of House Report 115–711 to add at the end of title I the following section entitled: Corps of Engineers Continuing Authorities Program.

June 6, 2018. Pursuant to a previous special order of the House, the Committee of the Whole proceeded with 10 minutes of debate on the Moulton Amendment No. 53.

June 6, 2018. H.AMDT.712 On agreeing to the Moulton amendment (A052) Agreed to by voice vote.

June 6, 2018. The House rose from the Committee of the Whole House on the state of the Union to report H.R. 8.

June 6, 2018. The previous question was ordered pursuant to the rule.

June 6, 2018. The House adopted the amendment in the nature of a substitute as agreed to by the Committee of the Whole House on the state of the Union.

June 6, 2018. Ms. Velázquez moved to recommit with instructions to the Committee on Transportation and Infrastructure. (text: CR H4843–4844)

June 6, 2018. The House proceeded with 10 minutes of debate on the motion to recommit with instructions. The instructions contained in the motion seek to require the bill to be reported back to the House with an amendment to add the end of title I, a section entitled: Post-Hurricane Recovery and Resiliency.

June 6, 2018. The previous question on the motion to recommit with instructions was ordered without objection.

June 6, 2018. Considered as unfinished business. (consideration: CR H4844–4846)

June 6, 2018. On motion to recommit with instructions Failed by the Yeas and Nays: 180–227 (Roll no. 237).

June 6, 2018. On passage Passed by recorded vote: 408–2 (Roll no. 238).

June 6, 2018. Motion to reconsider laid on the table Agreed to without objection.

June 6, 2018. The Clerk was authorized to correct section numbers, punctuation, and cross references, and to make other necessary technical and conforming corrections in the engrossment of H.R. 8.

June 11, 2018. Received in the Senate.

June 26, 2018. Read twice. Placed on Senate Legislative Calendar under General Orders. Calendar No. 488.

See Public Law 115–270 (S. 3021) for further action.

REDUCING REGULATORY BURDENS ACT OF 2017

PENDING IN THE SENATE (H.R. 953)

Summary

This bill amends the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Federal Water Pollution Control Act (commonly known as the Clean Water Act) to prohibit the Environmental Protection Agency or a state from requiring a permit under the National Pollutant Discharge Elimination System for a discharge of a pesticide from a point source into navigable waters if the discharge is approved under FIFRA. Point source pollution is waste discharged from a distinct place, such as a pipe, channel,

or tunnel. The bill provides that the discharge of pesticides pursuant to FIFRA would not require a Clean Water Act permit.

Legislative History

Feb. 8, 2017. Referred to the Subcommittee on Water Resources and Environment.

Feb. 16, 2017. Ordered reported by the Committee on Agriculture by voice vote.

May 18, 2017. Reported by the Committee on Agriculture. H. Rept. 115–131, Part I.

May 22, 2017. Rules Committee Resolution H. Res. 348 Reported to House. Rule provides for consideration of H.R. 953 with 1 hour of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. Measure will be considered read. Specified amendments are in order. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule an amendment in the nature of a substitute consisting of the text of Rules Committee Print 115–21.

May 23, 2017. Rule H. Res. 348 passed House.

May 24, 2017. Considered under the provisions of rule H. Res. 348. (consideration: CR H4535–4553)

May 24, 2017. Rule provides for consideration of H.R. 953 with 1 hour of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit with or without instructions. Measure will be considered read. Specified amendments are in order. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule an amendment in the nature of a substitute consisting of the text of Rules Committee Print 115–21.

May 24, 2017. House resolved itself into the Committee of the Whole House on the state of the Union pursuant to H. Res. 348 and Rule XVIII.

May 24, 2017. The Speaker designated the Honorable Jeff Duncan to act as Chairman of the Committee.

May 24, 2017. The Committee of the Whole proceeded with one hour of general debate on H.R. 953.

May 24, 2017. Pursuant to the provisions of H.Res. 348, the Committee of the Whole proceeded with 10 minutes of debate on the Esty (CT) amendment.

May 24, 2017. Pursuant to the provisions of H.Res. 348, the Committee of the Whole proceeded with 10 minutes of debate on the Huffman amendment.

May 24, 2017. The House rose from the Committee of the Whole House on the state of the Union to report H.R. 953.

May 24, 2017. The House adopted the amendment in the nature of a substitute as agreed to by the Committee of the Whole House on the state of the Union.

May 24, 2017. Mr. McGovern moved to recommit with instructions to the Committee on Transportation and Infrastructure.

May 24, 2017. The House proceeded with 10 minutes of debate on the motion to recommit with instructions. The instructions contained in the motion seek to require the bill to be reported back to the House with an amendment to prohibit the Act, including any

amendments from applying to the discharge of a pesticide if the manufacturer or distributor of the pesticide has made a political contribution to the President or to any Federal official charged with registration, regulation, or approval of the use of the pesticide.

May 24, 2017. The previous question on the motion to recommit with instructions was ordered without objection.

May 24, 2017. On motion to recommit with instructions Failed by recorded vote: 183–230 (Roll no. 281).

May 24, 2017. On passage Passed by recorded vote: 256–165 (Roll no. 282). (text: CR H4545)

May 24, 2017. Motion to reconsider laid on the table Agreed to without objection.

May 25, 2017. Received in the Senate and Read twice and referred to the Committee on Environment and Public Works.

TO PROVIDE FOR OPERATIONS OF THE FEDERAL COLUMBIA RIVER POWER SYSTEM PURSUANT TO A CERTAIN OPERATION PLAN FOR A SPECIFIED PERIOD OF TIME, AND FOR OTHER PURPOSES

PENDING IN THE SENATE (H.R. 3144)

Summary

This bill requires the Bureau of Reclamation, the Bonneville Power Administration, and the U.S. Army Corps of Engineers to operate the Federal Columbia River Power System (FCRPS) in a manner consistent with the document titled “Endangered Species Act Section 7(a)(2) Supplemental Biological Opinion,” dated January 17, 2014, until the later of September 30, 2022, or the date upon which a subsequent final biological opinion for FCRPS operations is in effect with no pending further judicial review.

Legislative History

June 30, 2017. Referred to the Subcommittee on Water Resources and Environment.

July 20, 2017. Committee on Natural Resources hearing held.

Oct. 12, 2017. Committee on Natural Resources, Subcommittee on Water, Power and Oceans hearing held.

Apr. 18, 2018. Ordered reported by a vote of 23–17 by the Committee on Natural Resources.

Apr. 18, 2018. Reported by the Committee on Natural Resources. H. Rept. 115–643, Part I.

Apr. 18, 2018. Committee on Transportation discharged.

Apr. 18, 2018. Placed on the Union Calendar, Calendar No. 492.

Apr. 25, 2018. Considered under the provisions of rule H. Res. 839. (consideration: CR H3542–3560)

Apr. 25, 2018. The rule provides for consideration of H.R. 4, under a structured rule, and H.R. 3144, under a closed rule. The rule makes in order only those amendments printed in Part A of the committee report for H.R. 4. The rule provides for 1 hour of general debate for both H.R. 4 and H.R. 3144. The rule provides for one motion to recommit for both bills. And, the rule provides that on any legislative day during the period from April 30, 2018 through May 4, 2018, the Journal of the proceedings of the previous day shall be considered as approved.

Apr. 25, 2018. The House proceeded with one hour of debate on H.R. 3144.

Apr. 25, 2018. The House resumed with debate on H.R. 3144.

Apr. 25, 2018. The previous question was ordered pursuant to the rule.

Apr. 25, 2018. Ms. Jayapal moved to recommit with instructions to the Committee on Natural Resources. (text: CR H3558)

Apr. 25, 2018. The House proceeded with 10 minutes of debate on the Jayapal motion to recommit with instructions. The instructions contained in the motion seek to require the bill to be reported back to the House with an amendment stating that nothing in this Act shall prohibit the sale of electric power generated by the Federal Columbia River Power System at the lowest possible rate consistent with sound business practices and other factors required by current law.

Apr. 25, 2018. The previous question on the motion to recommit with instructions was ordered without objection.

Apr. 25, 2018. On motion to recommit with instructions Failed by the Yeas and Nays: 190–226 (Roll no. 152).

Apr. 25, 2018. On passage Passed by the Yeas and Nays: 225–189 (Roll no. 153). (text: CR H3542–3543)

Apr. 25, 2018. Motion to reconsider laid on the table Agreed to without objection.

Apr. 26, 2018. Received in the Senate and Read twice and referred to the Committee on Environment and Public Works.

EVERY KID OUTDOORS ACT

REPORTED (BY THE COMMITTEE ON NATURAL RESOURCES) (H.R. 3186)

Summary

H.R. 3186 directs the Departments of the Interior, Agriculture, Commerce, and the Army to establish the Every Kids Outdoors program to provide fourth graders free access to federal lands and waters to which the public has access.

Legislative History

Sep. 5, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Aug. 3, 2018. Reported (Amended) by the Committee on Natural Resources. H. Rept. 115–880, Part I.

Aug. 3, 2018. Committee on Agriculture discharged.

Aug. 3, 2018. Committee on Transportation discharged.

Aug. 3, 2018. Placed on the Union Calendar, Calendar No. 678.

Sep. 12, 2018. Mr. Gianforte moved to suspend the rules and pass the bill, as amended.

Sep. 12, 2018. Considered under suspension of the rules. (consideration: CR H8139–8140)

Sep. 12, 2018. The House proceeded with forty minutes of debate on H.R. 3186.

Sep. 12, 2018. Considered as unfinished business. (consideration: CR H8158)

Sep. 12, 2018. On motion to suspend the rules and pass the bill, as amended Agreed to by the Yeas and Nays: (2/3 required): 383–2 (Roll no. 395). (text: CR H8139)

Sep. 12, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 17, 2018. Received in the Senate and Read twice and referred to the Committee on Energy and Natural Resources.

Oct. 2, 2018. Committee on Energy and Natural Resources. Ordered to be reported without amendment favorably.

Nov. 28, 2018. Committee on Energy and Natural Resources. Reported by Senator Murkowski without amendment. With written report No. 115-394.

Nov. 28, 2018. Placed on Senate Legislative Calendar under General Orders. Calendar No. 680.

TO DESIGNATE THE FLOOD CONTROL PROJECT IN SEDGWICK COUNTY, KANSAS, COMMONLY KNOWN AS THE WICHITA-VALLEY CENTER FLOOD CONTROL PROJECT, AS THE "M.S. 'MITCH' MITCHELL FLOODWAY"

PENDING IN THE SENATE (H.R. 3383)

Summary

This bill designates the Wichita-Valley Center Flood Control Project in Sedgwick County, Kansas, as the "M.S. 'Mitch' Mitchell Floodway."

Legislative History

July 26, 2017. Referred to the Subcommittee on Water Resources and Environment.

Sep. 26, 2018. Mr. Shuster asked unanimous consent to discharge from committee and consider.

Sep. 26, 2018. Committee on Transportation discharged.

Sep. 26, 2018. Considered by unanimous consent. (consideration: CR H9060)

Sep. 26, 2018. On passage Passed without objection. (text: CR H9060)

Sep. 26, 2018. Motion to reconsider laid on the table Agreed to without objection.

Sep. 27, 2018. Received in the Senate and Read twice and referred to the Committee on Environment and Public Works.

WATER INFRASTRUCTURE IMPROVEMENT ACT

PENDING IN THE SENATE (H.R. 7279)

Summary

H.R. 7279 amends the Clean Water Act (CWA) to provide for an integrated planning process under the Act. H.R. 7279 also requires the Administrator of the Environmental Protection Agency (EPA) to promote and coordinate the integration of green infrastructure into permitting and enforcement activities under the CWA and other activities. Under the bill, green infrastructure "means the range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspire stormwater and reduce flows to sewer systems or to surface waters." The use of green infrastructure can provide cost-

effective means for municipalities to manage their wastewater and stormwater systems. H.R. 7279 also requires the EPA to establish an “Office of the Municipal Ombudsman” that would be charged with providing technical assistance to municipalities seeking to comply with the CWA.

Legislative History

Dec. 13, 2018. Referred to the Subcommittee on Water Resources and Environment.

Dec. 19, 2018. Considered in the House under Suspension of the Rules. Passed the House by a $\frac{2}{3}$ recorded vote of 351 yeas and 10 nays (Roll no. 441).

Reported by the Committee

BROWNFIELDS REAUTHORIZATION ACT OF 2017

REPORTED BY THE COMMITTEE (H.R. 1758)

Summary

The Small Business Liability Relief and Brownfields Revitalization Act (“the Brownfields Law”; P.L. 107–117) amended the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund; P.L. 96–510) to authorize funding through EPA for brownfields assessment and cleanup grants, provide targeted liability protections, and increase support for state and tribal voluntary cleanup programs.

H.R. 1758 is bipartisan legislation that makes targeted changes to the Brownfields Law to: Increase funding limits for direct remediation grants; Create a new multipurpose grant for entities to conduct assessment and remediation activities at one or more brownfield sites in a proposed area; Expand eligibility for brownfields grants to certain nonprofit organizations; and expand grant eligibility to government entities that acquired brownfields property prior to the enactment of the Brownfields Law.

The bill reauthorizes funding for brownfields grants and state voluntary cleanup programs for fiscal years 2018 to 2022.

Legislative History

Mar. 29, 2017. Referred to the Subcommittee on Water Resources and Environment.

July 27, 2017. Ordered reported, amended, by voice vote.

Nov. 21, 2017. Reported (Amended) by the Committee on Transportation and Infrastructure. H. Rept. 115–419, Part I.

For further action see H.R. 3017.

RECREATION NOT RED-TAPE ACT

REPORTED BY THE COMMITTEE ON NATURAL RESOURCES (H.R. 3400)

Summary

This bill amends the Federal Lands Recreation Enhancement Act to require the Bureau of Land Management (BLM) and the Forest Service to review the process for the issuance and renewal of special recreation permits, including for cross-jurisdictional trips, with

respect to outfitters and guides. Additionally, this bill requires the Army Corps of Engineers and the Department of Transportation to consider how land and water management decisions can enhance recreation opportunities and the recreation economy.

Legislative History

July 27, 2017. Referred to the Subcommittee on Water Resources and Environment.

Oct. 3, 2017. Committee on Natural Resources, Subcommittee on Federal Lands hearing held.

Apr. 18, 2018. Committee on Natural Resources, markup held. Ordered to be Reported (Amended) by Voice Vote.

Dec. 3, 2018. Committee on Natural Resources report filed. H. Rept. 115–1063, Part I.

Dec. 3, 2018. Referral to the Committee on Transportation and Infrastructure and the Committee on Energy and Commerce extended for a period ending not later than Dec. 28, 2018.

Dec. 3, 2018. Committee on Agriculture and the Committee on Armed Services discharged from further consideration.

SPORTSMEN’S HERITAGE AND RECREATIONAL ENHANCEMENT ACT OR
THE SHARE ACT

REPORTED (BY THE COMMITTEE ON NATURAL RESOURCES) (H.R. 3668)

Summary

H.R. 3668, the “Sportsmen’s Heritage and Recreational Enhancement Act” (SHARE Act), includes provisions that increase opportunities for hunters, anglers, and recreational shooters; eliminate regulatory impediments and safeguard against new regulations that impede outdoor sporting activities; and protect Second Amendment rights.

Title III of this bill contains the “Recreational Lands Self-Defense Act” which prohibits the Secretary of the Army from making or enforcing any regulation that would prohibit an individual from possessing a firearm at a water resources development project, with certain exceptions.

Legislative History

Sep. 5, 2017. Referred to the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Sep. 5, 2017. Referred to the Subcommittee on Water Resources and Environment.

Sep. 12, 2017. Subcommittee on Federal Lands, Committee on Natural Resources hearing held.

Sep. 13, 2017. Ordered reported, as amended, by the Committee on Natural Resources, by the Yeas and Nays: 22–13.

Sep. 18, 2017. Reported (Amended) by the Committee on Natural Resources. H. Rept. 115–314, Part I.

Sep. 18, 2017. Committee on Agriculture discharged.

Sep. 18, 2017. Committee on the Judiciary discharged.

Sep. 18, 2017. Committee on Energy and Commerce discharged.

Sep. 18, 2017. Committee on Transportation and Infrastructure discharged.

Sep. 18, 2017. Committee on Ways and Means discharged.

Sep. 18, 2017. Placed on the Union Calendar, Calendar No. 224.

**Legislative and Oversight Activities: Hearings, Meetings,
and Oversight Letters (Majority/Minority)**

HEARINGS

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: THE ROLE OF FEDERAL AGENCIES IN WATER INFRASTRUCTURE (SERIAL NO. 115-5)

On March 9, 2017, the Subcommittee held an oversight hearing to examine how the federal government, in conjunction with its partners in state and local government, can work to reduce inefficiencies and delays in project delivery, include affordability considerations in the rulemaking process, better use data and technology, and maximize benefits from existing resources. The Subcommittee heard testimony from the Mercatus Center at George Mason University, the Bipartisan Policy Center, the Environmental Council of the States, Sutter Butte (California) Flood Control Agency, the U.S. Conference of Mayors, the Associated General Contractors of America, and the Center for American Progress.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: REVITALIZING AMERICAN COMMUNITIES THROUGH THE BROWNFIELDS PROGRAM (SERIAL NO. 115-7)

On March 28, 2017, the Subcommittee held an oversight hearing to examine the federal brownfields program carried out by the Environmental Protection Agency, how the program has been successful in revitalizing communities and spurring economic growth, and potential improvements to the program. The Subcommittee heard testimony from the U.S. Conference of Mayors, the mayor of Rialto, California, the National League of Cities, the National Association of Counties, the Association of State and Territorial Solid Waste Management Officials, and Anka Funds.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: IMPROVING WATER QUALITY THROUGH INTEGRATED PLANNING (SERIAL NO. 115-16)

On May 18, 2017, the Subcommittee held an oversight hearing to examine the status of the Environmental Protection Agency's (EPA) implementation of its integrated planning policy. The Subcommittee focused on ways EPA can work with states and municipalities to develop integrated stormwater and wastewater requirements to achieve greater flexibility for communities to meet their Clean Water Act compliance obligations and maximize their limited resources to benefit to the communities they serve. The Subcommittee heard testimony from the U.S. Conference of Mayors, the National League of Cities, the National Association of Counties, the Environmental Council of the States, the American Public Works Association, and the Natural Resources Defense Council.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: IMPLEMENTATION OF THE WATER RESOURCES REFORM AND DEVELOPMENT ACT OF 2014 AND THE WATER RESOURCES DEVELOPMENT ACT OF 2016 (SERIAL NO. 115-22)

On July 19, 2017, the Subcommittee held an oversight hearing to examine the implementation the Water Resources Reform and Development Act of 2014 and the Water Resources Development Act of 2016, which was enacted as part of the Water Infrastructure Improvements for the Nation Act (WIIN Act). The Subcommittee heard testimony from the United States Army Corps of Engineers.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: WATER STAKEHOLDERS' PERSPECTIVES (SERIAL NO. 115-25)

On September 26, 2017, the Subcommittee held an oversight hearing to gather stakeholder perspectives that will assist the Subcommittee and Full Committee in developing proposals focused on building a 21st-century infrastructure for America. The Subcommittee heard from the U.S. Conference of Mayors, McWane, Inc., a member of both the Association of California Water Agencies and the California Association of Sanitation Agencies, the National Association of Clean Water Agencies, the Association of Regional Water Organizations, the National Association of Water Companies, and the Natural Resources Defense Council.

AMERICA'S WATER RESOURCES INFRASTRUCTURE: APPROACHES TO ENHANCED PROJECT DELIVERY (SERIAL NO. 115-33)

On January 18, 2018, the Subcommittee held an oversight hearing to examine new approaches to speed the delivery of critical water infrastructure projects. The testimony heard at the hearing helped inform the Committee's work as it considered a new Water Resources Development Act (WRDA), which ultimately was signed into law (P.L. 115-270). The Subcommittee heard from the U.S. Army Corps of Engineers, Sutter Butte (California) Flood Control Agency, Associated General Contractors.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: WATER RESOURCES PROJECTS AND POLICY, PART 1 (SERIAL NO. 115-41)

On March 15, 2018, the Subcommittee held an oversight hearing on Reports to Congress on Future Water Resources Development and on Chief's Reports. Congressional review of these reports, along with an explanation of the process by which the Corps develops projects and activities, is a necessary step in the development of a Water Resources Development Act, which ultimately was signed into law (P.L. 115-270). The Subcommittee heard testimony from the Assistant Secretary of the Army (Civil Works) and U.S. Army Corps of Engineers.

BUILDING A 21ST-CENTURY INFRASTRUCTURE FOR AMERICA: WATER RESOURCES PROJECTS AND POLICY, PART 2 (SERIAL NO. 115-54)

On September 7, 2018, the Subcommittee held an oversight hearing on Chief's Reports. Congressional review of these reports, along with an explanation of the process by which the Corps develops its projects, is a necessary step in the development of a Water Re-

sources Development Act, which ultimately was signed into law (P.L. 115–270). The Subcommittee heard testimony from the U.S. Army Corps of Engineers.

MEETINGS

AMERICA’S WATER RESOURCES INFRASTRUCTURE: CONCEPTS FOR THE NEXT WATER RESOURCES DEVELOPMENT ACT, PART 1

On October 27, 2017, the Subcommittee held a field roundtable policy discussion in Miami, Florida, among bipartisan leaders of the Committee, Subcommittee, Members of the regional Florida Congressional Delegation, and public and private stakeholders on water infrastructure needs (e.g., ports, locks and dams, and inland waterways) and challenges states and communities face in addressing those needs. Participants were the National Association of Counties, a member of both the American Association of Port Authorities and the Florida Ports Council, the National Waterways Conference, the American Waterways Operators and Waterways Council, Inc., the South Florida Water Management District, the Everglades Foundation, the National Association of Flood and Stormwater Management Agencies, the American Shore and Beach Preservation Association, and the Florida Department of Transportation.

AMERICA’S WATER RESOURCES INFRASTRUCTURE: CONCEPTS FOR THE NEXT WATER RESOURCES DEVELOPMENT ACT, PART 2

On April 20, 2018, the Subcommittee held a field roundtable policy discussion in Coos Bay, Oregon, among bipartisan leaders of the Committee, Subcommittee, and public and private stakeholders on challenges states and communities face in rebuilding and determining possible solutions to address America’s water infrastructure needs. This roundtable was part of the Subcommittee’s work this Congress to develop the next Water Resources Development Act to improve the country’s ports, locks and dams, inland waterways, and other water resources infrastructure. The Water Resources Development Act of 2018 was ultimately signed into law (P.L. 115–270). Participants were the Port of Coos Bay, American Association of Port Authorities, Port of Port Orford, Oregon Albacore Commission, Pacific Northwest Waterways Association.

OVERSIGHT LETTERS

INTERNATIONAL WASTEWATER SYSTEMS

On February 8, 2018, Subcommittee on Water Resources and Environment Chairman Garret Graves (R–LA), Congresswoman Martha McSally (R–AZ), and Senator John McCain (R–AZ) sent a letter to the Comptroller General requesting GAO conduct a review of the U.S. Section of the International Boundary and Water Commission and its role in managing two international wastewater treatment plans in Arizona and California. This report is expected in the 116th Congress.

CENTRAL EVERGLADES PLANNING PROJECT

On May 22, 2018, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Subcommittee on Water Resources and Environment Chairman Garret Graves (R-LA), and Subcommittee on Water Resources and Environment Vice Chairman Brian Mast (R-FL) wrote a letter to the Assistant Secretary of the Army for Civil Works requesting the Assistant Secretary to expeditiously review and provide a timely decision on a Post-Authorization Change Report for the Central Everglades Planning Project, submitted by the South Florida Water Management District. This report was authorized within the America's Water Infrastructure Act of 2018 (P.L. 115-270).

LONG ISLAND SOUND RESTORATION

On June 16, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) sent a letter to the Comptroller General requesting that GAO review the federal water quality improvement and ecosystem restoration efforts under way in the Long Island Sound. On July 19, 2018, GAO released report GAO-18-410, titled "Long Island Sound Restoration: Improved Reporting and Cost Estimates Could Help Guide Future Efforts."

PUGET SOUND RESTORATION

On June 16, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) sent a letter to the Comptroller General requesting that GAO review the federal water quality improvement and ecosystem restoration efforts under way in the Puget Sound. On July 19, 2018, GAO released report GAO-18-453, titled "Puget Sound Restoration: Additional Actions Could Improve Assessments of Progress."

SAN FRANCISCO BAY RESTORATION

On June 16, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) sent a letter to the Comptroller General requesting that GAO review the federal water quality improvement and ecosystem restoration efforts under way in the San Francisco Bay. On August 16, 2018, GAO released report GAO-18-473, titled "San Francisco Bay Delta Watershed: Wide Range of Restoration Efforts Need Updated Federal Reporting and Coordination Roles."

COLUMBIA RIVER BASIN RESTORATION

On June 16, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) sent a letter to the Comptroller General requesting that GAO review the federal water quality improvement and ecosystem restoration efforts under way in the Columbia River Basin. On August 24, 2018, GAO released report GAO-18-561, titled "Columbia River

Basin: Additional Federal Actions Would Benefit Restoration Efforts.”

COLUMBIA RIVER BASIN RESTORATION IMPLEMENTATION

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Environment and Public Works Chairman James Inhofe (R-OK) sent a letter, later joined by Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), to the Comptroller General requesting that GAO review the implementation and effectiveness of the Columbia River Basin restoration program authorized under section 5010 of Public Law 114-322. The report is expected in the 116th Congress.

FEDERALLY OWNED HOPPER DREDGE FLEET

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Environment and Public Works Chairman James Inhofe (R-OK) sent a letter, later joined by Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), to the Comptroller General requesting that GAO review of the costs and benefits of the federally owned hopper dredge fleet. The report is expected in the 116th Congress.

INLAND WATERWAYS MANAGEMENT

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Environment and Public Works Chairman James Inhofe (R-OK) sent a letter, later joined by Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), to the Comptroller General requesting that GAO review alternative models for managing the Inland Waterways Trust Fund. On November 7, 2018, GAO released report GAO-19-20, titled “Inland Waterways: Actions Needed to Increase Budget Transparency and Contracting Efficiency.”

PRESIDENT’S BUDGET REQUESTS FOR CIVIL WORKS PROGRAM

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Environment and Public Works Chairman James Inhofe (R-OK) sent a letter, later joined by Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), to the Comptroller General requesting that GAO review of the president’s budget requests for the Corps of Engineers Civil Works program for fiscal years 2008 through 2017. The report is expected in the 116th Congress.

SHELLFISH AQUICULTURE

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Environment and Public Works Chairman James Inhofe (R-OK) sent a letter, later joined by Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), to the Comptroller

General requesting that GAO review the shellfish aquaculture industry in the Nation's coastal states. The report is expected in the 116th Congress.

219 PROGRAM OF WRDA 1992

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Environment and Public Works Chairman James Inhofe (R-OK) sent a letter, later joined by Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), to the Comptroller General requesting that GAO review the effectiveness of projects carried out under the 219 program of WRDA 1992. The report is expected in the 116th Congress.

CORPS BENEFIT TO COST RATIOS

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Environment and Public Works Chairman James Inhofe (R-OK) sent a letter, later joined by Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), to the Comptroller General requesting that GAO review the methodology and performance metrics used by the Corps of Engineers to calculate benefit-to-cost ratios and evaluate construction progress. The report is expected in the 116th Congress.

SAINT LAWRENCE SEAWAY MODERNIZATION

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Environment and Public Works Chairman James Inhofe (R-OK) sent a letter, later joined by Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), to the Comptroller General requesting that GAO review the modernization of the Saint Lawrence Seaway. On September 5, 2018, GAO released report GAO-18-610, titled "Great Lakes-St. Lawrence Seaway: Assessing Risks and Measuring Performance Could Improve Maritime Transportation."

WATERCRAFT INSPECTION STATIONS

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Environment and Public Works Chairman James Inhofe (R-OK) sent a letter, later joined by Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), to the Comptroller General requesting that GAO review of the implementation and effectiveness of the watercraft inspection stations established by the Secretary of the Army under section 104 of the River and Harbor Act of 1958. The report is expected in the 118th Congress.

TENNESSEE VALLEY AUTHORITY FINANCIAL VIABILITY

On June 5, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) wrote a letter to the Comptroller General requesting GAO conduct a review of TVA's debt status, its plans for reducing this debt and whether those plans are

reasonable, and its current financial status. On March 23, 2017, GAO released a report GAO-17-343, titled “Tennessee Valley Authority: Actions Needed to Better Communicate Debt Reduction Plans and Address Billions in Unfunded Pension Liabilities.”

TENNESSEE VALLEY AUTHORITY FINANCIAL VIABILITY

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on Environment and Public Works Chairman James Inhofe (R-OK) sent a letter to the Comptroller General requesting that GAO review the geographic diversity among projects. In December 2018, GAO is expected to release a report titled “Army Corps of Engineers: Budget Requests Included Construction Projects Located in Over 30 States and Were Selected Using a Multi-level Process.”

WATER STORAGE PRICING

On June 12, 2014, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and then Ranking Member Nick J. Rahall II (D-WV) wrote a letter to the Comptroller General requesting GAO conduct a review of the Corps’ water storage pricing strategy, how water reallocation activities may impact storage prices, how storage prices differ from contract to contract, and whether or not formulas for storage pricing create results that make it cost prohibitive for municipalities to contract for storage with the Corps. On August 18, 2017, GAO released report GAO-17-500, “Army Corps of Engineers: Better Data Needed on Water Storage Pricing.”

MINORITY OVERSIGHT LETTERS

OVERSIGHT OF U.S. ARMY CORPS OF ENGINEERS

On January 3, 2017, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) sent a letter to the Comptroller General asking to be included as a co-requester in a GAO review initiated by Chairman Bill Shuster on issues related to the U.S. Army Corps of Engineers.

HARBOR MAINTENANCE TRUST FUND

On January 4, 2017, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) sent a letter to President-elect Donald J. Trump urging action to make the \$9 billion balance of the Harbor Maintenance Trust Fund immediately available to dredge ports and inland harbors.

INVESTING IN AMERICA

On February 7, 2017, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) sent a letter to President Donald J. Trump to urge action on the Investing in America initiatives to improve infrastructure, which include A Penny for Progress, Unlocking the Harbor Maintenance Trust Fund, and the increase or removal of the passenger facility charge (PFC) cap for airport development.

HARBOR MAINTENANCE TRUST FUND IN THE FY 2018 BUDGET REQUEST

On March 9, 2017, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Subcommittee on Water Resources and Environment Chairman Garrett Graves (R-LA) sent a letter to President Donald J. Trump requesting that the President fully utilize the Harbor Maintenance Trust Fund in the Fiscal Year 2018 Budget Request.

BROWNFIELDS PROGRAM

On March 10, 2017, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), Committee on Energy and Commerce Ranking Member Frank Pallone, Jr. (D-NJ), Subcommittee on Water Resources and Environment Ranking Member Grace Napolitano (D-CA), Subcommittee on Environment and the Economy Ranking Member Paul Tonko (D-NY), and Committee on Transportation and Infrastructure Vice Ranking Member Elizabeth Esty (D-CT) sent a letter to the Administrator of the Environmental Protection Agency (EPA) requesting information regarding the support for the Federal funding of the Brownfields categorical and competitive grants programs.

CLEAN WATER PROGRAMS

On March 10, 2017, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), Committee on Energy and Commerce Ranking Member Frank Pallone, Jr. (D-NJ), Subcommittee on Water Resources and Environment Ranking Member Grace Napolitano (D-CA), Subcommittee on Environment and the Economy Ranking Member Paul Tonko (D-NY) sent a letter to the Administrator of the Environmental Protection Agency (EPA) to urge support for the EPA's State Revolving Fund (Clean Water SRF) and Drinking Water State Revolving Fund (Drinking Water SRF) programs.

CLEAN WATER RULE

On August 18, 2017, On March 10, 2017, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), Subcommittee on Water Resources and Environment Ranking Member Grace Napolitano (D-CA),) Member of Congress Donald S. Beyer, Jr. (D-VA), Member of Congress Paul Tonko (D-NY) Member of Congress Doris Matsui (D-CA), Member of Congress Alan Lowenthal (D-CA), Member of Congress Gerald E. Connolly (D-VA), Member of Congress Matt Cartwright (D-PA), Member of Congress Jared Polis (D-CO), Member of Congress Mike Quigley (D-IL), Member of Congress Marcy Kaptur (D-OH), Member of Congress Jared Huffman (D-CA), Member of Congress Barbara Lee (D-CA), Member of Congress Debbie Dingell (D-MI), Member of Congress Eleanor Holmes Norton (D-DC), Member of Congress Brenda L. Lawrence (D-MI), Member of Congress Andre Carson (D-IN), Member of Congress Adam Smith (D-WA), Member of Congress Jerrold Nadler (D-NY), Member of Congress Gregorio Kilili Camacho Sablan (D-MP), Member of Congress Dwight Evans (D-PA), Member of Congress Keith Ellison (D-MN), Member of Congress Donald M. Payne, Jr. (D-NJ), Member of Congress Stephen

F. Lynch (D-MA), Member of Congress Niki Tsongas (D-MD), Member of Congress Sander Levin (D-MI), Member of Congress Seth Moulton (D-MA), Member of Congress Bill Foster (D-IL), Member of Nanette Diaz Barragan (D-CA), Member of Congress Jamie Raskin (D-MD), Member of Congress Anthony Brown (D-MD), Member of Congress Madeleine Z. Bordallo (D-GU), Member of Congress A. Donald McEachin (D-VA), Member of Congress Earl Blumenauer (D-OR), Member of Congress William R. Keating (D-MA), Member of Congress James P. McGovern (D-VA), Member of Congress Sheila Jackson Lee (D-TX), Member of Congress Janice D. Schakowsky (D-IL), Member of Congress Elijah E. Cummings (D-MD), Member of Congress John Conyers, Jr. (D-MI), Member of Congress Gwen Moore (D-WI), Member of Congress Debbie Wasserman Schultz (D-FL), Member of Congress Louise M. Slaughter (D-NY), Member of Congress Hakeem Jeffries (D-NY), Member of Congress Raúl M. Grijalva (D-AZ), Member of Congress Mark Pocan (D-WI), Member of Congress Carol Shea-Porter (D-NH), Member of Congress Michael E. Capuano (D-MA), Member of Congress David N. Cicilline (D-RI), Member of Congress John K. Delaney (D-MD), Member of Congress Mike Doyle (D-MD), Member of Congress Katherine Clark (D-MA), Member of Congress Bonnie Watson Coleman (D-NJ), Member of Congress Joseph P. Kennedy, III (D-MA), Member of Congress Nydia M. Velázquez (D-NY), Member of Congress Anna G. Eshoo (D-CA), Member of Congress Mark DeSaulnier (D-CA), Member of Congress Frank Pallone, Jr. (D-NJ), Member of Congress John Yarmuth (D-KY), Member of Congress Alma S. Adams (D-NC), Member of Congress Donald Norcross (D-NJ), Member of Congress Mike Thompson (D-CA), Member of Congress Betty McCollum (D-MN), Member of Congress Zoe Lofgren (D-CA), Member of Congress Chellie Pingree (D-ME), Member of Congress Lucille Roybal-Allard (D-CA), Member of Congress Ruben J. Kihuen (D-NV), Member of Congress Jackie Speier (D-CA), Member of Congress Grace Meng (D-NY), Member of Congress Robert C. “Bobby” Scott (D-VA), Member of Congress Diana DeGette (D-CO), Member of Congress Daniel T. Kildee (D-MI), Member of Congress Henry C. “Hank” Johnson, Jr. (D-GA), Member of Congress Luis V. Gutiérrez (D-IL) Member of Congress Rick Nolan (D-MN), Member of Congress Steve Cohen (D-TN), Member of Congress John Sarbanes (D-MD), Member of Congress David E. Price (D-NC), Member of Congress Suzanne Bonamici (D-OR), Member of Congress Judy Chu (D-CA), Member of Congress Daniel W. Lipinski, Member of Congress Jim Langevin (D-RI), Member of Congress Elizabeth H. Esty (D-CT), Member of Congress Linda Sánchez (D-CA), Member of Congress Marcia L. Fudge (D-OH), Member of Congress Robert A. Brady (D-PA), Member of Congress Albio Sires (D-NJ), Member of Congress Jose E. Serrano (D-NY), Member of Congress Jimmy Gomez (D-CA), Member of Congress Salud O. Carbajal (D-CA), Member of Congress Brendan F. Boyle (D-PA), Member of Congress Tony Cárdenas (D-CA), Member of Congress Bill Pascrell (D-NJ), Member of Congress Richard E. Neal (D-MA), Member of Congress Darren Soto (D-FL), Member of Congress Jerry McNerney (D-CA), Member of Congress Pramila Jayapal (D-WA), Member of Congress Adam B. Schiff (D-CA), Member of Congress Brad Sherman

(D-CA), Member of Congress Stephanie Murphy (D-FL), Member of Congress Josh Gottheimer (D-NJ), and Member of Congress Ted W. Lieu (D-CA) sent a letter the Administrator of the Environmental Protection Agency (EPA) to oppose the proposed rule rescinding the Clean Water Rule (Docket No. EPA-HQ-OQ-2017-0203), also called the Waters of the United States (WOTUS) rule.

EPA EXPENDITURES AUDIT

On October 4, 2017, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Subcommittee on Water Resources and Environment Ranking Member Grace Napolitano (D-CA) sent a letter to the Inspector General requesting an audit of the recent expenditures made by the Environmental Protection Agency (EPA) for Administrator Scott Pruitt's security to determine if there is potential waste or abuse of taxpayer dollars.

VIOLATION OF ANTIDEFICIENCY ACT

On October 12, 2017, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), Committee on Energy and Commerce Ranking Member Frank Pallone, Jr. (D-NJ), Committee on Oversight and Government Reform Ranking Member Elijah E. Cummings (D-MD), and Subcommittee on Interior, Environment, and Related Agencies Ranking Member Betty McCollum (D-MN) sent a letter to the Comptroller General requesting a legal opinion from GAO regarding whether the Environmental Protection Agency (EPA) violated statutory prohibitions on the use of appropriated funds for lobbying and publicity or propaganda purposes as well as the Antideficiency Act.

NO-BID CONTRACT

On January 3, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) sent a letter to the Administrator of the Environmental Protection Agency (EPA) requesting further information on the process of awarding a \$120,000 no-bid contract by the EPA to Definers Public Affairs to provide "news analysis and brief service focusing on EPA work and other topics of interest to EPA."

AWARDING NO-BID CONTRACT

On January 5, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), Committee on Energy and Commerce Ranking Member Frank Pallone, Jr. (D-NJ), Subcommittee on Water Resources and Environment Ranking Member Grace Napolitano (D-CA), Subcommittee on Environment and the Economy Ranking Member Paul Tonko (D-NY), and Subcommittee on Interior, Environment, and Related Agencies Ranking Member Betty McCollum (D-MN) sent a letter to the Administrator of the Environmental Protection Agency (EPA) expressing serious concerns regarding the awarding of a \$120,000 no-bid contract by the EPA to Definers Public Affairs to provide "news analysis and brief service focusing on EPA work and other topics of interest to EPA."

VIOLATION OF ANTIDEFICIENCY ACT

On January 9, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) sent a letter to the Comptroller General asking to be included as a co-requester in a GAO review initiated by Senator Udall (D-NM) reviewing whether EPA violated the Antideficiency Act by obligating fiscal year 2017 funds to the Administrator's office with a privacy booth. On April 16, 2018, the Comptroller General released a letter concluding that, "Because EPA used its appropriations in a manner specifically prohibited by law, EPA violated the Antideficiency Act."

CLEAN WATER ACT PROTECTIONS

On April 24, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Senate Committee on Environment and Public Works Ranking Member Tom Carper (DE) sent a letter to the Administrator of the Environmental Protection Agency (EPA) expressing concern and requesting information over the decision the strip EPA experts of their authority to make important decisions about Clean Water Act protections.

STATUTORY COMPLIANCE

On May 10, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR), Senate Committee on Environment and Public Works Ranking Member Tom Carper (D-DE), Subcommittee on Interior, Environment, and Related Agencies Ranking Member Tom Udall (D-NM), and Subcommittee on Interior, Environment, and Related Agencies Ranking Member Betty McCollum (D-MN) sent a letter to the Administrator of the Environmental Protection Agency (EPA) urging compliance with the law by providing Congress and the GAO all statutorily-required information in regards to violations of the Antideficiency Act.

CLEAN WATER ACT LAWS

On June 27, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Senate Committee on Environment and Public Works Ranking Member Tom Carper (DE) sent a letter to the Attorney General and the Administrator of the Environmental Protection Agency (EPA) expressing concern that the Trump administration is unlawfully slowing or ending enforcement of the Clean Water Act in cases that fall outside the administration's overly narrow and currently legally unsupported interpretations of the law's reach.

TOXIC SUBSTANCES REPORT

On July 9, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Subcommittee on Water Resources and Environment Ranking Member Grace Napolitano (D-CA) sent a letter to the Administrator of the Environmental Protection Agency (EPA) and the Acting Administrator of the Agency for Toxic Substances and Disease Registry (ATSDR) expressing concern on the manner in which ATSDR made available the Draft Toxicological Profile for Perfluoroalkyls for review and comment on June 21, 2018, in the Federal Register and the press

reports that political aides in the White House and EPA sought to block the release of the study.

OVERSIGHT OF CLEAN WATER ACT

On July 19, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D–OR) and Senate Committee on Environment and Public Works Ranking Member Tom Carper (DE) sent a letter to the Acting Administrator of the Environmental Protection Agency (EPA) requesting immediate revocation of the June 2018 memorandum issued by the former EPA Administrator, Scott Pruitt, and take no further action to weaken EPA’s oversight and enforcement of the Clean Water Act in protecting local rivers, lakes, and streams.

CLEAN WATER ACT AND STATE PROGRAMS

On October 18, 2018, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D–OR) and Subcommittee on Water Resources and Environment Ranking Member Grace Napolitano (D–CA) sent a letter to the Comptroller General requesting a GAO investigation into the Environmental Protection Agency’s (EPA) implementation and enforcement of the Clean Water Act, including its oversight of approved State programs.

OVERSIGHT WITHIN LEGISLATION

BROWNFIELDS

2018 BUILD Act—(Division N of Consolidated Appropriations Act, 2018) contains two sections on oversight. Section 11(b) requires a report from the Administrator of the Environmental Protection Agency on the new ranking criteria outlined in law. The report is due September 30, 2022. Section 12 requires the Inspector General of the Environmental Protection Agency to submit to Congress a report on the management of the program. The report is due September 30, 2022.

EXPEDITING THE EVALUATION AND PROCESSING OF PERMITS

Section 1006(5) of WRRDA 2014 (P.L. 113–121) instructed the GAO to report to Congress on the implementation by the Secretary of the Army of the authority provided by section 214 of WRDA 2000 as amended to public utility companies and natural gas companies. On August, 3, 2017, GAO released report GAO–17–678R, titled “Corps of Engineers: Extent and Status of Expedited Permit Processing for Public-Utility Companies, Natural Gas Companies, and Railroad Carriers.”

INLAND WATERWAYS OVERSIGHT

Section 2007 of WRRDA 2014 (P.L. 113–121) instructed the GAO to report to Congress on the challenges associated with the Olmsted Lock and Dam project. On February 16, 2017, GAO released report GAO 17–147, titled “Army Corps of Engineers: Factors Contributing to Cost Increases and Schedule Delays in the Olmsted Locks and Dam Project.”

OVERSIGHT INCLUDED WITHIN AWIA 2018

Section 1204 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Comptroller General to report to Congress on the benefit-cost procedures used by the Office of Management and Budget (OMB) and recommendations to improving the benefit-cost analysis procedures of the Corps and OMB. This report is due in October, 2019.

Section 1205 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish required reports on the Harbor Maintenance Trust Fund, with additional considerations. This report is due April, 2019.

Section 1206 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to develop a list of existing non-powered dams, which have the greatest potential for hydropower development. This report is due May, 2020.

Section 1207 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report of all federally authorized ports and harbors that could become innovative ports for offshore wind development and barriers to the development for offshore wind development. This report is due October, 2019.

Section 1208 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report to Congress on activities relating to the use of innovative materials in water resources development projects. This report is due October, 2019.

Section 1209 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on how to improve and implement the waiver process for non-federal cost shares for certain storm damage prevention and reduction projects. This report is due October, 2019.

Section 1210 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report to Congress on the extent to which the Corps has carried out the program for removing snags, obstructions, and other debris in federal channels pursuant to section 3 of the Act of March 2, 1945. This report is due April, 2019.

Section 1211 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on federal policy constraints on the ability of the Corps to address urban flooding. This report is due October, 2019.

Section 1212 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on incomplete feasibility studies for certain projects that would mitigate damages from weather or other events. This report is due October, 2019.

Section 1213 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on the application of enhanced use leasing authorities, and other military leasing authorities to the civil works program of the Corps. This report is due October, 2020.

Section 1214 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on any potential disproportionate and adverse health or environmental effects of programs, policies, and activities of the Corps related to water resources development projects on minority communities, low-income

communities, rural communities, and Indian tribes. This report is due October, 2020.

Section 1215 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to contract with the National Academy of Public Administration to study the efficiency of the Corps' current staff salaries and administrative expense procedures. This report is due October, 2019.

Section 1216 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to include opportunities for the potential beneficial use of dredged materials in its assessment of the operation and maintenance needs at the Nation's harbors and inland harbors. This report is due biennially.

Section 1217 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to assess the anticipated effects of the Corps continuing to be responsible for the maintenance of certain projects. This report is due January, 2019.

Section 1218 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on the durability and resiliency of existing hurricane barriers and harbors of refuge in the North Atlantic Division. This report is due October, 2019.

Section 1220 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on the status of McMicken Dam, Arizona and Muddy River, Massachusetts projects.

Section 1221 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on the implementation of the oversight committee for the Table Rock Lake Master Plan. This report is due February, 2019.

Section 1222 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to report on the use of forecast-informed reservoir operations at the Lake Mendocino project in California and the viability of using forecast-informed reservoir operations at other dams owned and operated by the Corps. This report is due October, 2019.

Section 1223 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report summarizing the path forward and timeline to implement the Cedar River, Cedar Rapids, Iowa project. This report is due January, 2019.

Section 1224 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on the structure and operations plan for the Old River control structure based on the best available science and improved monitoring capabilities. This report is due April, 2019.

Section 1226 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to submit a report regarding the impacts of interception-rearing complex construction on navigation, flood control, and other authorized purposes set forth in the Missouri River Master Manual. This report is due May, 2020.

Section 1227 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on the function and reliability of the Lower Missouri River bank stabilization and navigation project. This report is due April, 2019.

Section 1229 of the Water Resources Development Act of 2018 (P.L. 115–270) directs the Corps to furnish a report on the status of the implementation of the water supply contract at Wright Patman Lake, Texas. This report is due June 30, 2019.

Section 4303 of America’s Water Infrastructure Act of 2018 (P.L. 115–270) instructed GAO to conduct an audit on certain repayment contracts on the Harlan County Dam. This audit is due April, 2019.

OVERSIGHT PLAN OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 115TH CONGRESS**SUBCOMMITTEE ON AVIATION**

1. 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 Act authorizes funding for the Federal Aviation Administration (FAA) through fiscal year 2017, and contains a number of safety-critical and time-sensitive reforms. The Subcommittee will closely oversee the FAA’s efforts to implement the provisions of this Act.

2. Safety Programs. The Subcommittee has held numerous safety hearings and will continue its oversight. Maintaining a safe and efficient aviation system is critical to the aviation industry, passengers, the U.S. economy, job creation, and U.S. competitiveness in the global marketplace. Issues to be addressed include: general aviation safety, key safety agreements, the safe integration of unmanned aircraft systems, pilot and controller training, losses of separation between aircraft, the FAA’s enforcement and certification activities, commercial airline safety, and the FAA’s voluntary reporting and data-sharing and assessment programs.

3. National Transportation Safety Board. Authorization for the National Transportation Safety Board (NTSB) expired in 2008. A reauthorization bill passed the House in 2010 but was not enacted.

4. Airline Financial Position and Customer Service. The aviation marketplace has gone through many changes and over the next decade, the FAA predicts that air traffic operations will increase. The Office of the Secretary within the Department of Transportation (DOT) is responsible for economic oversight of the airline industry, including ensuring that air carriers do not engage in unfair and deceptive practices that could harm consumers and ensuring that business agreements among air carriers do not result in harmful effects. The DOT’s actions in this regard may have a dramatic impact on the industry, competition, job creation, and airlines’ obligations to their passengers. 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 standards for passenger service.

5. 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 United States 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 and the role of the FAA in providing safety oversight of the industry.

6. Evaluation of FAA’s NextGen Air Traffic Control Modernization. Since the early 1980s, the FAA has been working to modernize the air traffic control system, and its most current effort is the Next Generation Air Transportation System (NextGen). The FAA describes NextGen as “a monumental, historic shift forward in the modernization of our air transportation system” and as

“[i]ntegrating NextGen capabilities to transform the National Airspace System”. The FAA has stated that NextGen will result in greater airspace system efficiency; reduced noise exposure; reduced emissions and fuel burn; improved safety; increased accuracy and reliability in equipment and software used for navigation and air traffic control; and the capability for future computer enhancements. Over the years, the FAA’s NextGen efforts have been behind schedule and over budget. The Subcommittee will continue to monitor and examine the FAA’s 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.

7. Cybersecurity of the National Airspace System. As the FAA modernizes air traffic control technology, and the aviation industry modernizes the aircraft fleet, concerns about the robustness and resiliency of these systems have arisen. Ensuring the cybersecurity of these systems is of critical importance. The FAA Extension, Safety, and Security Act of 2016 directs the FAA to implement a strategic framework for cybersecurity. The Subcommittee will continue its oversight of the cybersecurity activities of the FAA and relevant stakeholders to ensure appropriate steps are being taken by the FAA to address cyber-threats and complete the strategic framework for cybersecurity.

8. 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. The FMRA authorized funding for, and reformed and revised the safety programs, air traffic control modernization (NextGen) efforts, and operations of the FAA through fiscal year 2015. The Subcommittee will continue to closely oversee the FAA’s efforts to implement the remaining mandates contained in the FMRA and to improve aviation safety.

9. 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 with global hubs of air commerce. Over the next five years, the FAA estimates a need for \$32.5 billion in projects eligible for Airport Improvement Program (AIP) grants. Airports rely on AIP funding, supplemented with revenue from the statutorily-authorized passenger facility charge, which is capped at \$4.50 per segment and \$18 per round trip. The Subcommittee will conduct oversight as appropriate regarding airport financing and the FAA’s administration of the AIP.

SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

1. Coast Guard Budget. H.R. 4188, the Coast Guard Authorization Act of 2016, authorized \$6.98 billion for the Service in each of fiscal years 2016 and 2017, was signed into law on February 8, 2016.

In the 115th Congress, the Subcommittee will hold hearings on the President’s fiscal year 2018 and 2019 budget requests and consider legislation to authorize the Coast Guard. The Subcommittee will explore ways to improve Coast Guard operations, and improvements to laws governing maritime transportation.

2. Coast Guard Acquisition. 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 faces serious challenges related to schedule and budget. The longer the acquisition program drags out, the more resources are siphoned off to maintain existing assets. In many cases, those assets are at or beyond projected service life and are more difficult and expensive to maintain. The Subcommittee is concerned that delays in new asset acquisition, competing demands from shoreside infrastructure and other Coast Guard cutter capital needs, and the cost of legacy asset maintenance threaten the ability of the Service to complete this recapitalization and avoid gaps in operational capability.

In the 115th Congress, the Subcommittee will continue to closely review the programs of record, as well as any changes to those programs which may be advisable or necessary to ensure the men and women of the Coast Guard who risk their lives for our Nation have the best equipment possible at the best price for the taxpayer.

3. Mission Balance. The Subcommittee continues to have concerns with the Coast Guard's ability to balance funding and focus among the Service's many distinct and competing missions. Since September 11, 2001, significant additional resources have gone to the Service's homeland security activities. Security-related missions such as ports, waterways, and coastal security and migrant interdiction have seen dramatic increases from pre-September 11, 2001 funding levels. Other traditional Coast Guard missions have not seen such increases. Resources and man-hours devoted to missions such as drug interdiction and fisheries law enforcement are well below pre-September 11, 2001 funding levels.

In the 115th Congress, the Subcommittee will continue its oversight of the Coast Guard's mission balance to ensure the Service qualitatively and quantitatively reviews its many missions, makes and justifies decisions about which missions it cannot afford to meet performance measures, identifies and responds to exigencies that divert resources between missions, and plans how it allocates resources appropriately among its many missions.

4. 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 known as Maritime Domain Awareness (MDA). The successful implementation of MDA is critical to 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 is concerned with the Coast Guard's apparent inability or disinterest to assess 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.

In the 115th Congress, the Subcommittee will continue its oversight of the Service's ongoing efforts to assess, develop, and imple-

ment new MDA technologies to ensure that Coast Guard operations are informed by the best MDA information possible that is gathered in a timely, reliable manner, and provides high value for the taxpayer. The Subcommittee will also examine the costs imposed on maritime stakeholders as part of the MDA program, and examine methods to reduce those costs without negative impacts to the quality and quantity of MDA information.

5. Coast Guard Prevention and Response Activities. The Coast Guard plays major roles in response to oil spills (i.e. DEEPWATER HORIZON) and natural disasters (i.e. 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, and in 2016, the Coast Guard responded to severe flood events in Louisiana and North Carolina. 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 invasive species from being introduced into U.S. waters through the discharge of ballast water. Due to a 2008 federal court decision, the 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 by the Environmental Protection Agency (EPA) under the Clean Water Act. A number of states have adopted ballast water standards. Thus far, these standards have been waived because they have proven unenforceable. However, if implemented these standards would severely complicate vessel operations and impede the flow of commerce along our coast, Great Lakes, and inland rivers.

In the 115th Congress, the Subcommittee will conduct oversight on the Coast Guard’s crisis prevention and response capabilities. Oil spills, natural disasters, and mass migration events can each over-extend the Coast Guard’s prevention and response systems and capabilities. The Subcommittee will conduct oversight on Coast Guard prevention and response programs, including its existing regulations authorizing the use of Alternative Planning Criteria. The Subcommittee will also work with the Water Resources and Environment Subcommittee to conduct oversight of the Coast Guard’s implementation of its ballast water regulation, including the status of the Coast Guard’s type approval process for ballast water treatment systems, and EPA’s implementation of its Vessel General Permit program for vessel incidental discharges. The Subcommittee will work to set a single nationwide ballast water standard that ensures the efficient movement of maritime commerce, defends seafaring and port jobs, and protects the environment.

6. Short Sea Shipping. Short sea shipping is the waterborne movement of commercial freight between two ports in the United States or between ports in the United States and Canada. At the present time, the most highly developed water freight transportation systems in the United States operate on the Mississippi River, the Great Lakes, and the St. Lawrence Seaway, most often carrying agricultural products and other raw materials. However, the Maritime Administration has found these routes are underuti-

lized, carrying approximately 13% of total freight tonnage in the United States. By comparison, nearly 70% of the freight tonnage transported in the United States is moved by trucks travelling across our Nation's roadways.

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. The Subcommittee will examine potential options for increasing the cost-competitiveness and expanded use of short sea shipping in the 115th Congress.

7. FMC and MARAD Budget. The Subcommittee has jurisdiction over the Federal Maritime Commission (FMC) and the non-defense related programs of the Maritime Administration (MARAD). The FMC is responsible for the economic regulation of U.S. waterborne foreign commerce and unfair shipping practices. MARAD oversees several programs related to defense readiness, as well as programs designed to promote and develop the domestic merchant marine and shipbuilding industries.

The Subcommittee will continue to conduct oversight of the FMC and MARAD in the 115th Congress. The Subcommittee will explore ways to promote job growth in the domestic fleet while reducing costs at both agencies.

8. National Maritime Strategy. Section 603 of the Howard Coble Coast Guard and Maritime Transportation Act of 2014 directed the Secretary of Transportation, in consultation with the Commandant of the Coast Guard, to develop and transmit to the Congress a National Maritime Strategy no later than 60 days after the date of enactment. This comprehensive strategy was 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.

The Subcommittee will conduct oversight of the Maritime Administration and the Coast Guard to determine the status of the development of this strategy to promote and expand economic opportunities for U.S.-flag carriers and related marine industries and the future of the U.S. Merchant Marine.

9. Ports Safety and Security. The Subcommittee will continue oversight of U.S. ports and potential vulnerabilities with respect to dirty bombs and fissile materials and the adequacy of the existing multi-layered, risk-based security strategy. U.S. ports are a critical component in an efficient U.S. marine transportation system since they are the primary portals through which cargo and other goods enter and exit the United States. In 2014, 23.1 million jobs in the United States were supported by the cargo moving through U.S. seaports. Furthermore, marine cargo activity generated around \$4.6 trillion of total economic activity or about 26% of the United States' \$17.4 trillion Gross Domestic Product in 2014. Any incident occurring in U.S. ports will impact the U.S. economy and the flow of goods into and out of the United States.

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 115th Congress, continued oversight will be needed as states continue to be impacted by and recover from prior disasters, such as Hurricane Sandy, Hurricane Matthew, and the Louisiana Floods. In addition, the Subcommittee will continue its oversight of FEMA's implementation of reforms and additional authorities from the Sandy Recovery Improvement Act of 2013 and the Post-Katrina Emergency Management Reform Act of 2006.

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 and why disaster costs and losses have continued to increase, 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 the Federal Government.

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. 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 113th and 114th Congresses, the Subcommittee held hearings and roundtables identifying the large number of GSA leases expiring in the next five years and examining GSA's process for addressing them. 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 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 is managing the replacement of expiring leases with good deals for the taxpayer.

In addition, in the 112th and 113th Congresses, problems with independent leasing authorities of agencies outside of GSA were made apparent. In 2010, the Securities and Exchange Commission (SEC), which has its own independent leasing authority, signed a sole-source 10-year lease for a state of the art building it later determined it did not need, binding the taxpayer to more than \$500 million. The Subcommittee conducted an investigation and held hearings that revealed serious questions about SEC's management of its space and its leasing authority. In the 114th Congress, the

Subcommittee continued its 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 VA procurement of leases for its outpatient clinics and centers through GSA's leasing authorities. Because of these ongoing issues surrounding independent leasing authorities, the Subcommittee will continue its oversight of leases outside of 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 GSA's assets over 50 years old, 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, GSA is often driven to costly operating leases when ownership may be less costly to the taxpayer. The Office of Management and Budget's budget scorekeeping rules are key drivers on "own vs. lease" asset decision-making. Current budget scorekeeping rules generally leave GSA with only two options for meeting the Federal Government's general purpose space needs: direct appropriations for new construction or long-term leases. In addition, with tight budget constraints and the lack of funds for new construction, GSA has begun exploring alternative arrangements for space acquisition and redevelopment.

During the 113th and 114th 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 Panel that explored the use of P3's 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 Office of Management and Budget (OMB) budgetary scoring procedures to proceed with long-term ground lease/lease back arrangements where the federal government retains ownership of leasehold improvements at the end of the ground-lease term.

In 2013, 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 GSA's management of its real property portfolio and examine ways to ensure cost-effective choices are made. In addition, the Subcommittee will work to ensure 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 Subcommittee will work to ensure GSA fully utilizes its enhanced property management authority to make better use of space it retains, such as out-leasing empty Federal space to gen-

erate income for the Federal Buildings Fund and help offset costs. The Subcommittee will conduct close oversight of GSA's use of these authorities to ensure they are managed and used appropriately.

5. Capital Investment and Leasing Program (CILP). As part of the Committee's annual work to review and authorize 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 government. The Subcommittee will work aggressively with GSA and tenant agencies to shrink the space footprint where appropriate.

6. Federal Courthouses. In June of 2010, 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 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 in Fiscal Year 2016. The Subcommittee will closely oversee the progress made on courthouses authorized to ensure they are constructed within the limitations placed upon them by the Committee and to ensure they stay below or within budget.

7. Federal Protective Service (FPS). As a part of the Homeland Security Act of 2002, the Federal Protective Service was transferred from the Public Buildings Service of GSA to the Department of Homeland Security. However, responsibility for the protection of federal buildings, generally, remains with FPS within DHS. The Subcommittee will continue to monitor and review the policies, procedures, and requirements of security at public buildings.

8. Major Development Projects. The Federal Bureau of Investigation headquarters consolidation project was authorized in the 114th Congress. The Committee refused to provide GSA and the FBI a blank check, but set a clear limitation to the 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. Should the project receive funding in the 115th Congress, the Subcommittee plans to conduct aggressive oversight of the project to ensure it stays on time and within budget.

In addition, there are a number of other proposed major construction and development projects that utilize alternative methods of acquiring space, such as GSA's exchange authority. This includes the Department of Labor headquarters building. The Subcommittee plans to conduct close review and oversight of these major development projects, particularly examining how GSA is utilizing its exchange authority in this context.

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. 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 acquisition, construction and use of local and remote museums, research and storage facilities of the Institution. The Subcommittee will continue to ensure 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 114th Congress, the Subcommittee worked to ensure economic development programs focused on their core missions of leveraging private dollars through infrastructure improvements to attract new jobs to distressed communities. The Subcommittee will continue to work to ensure these programs are targeted, effective, and remain focused on their core missions.

SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

1. **FAST Act Implementation.** The Fixing America's Surface Transportation Act (P.L. 114-94; FAST Act) reauthorized Federal surface transportation programs through fiscal year 2020. Enacted on December 4, 2015, the FAST Act improves the Nation's transportation infrastructure, reforms Federal surface transportation programs, refocuses those programs on addressing national priorities, and encourages innovation to make the surface transportation system safer and more efficient. A large part of the Subcommittee's oversight activities in the 115th Congress will focus on the implementation of the FAST Act, including the areas of: streamlining project delivery; freight mobility; competitive grant programs; federal credit assistance programs; safety programs and regulations; transit program requirements; and research and transportation technologies activities.

2. **MAP-21 Implementation.** Enacted in July 2012, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141; MAP-21) reauthorized Federal surface transportation programs through fiscal year 2014. While there has been progress made on the implementation of MAP-21, there are still significant provisions that are not fully implemented. As a result, the Subcommittee will continue its oversight of the implementation of MAP-21, specifically in the following areas: streamlining project delivery; performance management; transportation planning; motor carrier safety regulations; and transit safety oversight.

3. **Sustainability of Surface Transportation Programs.** The Federal highway, highway safety, and public transportation programs are user-fee financed 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 Congressional Budget Office. The Subcommittee will monitor the status and solvency of the HTF, and its ability to fully fund the programs authorized under the FAST Act and to meet future surface transportation investment needs.

4. Fiscal Year 2018 and 2019 Budget Requests. The Subcommittee will review and evaluate the Administration's fiscal year 2018 and fiscal year 2019 budget requests for the Office of the Secretary of Transportation, Federal Highway Administration, Federal Transit Administration, Federal Motor Carrier Safety Administration, and National Highway Traffic Safety Administration.

SUBCOMMITTEE ON RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS

1. Fiscal Year 2018 and 2019 Budget Requests. The Subcommittee will review and evaluate the fiscal year 2018 and fiscal year 2019 budget proposals for the Federal Railroad Administration (FRA), Amtrak, the Surface Transportation Board (STB), the Railroad Retirement Board, the National Mediation Board, and the Pipelines and Hazardous Materials Safety Administration (PHMSA).

2. Rail Infrastructure and Safety Programs. The Passenger Rail Reform and Investment Act of 2015 (PRRIA), enacted as Title XI of the FAST Act, reauthorized Amtrak and programs administered by the FRA. PRRIA restructured and consolidated the grant programs administered by FRA to include: Consolidated Rail Infrastructure and Safety Improvement Grants, authorizing grants for passenger and freight rail projects that improve safety, reliability or efficiency; Federal Partnership for State of Good Repair Grants, authorizing capital grants to reduce the state-of-good-repair backlog for assets used to provide intercity passenger rail service; and Restoration and Enhancement Grants, authorizing 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, FRA has executed only about \$5.2 billion in loans; \$30.5 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 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 FRA's safety programs and the changes enacted as part of the Act.

The work at 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 railroad carrier to report annually to 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 FRA's safety programs, grants issued for implementation of PTC, and continued efforts to implement the 2008 and 2015 Acts.

3. Amtrak. PRRIA reauthorized Amtrak, Amtrak's Office of the Inspector General, and the Northeast Corridor Commission through fiscal year 2020. The Act fundamentally 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. All costs and revenues of the company must be allocated to the newly created accounts. The Act also reformed Amtrak's operations, budgeting, and planning processes to reflect the lines-of-business approach. Further, the Act allowed for more private sector participation in stations, rights-of-way, and operations. PRRIA established a State-Supported Route Advisory Committee to help remedy issues pertaining to cost allocation on state-supported routes, and required Amtrak to contract with a third party entity to develop and recommend objective methodologies for Amtrak to use in evaluating intercity passenger rail routes and services. The Subcommittee will conduct oversight of Amtrak, Amtrak's Office of the Inspector General, and the Northeast Corridor Commission, as well as implementation of the 2008 and 2015 Acts.

4. Surface Transportation Board. The Surface Transportation Board Reauthorization Act of 2015 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.

5. California High-Speed Rail Program. The California high-speed rail project involves the construction of a new high-speed rail

line connecting the San Francisco Bay Area, Los Angeles, and San Diego. To date, federal funding for the project has totaled approximately \$3.9 billion, most of which was made available by the American Recovery and Reinvestment Act of 2009 (ARRA). The project is the largest recipient of FRA's High Speed and Intercity Passenger Rail Program and the Federal ARRA funds must be expended before September 2017. Construction has begun in the Central Valley, but funding to complete the project remains uncertain. The Subcommittee will continue to provide oversight of the project and protect taxpayer funding.

6. Pipeline Safety Programs. Congress reauthorized PHMSA's pipeline safety program in the 114th Congress by enacting the Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES). 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 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 PHMSA to be a more dynamic, data-driven regulator. The Subcommittee will conduct oversight of the Office of Pipeline Safety at PHMSA and its implementation of the Act.

7. Hazardous Materials Safety Programs. The Hazardous Material Transportation Safety Improvement Act of 2015, enacted as Title VII of the FAST Act, reauthorized the hazardous materials safety program administered by 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 Act also directs the GAO to conduct an evaluation of Electronic Controlled Pneumatic (ECP) brake systems and directs the Department of Transportation, through the National Academy of Sciences, to conduct tests of ECP brake systems. The Subcommittee will continue oversight of PHMSA's hazardous materials safety program.

SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

1. Clean Water Act and Water Infrastructure Programs. 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 these regulatory and non-regulatory approaches and water infrastructure investment.

The Subcommittee will conduct oversight of the implementation of various regulatory and non-regulatory programs under the Clean Water Act (CWA), including how the Environmental Protection Agency (EPA) and the Army Corps of Engineers (Corps) implement these programs in conjunction with the states, and trends on the effectiveness of the CWA on water quality. This includes oversight of issues involving the establishment and implementation of water quality standards, total maximum daily loads, and effluent limitations, dealing with discharges of oil or hazardous substances, permitting of point source discharges of pollutants under the National Pollutant Discharge Elimination System (NPDES) permit program, permitting of discharges of dredged or fill materials under the CWA section 404 permit program, and how the EPA and 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 and other contaminants in waters under the CWA and other Federal statutes, science and data quality issues, the impact of CWA-associated releases on waters that may be used as a source of drinking water, and continued efforts to improve the management of combined and sanitary sewer overflows, stormwater, and nonpoint sources of pollution.

Continued investments in our Nation's water-related infrastructure should prioritize the creation of American jobs and support a healthy economy. In furtherance of this point, 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 also will pursue and examine finding innovative ways to finance new and replacement of old water infrastructure projects; providing states, counties, and towns with additional tools and flexibility to address local environmental challenges; and address local affordability concerns. As part of this, oversight may include a review of the effectiveness of watershed, market, and performance-based approaches to addressing local water pollution concerns.

Further, the Subcommittee's oversight will include a review of the EPA's implementation of integrated approaches to municipal stormwater and wastewater management through EPA's integrated planning approach framework. 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.

Moreover, the Subcommittee may review the implications of addressing, through traditional CWA permitting requirements, certain pollutant discharges, including discharges of pesticides, ballast water and incidental discharges from vessels, stormwater, and water transfers.

2. Army Corps of Engineers Water Resources Program. The Subcommittee will review efforts to improve the efficiency and effectiveness of the organization, management, and missions of the civil

works program of the Corps, including the selection, planning, and implementation of water resources projects; financing and maintenance of harbor and inland waterways infrastructure, and utilization of large, medium, and small harbors; the backlog of uninitiated Corps construction projects or deferred Corps maintenance projects, including prioritization of projects; asset management of projects in its operation and maintenance account, including existing and future levels of service; and efforts to improve the efficiency, effectiveness, transparency, and consistent implementation of the Agency's regulatory programs, including those pertaining to wetlands (including the jurisdictional scope and procedural and substantive requirements of the permitting programs) and dredging activities. The Subcommittee will review the Corps' implementation of provisions of the Water Resources Reform and Development Act of 2014 and the Water Resources Development Act of 2016, including those that were intended to improve the efficiency of the project planning and project delivery process.

Continued investments in our Nation's infrastructure should prioritize the creation of American jobs and support a healthy economy. The Subcommittee will focus on getting projects for the Nation built more efficiently and cost effectively, thereby more quickly delivering project benefits to the public, while ensuring compliance with existing planning and environmental laws. In addition, the Subcommittee will review Corps' activities under the authority of Section 14 of the Rivers and Harbors Act of 1899 to ensure that Corps review of proposed non-federal sponsor modifications to federal projects are carried out in an effective manner.

The Subcommittee has initiated a study to be carried out by GAO to review water storage pricing at Corps facilities.

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) is aimed at cleaning up land in the United States 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 (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 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 to review implementation of the Small Business Liability Relief and Brownfields Revitalization Act. This includes evaluating whether there is a need to amend the liability provisions associated with brownfields sites, including those providing protections for innocent parties.

The Subcommittee also will review the role of the states in conducting and financing cleanups, and review the relationships among the states, EPA, and other Federal entities in implementing the Superfund and Brownfields programs. Further, the Subcommittee's oversight will include a review of ongoing Federal, state, and local efforts to revitalize brownfields, including through the implementation of the Small Business Liability Relief and Brownfields Revitalization Act. Finally, the Subcommittee will work to promote state, local, and private efforts to clean up and redevelop Superfund and brownfields sites.

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 TVA assets, properties, and byproducts of energy generation, and the impact of TVA debt on its long-term goals.

Until mid-2006, the TVA had made significant payments on its long-term debt in an attempt to reduce its total financing obligations. Since 2006, however, TVA's debt has begun to steadily climb to levels that may place the taxpayer at risk. TVA's debt is statutorily capped at \$30 billion and at the end of fiscal year 2014 carried \$23.6 billion in total debt. The Subcommittee may initiate a review of TVA's commitment to long-term financial sustainability to lessen the risk posed to bondholders, ratepayers, and the taxpayer. The Subcommittee may also examine issues related to its management of the TVA workforce.

The 115th Congress may be an appropriate time to revisit TVA's debt reduction activities and variables that impact their debt reduction strategies.

5. 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 United States 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 continue to monitor the Amistad Dam in Del Rio, TX. The dam is currently being assessed by a bi-national panel of experts to address a sinkhole that has developed under the dam and is causing seepage. The Subcommittee will also continue to monitor the ongoing situation in Nogales, AZ at the International Outfall Interceptor (IOI), a binational sewer line that carries millions of gallons of waste each day from Ambos Nogales, Mexico to a treatment plant in Rio Rico, AZ. The IOI runs underneath and adjacent to a storm drain/tunnel which is deteriorating. The entire project is in need of major structural repairs, but the parties involved have yet to come to agreement on funding.

HEARINGS HELD PURSUANT TO CLAUSES 2(n), (o), AND (p) OF RULE
XI

115-11 “Building a 21st-Century Infrastructure for America: The State of Railroad, Pipeline, and Hazardous Materials Safety Regulations and Opportunities for Reform.” Subcommittee on Railroads, Pipelines, and Hazardous Materials. April 26, 2017

115-12 “Building a 21st-Century Infrastructure for America: Mitigating Damage and Recovering Quickly from Disasters.” Subcommittee on Economic Development, Public Buildings and Emergency Management April 27, 2017

115-14 “Maritime Transportation Regulatory Issues.” Subcommittee on Coast Guard and Maritime Transportation. May 3, 2017

115-16 “Building a 21st-Century Infrastructure for America: Improving Water Quality through Integrated Planning.” Subcommittee on Water Resources and Environment. May 18, 2017

115-17 “Building a 21st-Century Infrastructure for America: Coast Guard Sea, Land, and Air Capabilities, Part 1.” Subcommittee on Coast Guard and Maritime Transportation. June 7, 2017

115-20 “Implementing the Federal Assets Sale and Transfer Act (FASTA): Maximizing Taxpayer Returns and Reducing Waste in Real Estate.” Subcommittee on Economic Development, Public Buildings and Emergency Management. July 12, 2017

115-21 “FAST Act Implementation: Improving the Safety of the Nation’s Roads.” Subcommittee on Highways and Transit. July 18, 2017

115-22 “Building a 21st-Century Infrastructure for America: Implementation of the Water Resources Reform and Development Act of 2014 and the Water Resources Development Act of 2016.” Subcommittee on Water Resources and Environment. July 19, 2017

115-23 “Building a 21st-Century Infrastructure for America: Coast Guard Sea, Land, and Air Capabilities, Part 2.” Subcommittee on Coast Guard and Maritime Transportation. July 25, 2017

115-24 “Building a 21st-Century Infrastructure for America: Economic Development Stakeholders’ Perspectives.” Subcommittee on Economic Development, Public Buildings and Emergency Management. September 13, 2017

115-25 “Building a 21st-Century Infrastructure for America: Water Stakeholders’ Perspectives.” Subcommittee on Water Resources and Environment. September 26, 2017

115-30 “Unmanned Aircraft Systems: Emerging Uses in a Changing National Airspace.” Subcommittee on Aviation. November 29, 2017

115-33 “Building a 21st-Century Infrastructure for America: Water Resources Projects and Policy, Part I.” Subcommittee on Water Resources and Environment. January 18, 2018

115-34 “Examination of Reports on the El Faro Marine Casualty and Coast Guard’s Electronic Health Records.” Subcommittee on Coast Guard and Maritime Transportation. January 30, 2018

115–35 “Oversight of Positive Train Control Implementation in the United States.” Subcommittee on Railroads, Pipelines, and Hazardous Materials. February 15, 2018

115–38 “Building a 21st-Century Infrastructure for America: Long-Term Funding for Highways and Transit Programs.” Subcommittee on Highways and Transit. March 7, 2018

115–39 “Implementation of Coast Guard Programs.” Subcommittee on Coast Guard and Maritime Transportation. March 7, 2018

115–40 “Review of the Fiscal Year 2019 Budget Request for the Coast Guard and Maritime Transportation Programs.” Subcommittee on Coast Guard and Maritime Transportation. March 14, 2018

115–43 “Oversight of the Surface Transportation Board Reauthorization Act of 2015.” Subcommittee on Railroads, Pipelines, and Hazardous Materials. April 17, 2018

115–44 “Blue Technologies: Use of New Maritime Technologies to Improve Efficiency and Mission Performance.” Subcommittee on Coast Guard and Maritime Transportation. May 8, 2018

115–45 “FAST Act Implementation: Motor Carrier Provisions.” Subcommittee on Highways and Transit. May 22, 2018

115–47 “PIPES Act of 2016 Implementation: Oversight of Pipeline Safety Programs.” Subcommittee on Railroads, Pipelines, and Hazardous Materials. June 21, 2018

115–49 “Are We Ready? Recovering from 2017 Disasters and Preparing for the 2018 Hurricane Season.” Subcommittee on Economic Development, Public Buildings and Emergency Management. July 18, 2018

115–50 “Update on Coast Guard Acquisition Programs and Mission Balance and Effectiveness.” Subcommittee on Coast Guard and Maritime Transportation. July 24, 2018

115–53 “Airspace Integration of New Aircraft.” Subcommittee on Aviation. September 6, 2018

115–54 “Building a 21st-Century Infrastructure for America: Water Resources Projects and Policy, Part II.” Subcommittee on Water Resources and Environment. September 7, 2018

115–55 “The State of Positive Train Control Implementation in the United States.” Subcommittee on Railroads, Pipelines, and Hazardous Materials. September 13, 2018

115–56 “Coast Guard Modernization and Recapitalization: Status and Future.” Subcommittee on Coast Guard and Maritime Transportation. September 26, 2018

115–57 “Review of Recent GAO Reports on Icebreaker Acquisition and the Need for a National Maritime Strategy.” Subcommittee on Coast Guard and Maritime Transportation. November 29, 2018