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Activities and Summary Report on the House Committee on Transportation and Infrastructure: 114th Congress

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SUMMARY ON THE ACTIVITIES OF THE
COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE FOR THE 114TH CON-
GRESS

ONE HUNDRED FOURTEENTH CONGRESS

FIRST SESSION
JANUARY 6, 2015–DECEMBER 18, 2015
and
SECOND SESSION
JANUARY 5, 2016–DECEMBER 16, 2016

COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE

U.S. HOUSE OF REPRESENTATIVES



DECEMBER 30, 2016.—Committed to the Committee of the Whole House
on the State of the Union and ordered to be printed

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LETTER OF SUBMITTAL

HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
Washington, DC, December 30, 2016.

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 114th Congress.

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. 710

114TH CONGRESS }
2d Session } HOUSE OF REPRESENTATIVES { REPORT
114-899

SUMMARY ON THE ACTIVITIES OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE FOR THE 114th CONGRESS

DECEMBER 30, 2016.—Committed to the Committee of the Whole House on the State
of the Union and ordered to be printed

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, 114TH CONGRESS**

(Adopted January 27, 2015)

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 first 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.*—The use of cellular telephones in the Committee hearing room is prohibited during a meeting or hearing of the Committee.

(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 1 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 1 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 5 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 5 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 2 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(1) of Rule XI of the Rules of the House.

(e) *Activities Report.*—

(1) *In general.*—Not later than January 2 of each odd numbered year, the Committee shall submit to the House a report on the activities of the Committee.

(2) *Contents.*—The report shall include—

(A) separate sections summarizing the legislative and oversight activities of the Committee under Rules X and XI of the Rules of the House during the Congress;

(B) a summary of the oversight plans submitted by the Committee under clause 2(d) of Rule X of the Rules of the House;

(C) a summary of the actions taken and recommendations made with respect to the oversight plans 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 7 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 (35 Members: 20 Majority and 15 Minority).

(2) Subcommittee on Coast Guard and Maritime Transportation (17 Members: 10 Majority and 7 Minority).

(3) Subcommittee on Economic Development, Public Buildings, and Emergency Management (17 Members: 10 Majority and 7 Minority).

(4) Subcommittee on Highways and Transit (49 Members: 28 Majority and 21 Minority).

(5) Subcommittee on Railroads, Pipelines, and Hazardous Materials (31 Members: 18 Majority and 13 Minority).

(6) Subcommittee on Water Resources and Environment (31 Members: 18 Majority and 13 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) *Oversight Plan*.—Not later than February 15 of the first session of each Congress, the Committee shall adopt its oversight plan for that Congress in accordance with clause 2(d)(1) of Rule X of the Rules of the House.

(c) *Review of Laws and Programs*.—The Committee and the appropriate subcommittees shall cooperatively review and study, on a continuing basis, the application, administration, execution, and effectiveness of those laws, or parts of laws, the subject matter of which is within the jurisdiction of the Committee, and the organization and operation of the Federal agencies and entities having responsibilities in or for the administration and execution thereof, in order to determine whether such laws and the programs thereunder are being implemented and carried out in accordance with the intent of the Congress and whether such programs should be continued, curtailed, or eliminated. In addition, the Committee and the appropriate subcommittees shall cooperatively review and study any conditions or circumstances which may indicate the necessity or desirability of enacting new or additional legislation within the jurisdiction of the Committee (whether or not any bill or resolution has been introduced with respect thereto), and shall on a continuing basis undertake future research and forecasting on matters within the jurisdiction of the Committee.

(d) *Review of Tax Policies.*—The Committee and the appropriate subcommittees shall cooperatively review and study on a continuing basis the impact or probable impact of tax policies affecting subjects within the jurisdiction of the Committee.

Rule XIII. Review of Continuing Programs; Budget Act Provisions

(a) *Ensuring Annual Appropriations.*—The Committee shall, in its consideration of all bills and joint resolutions of a public character within its jurisdiction, ensure that appropriations for continuing programs and activities of the Federal Government and the District of Columbia government will be made annually to the maximum extent feasible and consistent with the nature, requirements, and objectives of the programs and activities involved.

(b) *Review of Multi-Year Appropriations.*—The Committee shall review, from time to time, each continuing program within its jurisdiction for which appropriations are not made annually in order to ascertain whether such program could be modified so that appropriations therefore would be made annually.

(c) *Views and Estimates.*—In accordance with clause 4(f)(1) of Rule X of the Rules of the House, the Committee shall submit to the Committee on the Budget—

(1) its views and estimates with respect to all matters to be set forth in the concurrent resolution on the budget for the ensuing fiscal year which are within its jurisdiction or functions; and

(2) an estimate of the total amount of new budget authority, and budget outlays resulting therefrom, to be provided or authorized in all bills and resolutions within its jurisdiction which it intends to be effective during that fiscal year.

(d) *Budget Allocations.*—As soon as practicable after a concurrent resolution on the budget for any fiscal year is agreed to, the Committee (after consulting with the appropriate committee or committees of the Senate) shall subdivide any allocations made to it in the joint explanatory statement accompanying the conference report on such resolution, and promptly report such subdivisions to the House, in the manner provided by section 302 of the Congressional Budget Act of 1974.

(e) *Reconciliation.*—Whenever the Committee is directed in a concurrent resolution on the budget to determine and recommend changes in laws, bills, or resolutions under the reconciliation process, it shall promptly make such determination and recommendations, and report a reconciliation bill or resolution (or both) to the House or submit such recommendations to the Committee on the Budget, in accordance with the Congressional Budget Act of 1974.

Rule 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 Committee on House Administration 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 mem-

bers 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: 2015–2016

Total number of Bills and Resolutions referred to the Committee:
520

Total number of Public Laws: 45

Total number of Bills and Resolutions that passed the House: 91

Total number of Bills and Resolutions reported to the House: 35

Total number of Bills ordered reported: 51

Total number of Meeting Days: 96

Full Committee: 27

Hearings: 6

Joint Hearing: 1

Markups: 12

Roundtables: 4

Listening Sessions: 2

Organizational Meeting: 1

Conference Committee Meeting: 1

Subcommittee on Aviation: 9

Hearings: 5

Roundtables: 4

Subcommittee on Coast Guard and Maritime Transportation: 17

Hearings: 11

Joint Hearings: 4

Listening Session: 2

Subcommittee on Economic Development, Public Buildings, and
Emergency Management: 16

Hearings: 9

Roundtables: 6

Workshop: 1

Subcommittee on Highways and Transit: 7

Hearings: 3

Roundtables: 4

Subcommittee on Railroads, Pipelines, and Hazardous Materials: 9

Hearings: 6

Roundtables: 1

Listening Sessions: 2

Subcommittee on Water Resources and Environment: 12

Hearings: 9

Joint Hearing: 1
Roundtables: 2

**COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE**

U.S. HOUSE OF REPRESENTATIVES

114TH CONGRESS

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PETER A. DeFAZIO, Oregon, *Ranking Member*

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BOB GIBBS, Ohio	ALBIO SIRES, New Jersey
RICHARD L. HANNA, New York	DONNA F. EDWARDS, Maryland
DANIEL WEBSTER, Florida	JOHN GARAMENDI, California
JEFF DENHAM, California	ANDRÉ CARSON, Indiana
REID J. RIBBLE, Wisconsin	JANICE HAHN, California‡
THOMAS MASSIE, Kentucky	RICHARD M. NOLAN, Minnesota
MARK MEADOWS, North Carolina	ANN KIRKPATRICK, Arizona
SCOTT PERRY, Pennsylvania	DINA TITUS, Nevada
RODNEY DAVIS, Illinois	SEAN PATRICK MALONEY, New York
MARK SANFORD, South Carolina	ELIZABETH H. ESTY, Connecticut
ROB WOODALL, Georgia	LOIS FRANKEL, Florida
TODD ROKITA, Indiana	CHERI BUSTOS, Illinois
JOHN KATKO, New York	JARED HUFFMAN, California
BRIAN BABIN, Texas	JULIA BROWNLEY, California
CRESENT HARDY, Nevada	
RYAN A. COSTELLO, Pennsylvania	
GARRET GRAVES, Louisiana	
MIMI WALTERS, California	
BARBARA COMSTOCK, Virginia	
CARLOS CURBELO, Florida	
DAVID ROUZER, North Carolina	
LEE M. ZELDIN, New York	
MIKE BOST, Illinois	

‡Janice Hahn resigned from the U.S. House of Representatives on December 4, 2016.

Legislative Activities

**ESSENTIAL TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL
ASSESSMENT ACT**

PUBLIC LAW 114–278 (H.R. 710)

Summary

This bill requires the Secretary of Homeland Security to prepare a comprehensive security assessment of the transportation security card program, and for other purposes. The Committee worked with the Committee on Homeland Security to clear provisions in H.R. 710 within the Committee's jurisdiction.

Legislative History

On February 4, 2015, H.R. 710 was introduced by Congresswoman Sheila Jackson Lee (D-TX).

On February 10, 2015, H.R. 710 was considered in the House under suspension of the rules and agreed to by voice vote.

On February 11, 2015, H.R. 348 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

On April 22, 2015, H.R. 710 was re-referred to the Committee on Commerce, Science, and Transportation.

On May 15, 2015, the Committee on Commerce, Science, and Transportation ordered H.R. 710 reported with an amendment in the nature of a substitute.

On April 25, 2015, H.R. 710 was reported by the Committee on Commerce, Science, and Transportation (S. Rept. 114-244) and was placed on Senate Legislative Calendar under General Orders. Calendar No. 436.

On December 10, 2016, H.R. 710 passed Senate with an amendment by Unanimous Consent.

On December 13, 2016, the House agreed to the Senate amendment Agreed to without objection.

December 15, 2016, H.R. 710 was presented to the President.

On December 16, 2016, H.R. 5687 was signed by the President, becoming Public Law 114-278.

GAO MANDATES REVISION ACT OF 2016

PUBLIC LAW 114-301 (H.R. 5687)

Summary

This bill modifies or eliminates certain unnecessary or obsolete GAO reporting requirements. H.R. 5687 eliminates a requirement that GAO review reported bills that require financial audits of non-federal entities receiving federal awards; eliminates a requirement for GAO to conduct a biennial satisfaction survey of recipients of transportation intelligence reports under Department of Homeland Security's (DHS) transportation security information sharing plan; and makes other changes.

Legislative History

On July 8, 2016, H.R. 5687 was introduced by Congresswoman Jody B. Hice (R-GA).

On September 19, 2016, H.R. 5687 was reported by the Committee on Oversight and Government Reform (H. Rept. 114-760).

On September 20, 2016, H.R. 5687 was considered in the House under suspension of the rules and agreed to by voice vote.

On September 22, 2016, H.R. 5687 was received in the Senate, read twice, and placed on the Legislative Calendar under General Orders (Calendar No. 639).

On December 10, 2016, H.R. 5687 passed the Senate by Unanimous Consent.

On December 14, 2016, H.R. 5687 was presented to the President.

On December 16, 2016, H.R. 5687 was signed by the President, becoming Public Law 114–301.

NORTH AMERICAN ENERGY SECURITY AND INFRASTRUCTURE ACT OF
2015

PENDING IN THE SENATE (H.R. 8)

Summary

This bill amends the Natural Gas Act to revise procedures for consideration by the Federal Energy Regulatory Commission (FERC) of applications for federal authorization of the exportation or importation of natural gas, including a deadline for a final decision on a federal authorization within 90 days after FERC issues its final environmental document. The Committee worked with the Committee on Energy and Commerce to clear provisions in H.R. 8 within the Committee’s jurisdiction.

Legislative History

On September 16, 2015, H.R. 8 was introduced by Congressman Fred Upton (R–MI).

On November 19, 2015, H.R. 8 was reported by the Committee on Energy and Commerce, as amended, (H. Rept. 114–347, Part I).

On December 3, 2015, H.R. 8 was considered in the House under a rule and agreed to by recorded vote: 249–174 (Roll no. 672).

On December 7, 2015, H.R. 8 was received in the Senate, read twice, and referred to the Committee on Energy and Natural Resources.

RESPONSIBLY AND PROFESSIONALLY INVIGORATING DEVELOPMENT
ACT OF 2015 OR THE RAPID ACT

PENDING IN THE SENATE (H.R. 348)

Summary

This bill establishes procedures to streamline the regulatory review, environmental decision making, and permitting process for major federal actions that are construction activities undertaken, reviewed, or funded by federal agencies. The Committee worked with the Committee on the Judiciary to clear provisions in H.R. 348 within the Committee’s jurisdiction.

Legislative History

On January 14, 2015, H.R. 348 was introduced by Congressman Tom Marino (R–PA).

On July 27, 2015, H.R. 348 was reported by the Committee on the Judiciary, (H. Rept. 114–22, Part I).

On September 25, 2015, H.R. 348 was considered in the House under a rule and agreed to by recorded vote: 233–170 (Roll no. 518).

On September 28, 2015, H.R. 348 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

NORTH AMERICAN ENERGY SECURITY AND INFRASTRUCTURE ACT OF
2016

CONFERENCE ACTIONS PENDING (S. 2012)

Summary

This bill provides for the modernization of the energy policy of the United States, and for other purposes.

Legislative History

On September 9, 2015, S. 2012, was introduced by Senator Lisa Murkowski (R-AK).

On September 9, 2015, S. 2012 was reported as an original measure by the Committee on Energy and Natural Resources (S. Rept. 114-138).

On April 20, 2016, S. 2012 was agreed with an amendment by Yea-Nay Vote. 85-12. Record Vote Number: 54.

On April 21, 2016, S. 2012 was received by the House and held at the desk.

On May 25, 2016, S. 2012 was considered by the House under a rule and passed by recorded vote: 241-178 (Roll no. 250). The House insisted upon its amendment, requested a conference, and agreed to conference by voice vote.

On May 26, 2016, the Speaker appointed conferees:

Committee on Energy and Commerce for consideration of the Senate bill and the House amendment, and modifications committed to conference: Upton, Barton, Whitfield, Shimkus, Latta, McMorris Rodgers, Olson, McKinley, Pompeo, Griffith, Johnson (OH), Flores, Mullin, Pallone, Rush, Capps, Matsui, Castor (FL), Sarbanes, Welch, Lujan, Ben Ray (NM), Tonko, and Loeb sack.

Committee on Agriculture for consideration of secs. 3017, 3305, 4501, 4502, 5002, part II of subtitle C of title X, and sec. 10233 of the Senate bill, and secs. 1116 and 5013 of division A, Division B, and secs. 1031, 1032, 1035-1037, subtitle K of title I, sec. 2013, subtitles F, M, and Q of title II, and title XXV of Division C of the House amendment, and modifications committed to conference: Conaway, Thompson (PA), and Peterson.

Committee on Natural Resources for consideration of secs. 2308, 3001, part II of title II, 3017, 3104, 3109, 3201, 3301-3306, 3308-3312, 4006, 4401, 4403, 4405, 4407, 4410, 4412-4414, title V, sec. 6001, subtitle A of title VI, sec. 6202, title VIII, title IX, subtitles A, B, and C of title X, parts I, II, III, and IV of subtitle D of title X, and secs. 10341 and 10345 of the Senate bill, and secs. 1115 and 1116 of Division A, Division B, and Division C of the House amendment, and modifications committed to conference: Bishop (UT), Young (AK), Lummis, Denham, Westerman, Grijalva, Huffman, and Dingell.

Committee on Science, Space, and Technology for consideration of secs. 1014, 1201, 1203, 1301-1304, 1306-1308, 1310, 1311, 2002, 2301, 2401, part III of subtitle A of title III, secs. 3101, 3302, 3307, 3402, 3403, 3501, 3502, 4001, 4002, 4006, 4101, subtitle C of title IV, secs. 4402, 4404, 4406, 4720, 4721, 4727, 4728, and 4737 of the Senate bill, and sec. 1109 and title VII of Division A, and Division

D of the House amendment, and modifications committed to conference: Smith (TX), Weber (TX), and Johnson, E. B..

Committee on Transportation and Infrastructure for consideration of secs. 1005, 1006, 1010, 1014, 1016–1019, 1022, 3001, 4724, title VII, and sec. 10331 of the Senate bill and secs. 2007, 3116, 3117, and 3141 of Division A, and title IX of Division B, subtitle D of title II of Division C of the House amendment, and modifications committed to conference: Hardy, Zeldin, and DeFazio.

On September 8, 2016, a conference was held. Senator Lisa Murkowski (R-AK) chaired.

ORGANIZATIONAL MEETING

On January 27, 2015, the Committee formally met to officially organize for the 114th Congress. The Committee adopted the rules of the Committee for the 114th Congress. Additionally, subcommittee chairmen and ranking members were approved, and the members of each subcommittee were appointed. Lastly, the oversight plan for the 114th Congress was adopted.

FULL COMMITTEE MARKUPS

FULL COMMITTEE MARKUP, FEBRUARY 12, 2015

Considered and ordered reported:

- H.R. 749, Passenger Rail Reform and Investment Act of 2015
- Fiscal Year 2016 Budget Views and Estimates of the Committee on Transportation and Infrastructure
- General Services Administration Capital Investment and Leasing Program Resolutions

FULL COMMITTEE MARKUP, APRIL 15, 2015

Considered and ordered reported:

- H.R. 1732, Regulatory Integrity Protection Act of 2015
- H.R. 1471, FEMA Disaster Assistance Reform Act of 2015
- H.R. 1472, Integrated Public Alert and Warning System Modernization Act of 2015
- H.R. 944, To reauthorize the National Estuary Program, and for other purposes
- H.R. 1473, John F. Kennedy Center Reauthorization Act of 2015
- H.R. 336, To direct the Administrator of General Services, on behalf of the Archivist of the United States, to convey certain Federal property located in the State of Alaska to the Municipality of Anchorage, Alaska
- H.R. 172, To designate the United States courthouse located at 501 East Court Street in Jackson, Mississippi, as the “R. Jess Brown United States Courthouse”
- H.R. 1690, To designate the United States courthouse located at 700 Grant Street in Pittsburgh, Pennsylvania, as the “Joseph F. Weis Jr. United States Courthouse”
- H. Con. Res. 21, Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby

- H. Con. Res. 25, Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition

FULL COMMITTEE MARKUP, APRIL 30, 2015

Considered and ordered reported:

- H.R. 1987, Coast Guard Authorization Act of 2015
- H.R. 1642, To designate the building utilized as a United States courthouse located at 150 Reade Circle in Greenville, North Carolina, as the “Randy D. Doub United States Courthouse”
- General Services Administration Capital Investment and Leasing Program Resolutions

FULL COMMITTEE MARKUP, MAY 20, 2015

Considered and ordered reported:

- H.R. 2322, Public Buildings Reform and Savings Act of 2015
- H.R. 2131, To designate the Federal building and United States courthouse located at 83 Meeting Street in Charleston, South Carolina, as the “J. Waties Waring Judicial Center”
- General Services Administration Capital Investment and Leasing Program Resolutions

FULL COMMITTEE MARKUP, JULY 23, 2015

Considered and ordered reported:

- H.R. 2954, To designate the Federal building located at 617 Walnut Street in Helena, Arkansas, as the “Jacob Trieber Federal Building, United States Post Office, and United States Court House”
- S. 261, A bill to designate the United States courthouse located at 200 NW 4th Street in Oklahoma City, Oklahoma, as the William J. Holloway, Jr. United States Courthouse
- H.R. 3114, To provide funds to the Army Corps of Engineers to hire veterans and members of the Armed Forces to assist the Corps with curation and historic preservation activities, and for other purposes
- General Services Administration Capital Investment and Leasing Program Resolutions

FULL COMMITTEE MARKUP, OCTOBER 22, 2015

Considered and ordered reported:

- H.R. 3763, Surface Transportation Reauthorization and Reform Act of 2015

FULL COMMITTEE MARKUP, FEBRUARY 11, 2016

Considered and ordered reported:

- H.R. 4441, Aviation Innovation, Reform, and Reauthorization Act of 2016
- Fiscal Year 2017 Budget Views and Estimates of the Committee on Transportation and Infrastructure

FULL COMMITTEE MARKUP, MARCH 2, 2016

Considered and ordered reported:

- H.R. 4487, Public Buildings Reform and Savings Act of 2016
- H.R. 4465, Federal Assets Sale and Transfer Act of 2016
- H.R. 3937, To designate the building utilized as a United States courthouse located at 150 Reade Circle in Greenville, North Carolina, as the “Randy D. Doub United States Courthouse”
- H.R. 4618, To designate the Federal building and United States courthouse located at 121 Spring Street SE in Gainesville, Georgia, as the “Sidney Oslin Smith, Jr. Federal Building and United States Courthouse”
- H.R. 223, Great Lakes Restoration Initiative Act of 2016
- H.R. 1684, Foreign Spill Protection Act of 2016
- H.R. 3030, Baudette Coast Guard Housing Conveyance Act
- H. Con. Res. 119, Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby
- H. Con. Res. 117, 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. 120, Authorizing the use of the Capitol Grounds for the 3rd Annual Fallen Firefighters Congressional Flag Presentation Ceremony
- General Services Administration Capital Investment and Leasing Program Resolutions

FULL COMMITTEE MARKUP, APRIL 20, 2016

Considered and ordered reported:

- H.R. 4937, Protecting our Infrastructure of Pipelines and Enhancing Safety (PIPES) Act of 2016
- H.R. 4957, To designate the Federal building located at 99 New York Avenue, N.E., in the District of Columbia as the “Ariel Rios Federal Building”
- H.R. 4231, To direct the Librarian of Congress to obtain a stained glass panel depicting the seal of the District of Columbia and install the panel among the stained glass panels depicting the seals of States which overlook the Main Reading Room of the Library of Congress Thomas Jefferson Building
- General Services Administration Capital Investment and Leasing Program Resolutions

FULL COMMITTEE MARKUP, MAY 25, 2016

Considered and ordered reported:

- H.R. 5303, Water Resources Development Act of 2016
- H. Con. Res. 131, Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run
- General Services Administration Capital Investment and Leasing Program Resolutions

FULL COMMITTEE MARKUP, SEPTEMBER 14, 2016

Considered and ordered reported:

- S. 546, RESPONSE Act of 2016
- H.R. 5957, Federal Aviation Administration Veteran Transition Improvement Act of 2016
- H.R. 5977, To direct the Secretary of Transportation to provide to the appropriate committees of Congress advance notice of certain announcements, and for other purposes
- H.R. 5978, Coast Guard and Maritime Transportation Amendments Act of 2016
- H.R. 5011, To designate the Federal building and United States courthouse located at 300 Fannin Street in Shreveport, Louisiana, as the “Tom Stagg Federal Building and United States Courthouse”
- H.R. 5873, To designate the Federal building and United States courthouse located at 511 East San Antonio Avenue in El Paso, Texas, as the “R.E. Thomason Federal Building and United States Courthouse”
- H.R. 5147, BABIES Act
- General Services Administration Capital Investment and Leasing Program Resolutions

FULL COMMITTEE MARKUP, DECEMBER 7, 2016

Considered and ordered reported:

- General Services Administration Capital Investment and Leasing Program Resolutions

Exchange of Letters

BILLS REFERRED TO THE COMMITTEE

H.R. 22

To amend the Internal Revenue Code of 1986 to exempt employees with health coverage under TRICARE or the Veterans Administration from being taken into account for purposes of determining the employers to which the employer mandate applies under the Patient Protection and Affordable Care Act.

“Hire More Heroes Act of 2015.”

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 October 30, 2015.

The exchange of letters was printed in the Congressional Record dated November 5, 2015 on pages E1600.

H.R. 23

To reauthorize the National Windstorm Impact Reduction Program, and for other purposes. “National Windstorm Impact Reduction Act Reauthorization of 2015.”

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 6, 2015.

The exchange of letters was printed in the Congressional Record dated January 7, 2015 on pages H85.

H.R. 774

To strengthen enforcement mechanisms to stop illegal, unreported, and unregulated fishing, to amend the Tuna Conventions Act of 1950 to implement the Antigua Convention, and for other purposes.

“Illegal, Unreported, and Unregulated Fishing Enforcement Act of 2015.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on natural Resources Chairman Rob bishop occurred on June 9 and 19, 2015.

The exchange of letters was printed in House Report 114–212, Part I on pages 77 and 78.

H.R. 1646

To require the Secretary of Homeland Security to research how small and medium sized unmanned aerial systems could be used in an attack, how to prevent or mitigate the effects of such an attack, and for other purposes.

“Homeland Security Drone Assessment and Analysis 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 June 9 and 10, 2015.

The exchange of letters was printed in House Report 114–169, Part I on pages 9 and 10.

H.R. 1471

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

“FEMA Disaster Assistance Reform Act of 2015.”

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 February 26, 2016.

The exchange of letters was printed in the Congressional Record dated February 29, 2016 on page H1020.

H.R. 1471

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

“FEMA Disaster Assistance Reform Act of 2015.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on the Judiciary Chairman Bob Goodlatte occurred on February 25 and 26, 2016.

The exchange of letters was printed in the Congressional Record dated February 29, 2016 on page H1020.

H.R. 1987

To authorize appropriations for the Coast Guard for fiscal years 2016 and 2017, and for other purposes.

“Coast Guard Authorization Act of 2015.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Rob Bishop occurred on May 7 and 12, 2015.

The exchange of letters was printed in House Report 114–115 on pages 118 and 119.

H.R. 1887

To amend certain appropriation Acts to repeal the requirement directing the Administrator of General Services to sell Federal property and assets that support the operations of the Plum Island Animal Disease Center in Plum Island, New York, 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 May 12 and 16, 2016.

The exchange of letters was printed in the Congressional Record on page H2407 dated May 16, 2016.

H.R. 1987

To authorize appropriations for the Coast Guard for fiscal years 2016 and 2017, and for other purposes.

“Coast Guard Authorization Act of 2015.”

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 7 and 12, 2015.

The exchange of letters was printed in House Report 114–115 on pages 120 and 121.

H.R. 1987

To authorize appropriations for the Coast Guard for fiscal years 2016 and 2017, and for other purposes.

“Coast Guard Authorization Act of 2015.”

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 7 and 12, 2015.

The exchange of letters was printed in House Report 114–115 on pages 122 through 124.

H.R. 2406

To protect and enhance opportunities for recreational hunting, fishing, and shooting, and for other purposes.

“Sportsmen’s Heritage and Recreational Enhancement Act of 2015.” or the “SHARE 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 December 7 and 8, 2015.

The exchange of letters was printed in House Report 114–377, Part I, on pages 86 and 87.

H.R. 3586

To amend the Homeland Security Act of 2002 to improve border and maritime security coordination in the Department of Homeland Security, and for other purposes.

“Border and Maritime Coordination Improvement 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 February 25 and 26, 2016.

The exchange of letters was printed in House Report 114–488, Part I, on pages 77 and 78.

H.R. 3843

To authorize for a 7-year period the collection of claim location and maintenance fees, and for other purposes.

“Locatable Minerals Claim Location and Maintenance Fees Act of 2015.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Rob Bishop occurred on August 11 and 12, 2016.

The exchange of letters was printed in House Report 114–717, Part I on pages 21 and 22.

H.R. 3878

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 2015.”

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 and 9, 2015.

The exchange of letters was printed in House Report 114–379, Part I on pages 15 and 16.

H.R. 3998

To direct the Federal Communications Commission to commence proceedings related to the resiliency of critical telecommunications networks during times of emergency, and for other purposes.

“Securing Access to Networks in Disasters Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Fred Upton occurred on May 18 and 19, 2016.

The exchange of letters was printed in House Report 114–583, Part I, on pages 8 and 9.

H.R. 4487

To reduce costs of Federal real estate, improve building security, and for other purposes.

“Public Buildings Reform and Savings Act of 2016.”

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 23, 2016.

The exchange of letters was printed in the Congressional Record dated May 23, 2016 on page H2294.

H.R. 4937

To amend title 49, United States Code, to reauthorize pipeline safety programs and enhance pipeline safety, and for other purposes.

“Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2016.” or the “PIPES Act of 2016.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Fred Upton occurred on November 10 and 14, 2016.

The exchange of letters was printed in House Report 114–807, Part I on pages 55 and 56.

H.R. 5227

To authorize the National Library Service for the Blind and Physically Handicapped to provide playback equipment in all forms, to establish a National Collection Stewardship Fund for the processing and storage of collection materials of the Library of Congress, and to provide for the continuation of service of returning members of Joint Committee on the Library at beginning of a Congress.

“Library of Congress Modernization Act of 2016.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on House Administration Chairman Candice Miller occurred on September 27, 2016.

The exchange of letters was not printed.

H.R. 5303

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.

“Water Resources Development Act of 2016.”

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 22, 2016.

The exchange of letters was printed in House Report 114–785, Part I, on pages 121 and 122.

H.R. 5687

To eliminate or modify certain mandates of the Government Accountability Office.

“GAO Mandates Revision Act of 2016.”

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

mittee on Oversight and Government Reform Chairman Jason Chaffetz occurred on August 12 and September 6, 2016.

The exchange of letters was printed in House Report 114–760, Part I, on pages 7 and 8.

H.R. 5983

To create hope and opportunity for consumers, investors, 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 2016.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Financial Services Chairman Jeb Hensarling occurred on November 23, 2016.

The exchange of letters was printed in House Report 114–883, Part I.

BILLS NOT REFERRED TO THE COMMITTEE

H.R. 8

To modernize energy infrastructure, build a 21st century energy and manufacturing workforce, bolster America’s energy security and diplomacy, and promote energy efficiency and government accountability, and for other purposes.

“North American Energy Security and Infrastructure Act of 2015.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Fred Upton occurred on November 24, 2015.

The exchange of letters was printed in the Congressional Record dated December 1, 2015 on page H8841.

H.R. 34

To authorize and strengthen the tsunami detection, forecast, warning, research, and mitigation program of the National Oceanic and Atmospheric Administration, and for other purposes.

“Tsunami Warning, Education, and Research Act of 2015.”

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 7, 2015.

The exchange of letters was printed in the Congressional Record dated January 7, 2015 on page H90.

H.R. 348

To provide for improved coordination of agency actions in the preparation and adoption of environmental documents for permitting determinations, and for other purposes.

“Responsibly And Professionally Invigorating Development Act of 2015.” or the “RAPID Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on the Judiciary Chairman Bob Goodlatte occurred on June 17, 2015.

The exchange of letters was not printed.

H.R. 710

To require the Secretary of Homeland Security to prepare a comprehensive security assessment of the transportation security card program, and for other purposes.

“Essential Transportation Worker Identification Credential Assessment 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 February 5, 2015.

The exchange of letters was printed in the Congressional Record dated February 10, 2015 on page H901.

H.R. 810

To authorize the programs of the National Aeronautics and Space Administration, and for other purposes.

“National Aeronautics and Space Administration Authorization Act of 2015.”

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 February 10, 2015.

The exchange of letters was printed in the Congressional Record dated February 10, 2015 on page H891.

H.R. 1640

To direct the Secretary of Homeland Security to submit to Congress a report on the Department of Homeland Security headquarters consolidation project in the National Capital Region, and for other purposes.

“Department of Homeland Security Headquarters Consolidation Accountability Act of 2015.”

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 June 15 and 17, 2015.

The exchange of letters was printed in the Congressional Record on page H4565.

H.R. 2262

To facilitate a pro-growth environment for the developing commercial space industry by encouraging private sector investment and creating more stable and predictable regulatory conditions, and for other purposes.

“Spurring Private Aerospace Competitiveness and Entrepreneurship Act of 2015.” or the “SPACE Act of 2015.”

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 May 18, 2015.

The exchange of letters was printed in the Congressional Record dated May 21, 2015 on page H3533.

H.R. 3572

To amend the Homeland Security Act of 2002 to reform, streamline, and make improvements to the Department of Homeland Security and support the Department’s efforts to implement better policy, planning, management, and performance, and for other purposes.

“DHS Headquarters Reform and Improvement Act of 2015.”

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 22, 2015.

The exchange of letters was printed in the Congressional Record dated October 26, 2015 on page E1531.

H.R. 3598

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 2015.”

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 November 2 and 3, 2015.

The exchange of letters was printed in the Congressional Record dated November 5, 2015 on page E1600.

H.R. 3842

To improve homeland security, including domestic preparedness and response to terrorism, by reforming Federal Law Enforcement Training Centers to provide training to first responders, and for other purposes.

“Federal Law Enforcement Training Centers Reform and Improvement Act of 2015.”

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 8, 2015.

The exchange of letters was printed in the Congressional Record dated December 8, 2015 on page H9039.

H.R. 3875

To amend the Homeland Security Act of 2002 to establish within the Department of Homeland Security a Chemical, Biological, Radiological, Nuclear, and Explosives Office, and for other purposes.

“Department of Homeland Security CBRNE Defense Act of 2015.”

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 8, 2015.

The exchange of letters was printed in the Congressional Record dated December 10, 2015 on page H9246.

H.R. 4404

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

“Terrorist and Foreign Fighter Travel Exercise Act of 2016.”

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 11, 2016.

The exchange of letters was printed in House Report 114–456 on pages 10 and 11.

H.R. 4909

To authorize appropriations for fiscal year 2017 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 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 April 18 and May 3, 2016.

The exchange of letters was printed in the Congressional Record dated May 17, 2016 on pages H2465 and H2466.

H.R. 5160

To reduce costs of Federal real estate, improve building security, and for other purposes.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on House Administration Chairman Candice Miller occurred on June 13, 2016.

The exchange of letters was printed in the Congressional Record dated November 30, 2016 on page E1542.

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

FEDERAL AVIATION ADMINISTRATION REAUTHORIZATION: REFORMING AND STREAMLINING THE FAA’S REGULATORY CERTIFICATION PROCESSES

On January 21, 2015, the Committee held a hearing to discuss the Federal Aviation Administration’s (FAA) aircraft and flight standards certification processes. The Committee heard testimony from industry representatives, the Government Accountability Of-

face (GAO), the National Transportation Safety Board (NTSB) and the FAA.

IMPACTS OF THE PROPOSED WATERS OF THE UNITED STATES RULE ON
STATE AND LOCAL GOVERNMENTS

On February 4, 2015, the Committee held a joint hearing with the Senate Committee on Environment and Public Works to review a joint Environmental Protection Agency (EPA) and the Army Corps of Engineers proposed rulemaking to redefine the regulatory term “waters of the United States” under the Clean Water Act (CWA). The Committee heard testimony from the EPA, the Corps, State of Oklahoma, National Association of State Departments of Agriculture, National Association of Counties, Clear Creek County, Colorado, and New York State Environmental Protection Bureau.

SURFACE TRANSPORTATION REAUTHORIZATION BILL: LAYING THE
FOUNDATION FOR U.S. ECONOMIC GROWTH AND JOB CREATION,
PART I

On February 11, 2015, the Committee held a hearing entitled “Surface Transportation Reauthorization Bill: Laying the Foundation for U.S. Economic Growth and Job Creation, Part I.” The purpose of the hearing was to examine the reauthorization of federal surface transportation programs. The Committee heard testimony from the Department of Transportation (DOT).

SURFACE TRANSPORTATION REAUTHORIZATION BILL: LAYING THE
FOUNDATION FOR U.S. ECONOMIC GROWTH AND JOB CREATION,
PART II

On March 17, 2015, the Committee held a hearing entitled “Surface Transportation Reauthorization Bill: Laying the Foundation for U.S. Economic Growth and Job Creation, Part II.” The purpose of the hearing was to further examine the reauthorization of federal surface transportation programs. The Committee heard testimony from representatives of the National Governors Association, the American Association of State Highway and Transportation Officials, and the National League of Cities.

OVERSIGHT OF THE AMTRAK ACCIDENT IN PHILADELPHIA

On June 2, 2015, the Committee held an oversight hearing on the Amtrak accident in Philadelphia. The Committee heard testimony from representatives of NTSB, Federal Railroad Administration (FRA), Amtrak, and the Brotherhood of Locomotive Engineers and Trainmen.

EARTHQUAKE EARLY WARNING IN THE PACIFIC NORTHWEST:
PREPARING FOR THE BIG ONE

On September 22, 2015, the Committee held a field roundtable policy discussion in Eugene, Oregon, to discuss earthquake resiliency programs and efforts, the Shake Alert earthquake early warning system, and next steps for developing an offshore earthquake early warning system. Participants included representatives from the Federal Emergency Management Agency (FEMA), the United States Geological Service, National Oceanic and Atmos-

pheric Administration, Oregon State University, and University of Oregon.

REVIEW OF AIR TRAFFIC CONTROL REFORM PROPOSALS

On February 10, 2016, the Committee held a hearing to examine proposals to reform the air traffic control (ATC) operations of the FAA. The Committee heard testimony from Airlines for America, the National Air Traffic Controllers Association, the Reason Foundation, and the National Business Aviation Association.

AN EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S LIMITED ROLE IN LOCAL LAND USE DEVELOPMENT DECISIONS

On September 21, 2016, the Committee held a hearing to examine FEMA's role and authorities under the National Flood Insurance Program, their impact on local land-use development decisions, and the national implications of those decisions. The Committee heard testimony from FEMA, the State of Oregon, and public and private stakeholders.

OVERSIGHT LETTERS

DOT ORGANIZATIONAL STRUCTURE

On February 8, 2016, Committee Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Comptroller General requesting GAO review the organizational structure of the DOT. The GAO report is expected in the 115th Congress.

HEARINGS HELD

Hearing entitled "Federal Aviation Administration Reauthorization: Reforming and Streamlining the FAA's Regulatory Certification Processes" (January 21, 2015) Committee Serial Number 114-1

Joint hearing entitled "Impacts of the Proposed Waters of the United States Rule on State and Local Governments" (February 4, 2015) Committee Serial Number 114-4

Hearing entitled "Surface Transportation Reauthorization Bill: Laying the Foundation for U.S. Economic Growth and Job Creation, Part I" (February 11, 2015) Committee Serial Number 114-5

Hearing entitled "Surface Transportation Reauthorization Bill: Laying the Foundation for U.S. Economic Growth and Job Creation, Part II" (March 17, 2015) Committee Serial Number 114-8

Hearing entitled "Oversight of the Amtrak Accident in Philadelphia" (June 2, 2015) Committee Serial Number 114-19

Hearing entitled "Review of Air Traffic Control Reform Proposals" (February 10, 2016) Committee Serial Number 114-33

Hearing entitled "An Examination of the Federal Emergency Management Agency's Limited Role in Local Land Use Development Decisions" (September 21, 2016) Committee Serial Number 114-53

SUBCOMMITTEE ON AVIATION
U.S. HOUSE OF REPRESENTATIVES
114TH CONGRESS

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Legislative Activities

AIRPORT AND AIRWAY EXTENSION ACT OF 2015

PUBLIC LAW 114–55 (H.R. 3614)

To amend title 49, United States Code, to extend authorizations for the airport improvement program, to amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, and for other purposes.

Summary

The most recent long-term FAA Authorization, the FAA Modernization and Reform Act of 2012 (P.L. 112–95) expired on September 30, 2015. H.R. 3614 reauthorized the Airport Improvement Program (AIP) and project grant authority for the period October 1, 2015 through March 31, 2016. The bill also extended the authorization of appropriations for federal aviation programs, excise taxes on aviation fuels and air transportation of persons and property, and the expenditure authority of the Airport and Airway Trust Fund through the same period.

Legislative History

On September 25, 2015, H.R. 3614 was introduced by Chairman Bill Shuster (R-PA).

On September 28, 2015, H.R. 3614 was considered in the House under suspension of the rules and passed by voice vote.

On September 29, 2015, H.R. 3614 was received in the Senate and passed by unanimous consent.

On September 30, 2015, H.R. 3614 was presented to and signed by the President, becoming Public Law 114–55.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2016

PUBLIC LAW 114–92 (H.R. 1735/S. 1356)

To authorize appropriations for fiscal year 2016 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

Summary

H.R. 1735/S. 1356 authorizes appropriations for fiscal year 2016 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year. H.R. 1735 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Aviation, the Subcommittee on Coast Guard and Maritime Transportation, the Subcommittee on Economic Development and Public Buildings, and the Subcommittee on Water Resources and Environment. The Committee worked with the Committee on Armed Services to clear some provisions in H.R. 1735 within the Committee's jurisdiction, including provisions related to unmanned aircraft systems, structures interfering with air commerce, and civilian airport relocation.

Legislative History

On April 13, 2015, H.R. 1735 was introduced by Congressman Mac Thornberry (R–TX), Chairman of the House Committee on Armed Services.

On May 5, 2015, H.R. 1735 was reported, as amended, by the Committee on Armed Services (H. Rept. 114–102).

On May 12, 2015, a supplemental report for H.R. 1735 was reported by the Committee on Armed Services (H. Rept. 114–102, Part II).

On May 15, 2015, H.R. 1735 was considered under a rule and passed by a vote of 269–151 (Roll No. 239).

On May 21, 2015, H.R. 1735 was received in the Senate, read twice and placed on the Senate Legislative Calendar under General Orders (Calendar No. 99).

On June 18, 2015, H.R. 1735 was passed by the Senate with an amendment by a vote of 71–25.

On June 25, 2015, Congressman Mac Thornberry (R–TX) moved that the House disagree with the Senate amendment, and a conference was agreed to by a voice vote.

On July 10, 2015, the Speaker appointed Congressman Garret Graves (R–LA), Carlos Curbelo (R–FL), and Congresswoman Eleanor Holmes Norton (D–DC) as additional conferees on behalf of the Committee on Transportation and Infrastructure for consideration of sections 302, 562, 569, 570a, 591, 1060a, 1073, 2811, and 3501 of the House bill and sections 601, 642, 1613, 3504, and 3505 of the Senate amendment.

On September 29, 2015, the conference report (H. Conf. Rept. 114–270) was filed.

The conference report was considered on October 1, 2015, and was agreed to by a vote of 270–156 (Roll No. 532).

On October 7, 2015, the Senate agreed to the conference report by a vote of 70–27 (Record Vote Number: 277).

On October 21, 2015, H.R. 1735 was presented to the President.

On October 22, 2015, H.R. 1735 was vetoed by the President.

On May 14, 2015, S. 1356 was introduced by Senator Ron Johnson (R–WI), passed the Senate without amendment by unanimous consent, was received by the House and was held at the desk.

On November 5, 2015, Congressman Mac Thornberry, (R–TX) moved that the House suspend the rules and pass S. 1356 as amended and the bill passed 370–58 (Roll No. 618).

On November 10, 2015, S. 1356 was laid before the Senate by unanimous consent. The Senate agreed to the House amendment to S. 1356 by a vote of 91–3 (Record Vote Number: 301).

On November 17, 2015, S. 1356 was presented to the President.

On November 25, 2015, S. 1356 became Public Law 114–92.

U.S. COMMERCIAL SPACE LAUNCH COMPETITIVENESS ACT

PUBLIC LAW 114–119 (H.R. 2262)

Summary

H.R. 2262 revises policies and regulatory requirements relating to the commercial space transportation industry. H.R. 2262 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure, including amendments to the Secretary of Transportation’s licensing processes for commercial space transportation, an expansion of Federal indemnification to include space-flight participants, and an extension of the moratorium on regulations governing the design or operation of a launch vehicle to protect the health and safety of crew and space flight participants.

Legislative History

H.R. 2262 was introduced by Congressman Kevin McCarthy (R–CA) on May 12, 2015.

H.R. 2262 was reported with amendments by the Committee on Science, Space, and Technology (H. Rept. 114–119) on May 18, 2015.

H.R. 2262 was considered under a rule on May 21, 2015, and passed by a vote of 284–133 (Roll No. 262).

On November 10, 2015, H.R. 2262 was passed by the Senate with an amendment by unanimous consent.

On November 19, 2015, H.R. 2262 was presented to the President.

On November 25, 2015, H.R. 2262 was signed by the President and became Public Law 114–90.

AIRPORT AND AIRWAY EXTENSION ACT OF 2016

PUBLIC LAW 114–141 (H.R. 4721)

To amend title 49, United States Code, to extend authorizations for the airport improvement program, to amend the Internal Rev-

enue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, and for other purposes.

Summary

The authorizations extended by Airport and Airway Extension Act of 2015 (P.L. 114–55) expired on March 31, 2016. H.R. 4721 reauthorized the Airport Improvement Program (AIP) and project grant authority through July 15, 2016. The bill also extended the authorization of appropriations for federal aviation programs, excise taxes on aviation fuels and air transportation of persons and property, and the expenditure authority of the Airport and Airway Trust Fund through the same date.

Legislative History

On March 10, 2016, H.R. 4721 was introduced by Congressman Bill Shuster (R–PA).

On March 14, 2016, H.R. 4721 was considered in the House under suspension of the rules and passed by voice vote.

On March 17, 2016, H.R. 4721 was received in the Senate and passed with an amendment by unanimous consent.

On March 21, 2016, the Senate Amendment to H.R. 4721 was agreed to by voice vote in the House.

On March 30, 2016, H.R. 4721 was signed by the president, becoming Public Law 114–141.

FAA EXTENSION, SAFETY, AND SECURITY ACT OF 2016

PUBLIC LAW 114–190 (H.R. 636)

To amend title 49, United States Code, to extend authorizations for the airport improvement program, to amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, and for other purposes.

Summary

The authorizations extended by the Airport and Airway Extension Act of 2016 (P.L. 114–141) expired on July 15, 2016. H.R. 636 reauthorizes the Airport Improvement Program (AIP) and project grant authority through September 30, 2017. The law also extends the authorization of appropriations for federal aviation programs, excise taxes on aviation fuels and air transportation of persons and property, and the expenditure authority of the Airport and Airway Trust Fund through the same date.

H.R. 636 addressed safety critical, security related, or time sensitive aviation policy issues. The law streamlines the approval process for unmanned aircraft to be deployed during emergencies, such as disasters and wildfires. It prohibits unmanned aircraft operators from interfering with emergency response activities, including wild-fire suppression. Additionally, the law directs FAA to establish a pilot program to detect, identify and mitigate unauthorized unmanned aircraft operating around airports and critical infrastructure.

The law includes several provisions addressing safety concerns raised by previous aviation accidents, including a section expediting the completion of the pilot records database required in the

Airline Safety and FAA Extension Act of 2010 in response to the 2009 Colgan Air Flight 3407 accident. H.R. 636 strengthens mental health screening for pilots, addressing a factor in the 2015 Germanwings Flight 9525 crash, and ensures that pilots are sufficiently trained on manual flying skills and how to monitor cockpit automation systems, addressing a factor in the 2013 Asiana Flight 214 accident in San Francisco.

Other provisions addressing aviation safety include those requiring the marking of certain towers to improve their visibility to low-flying aircraft, requiring the FAA to evaluate and update standards for crash-resistant helicopter fuel systems in response to fatal accidents where the victims perished in post-crash fires, and requiring training for flight attendants in recognizing and responding to potential victims of human trafficking.

The law also streamlines and improves the air traffic controller hiring process and ensures the FAA can better address chronic controller shortages with experienced candidates; directs the FAA to establish a comprehensive and strategic framework to identify and address cybersecurity risks to the aviation system; and reforms and streamlines the third-class medical certification process. The law requires airlines to refund baggage fees for bags delayed more than 12 hours on domestic flights and requires airlines to ensure that children are seated adjacent to an older family member traveling with them.

Legislative History

On February 2, 2015, H.R. 636 was introduced by Congressman Patrick Tiberi (R-OH).

On February 9, 2015, H.R. 636 was reported with amendments by the Committee on Ways and Means (H. Rept. 114-21).

On February 13, 2015, H.R. 636 was agreed to in the House by recorded vote 272-142 (Roll No. 82).

On April 19, 2016, H.R. 636 passed the Senate with an amendment and an amendment to the title by Yea-Nay vote 95-3 (Record Vote Number: 47).

On July 11, 2016, pursuant to H. Res. 818, the House agreed to Senate amendments with amendments.

On July 13, 2016, the Senate agreed to the House amendments to Senate amendments to H.R. 636 by Yea-Nay vote 89-4 (Record Vote Number: 127).

On July 15, 2016, H.R. 636 was signed by the President, becoming Public Law 114-190.

TO AMEND TITLE 49, UNITED STATES CODE, WITH RESPECT TO CERTAIN GRANT ASSURANCES, AND FOR OTHER PURPOSES

PUBLIC LAW 114-238 (H.R. 5944)

Summary

H.R. 5944 clarifies that airports may renew the nominal rate leases of Air National Guard units without violating Federal grant assurances if the Guard unit operates military aircraft at or remotely from the airport.

Legislative History

On September 7, 2016, H.R. 5944 was introduced by Congressman Fred Upton (R-MI).

On September 20, 2016, H.R. 5944 was considered in the House under suspension of the rules and passed by voice vote.

On September 29, 2016, H.R. 5944 was agreed to in the Senate without amendment by unanimous consent.

On October 3, 2016, H.R. 5944 was presented to the President.

On October 7, 2016, H.R. 5944 was signed by the President, becoming Public Law 114–238.

FEDERAL AVIATION ADMINISTRATION VETERAN TRANSITION
IMPROVEMENT ACT OF 2016

PUBLIC LAW 114–242 (S. 2683/H.R. 5957)

Summary

When Congress passed the Wounded Warriors Federal Leave Act in 2015, it inadvertently excluded new FAA employees from coverage under a new sick leave system. This bill corrects that omission by requiring the inclusion of disabled veteran leave in the personnel management system of the Federal Aviation Administration.

Legislative History

On September 8, 2016, H.R. 5957 was introduced by Congressman Rick Larsen (D-WA).

On September 20, 2016, H.R. 5957 was reported by the Committee on Transportation and Infrastructure (H. Rept. 114–771), considered by the House under suspension of the rules and agreed to by voice vote.

On September 21, 2016, H.R. 5957 was received in the Senate.

On March 3, 2016, S. 2683 was introduced in the Senate by Senator Mazie Hirono (D-HI).

On September 22, 2016, the Senate Committee on Commerce, Science, and Transportation was discharged unanimous consent.

On September 22, 2016, S. 2683 passed the Senate with an amendment by unanimous consent.

On September 27, 2016, S. 2683, as amended, passed the House.

On September 29, 2016, S. 2683 was presented to the President.

On October 7, 2016, S. 2683 was signed by the President, becoming Public Law 114–242.

TO AMEND TITLE 49, UNITED STATES CODE, TO INCLUDE CONSIDERATION OF CERTAIN IMPACTS ON COMMERCIAL SPACE LAUNCH AND REENTRY ACTIVITIES IN A NAVIGABLE AIRSPACE ANALYSIS, AND FOR OTHER PURPOSES

PUBLIC LAW 114–248 (H.R. 6007)

Summary

H.R. 6007 permits the FAA to take commercial space transportation operations into account when analyzing potential safety impacts of proposed structures near licensed spaceports.

Legislative History

On September 13, 2016, H.R. 6007 was introduced by Congressman Kevin McCarthy (R-CA).

On September 21, 2016, H.R. 6007 was considered in the House under suspension of the rules and passed 420–0 (Roll No. 538).

On September 22, 2016, H.R. 6007 was received in the Senate and read twice.

On November 16, 2016, H.R. 6007 was agreed to by unanimous consent.

On November 18, 2016, H.R. 6007 was presented to the President.

On November 28, 2016, H.R. 6007 was signed by the President, becoming Public Law 114–248.

AIRPORT CONSTRUCTION AND ALTERATION REFORM ACT OF 2016

PUBLIC LAW 114–307 (H.R. 6014)

Summary

H.R. 6014 permits the Administrator of the FAA to enter into reimbursable agreements with a State or local government agency for certain airport projects.

Legislative History

On September 13, 2016, H.R. 6014 was introduced by Congressman Rick Nolan (D-MN).

On September 21, 2016, H.R. 6014 was considered in the House under suspension of the rules and passed by the Yeas and Nays 425–0 (Roll No. 540).

On September 22, 2016, H.R. 6014 was received in the Senate and read twice, and was referred to the Committee on Commerce, Science, and Transportation.

On December 1, 2016, H.R. 6014 was agreed to in the Senate by Unanimous Consent.

On December 15, 2016, H.R. 6014 was presented to the President.

On December 16, 2016, H.R. 6014 was signed by the President, becoming Public Law 114–307.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
AUTHORIZATION ACT OF 2015

PENDING IN THE SENATE (H.R. 810)

Summary

H.R. 810 reauthorizes the programs of the National Aeronautics and Space Administration for fiscal year 2015. H.R. 810 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure, including those relating to unmanned aircraft, air traffic control, and commercial space transportation.

Legislative History

On February 9, 2015, H.R. 810 was introduced by Congressman Steven M. Palazzo (R-MS).

On February 10, 2015, H.R. 810 was considered under suspension of the rules and passed by voice vote.

On February 11, 2015, H.R. 810 was received in the Senate and read twice, and was referred to the Committee on Commerce, Science, and Transportation.

HOMELAND SECURITY DRONE ASSESSMENT AND ANALYSIS ACT

PENDING IN THE SENATE (H.R. 1646)

Summary

This bill directs the Department of Homeland Security (DHS) to: (1) research how commercially available small and medium sized unmanned aircraft, excluding aircraft over 1,300 pounds, could be used to perpetuate an attack; and (2) develop policies, guidance, and protocols for DHS to prevent, or mitigate the risks of, such an attack. Authorizes DHS to provide the Departments of Defense, Transportation, and Energy and the Nuclear Regulatory Commission information regarding how to best prevent and mitigate the risk of such an attack.

Legislative History

On March 26, 2015, H.R. 1646 was introduced by Congresswoman Bonnie Watson Coleman (D–NJ).

On June 18, 2015, H.R. 1646 was reported, as amended, by the Committee on Homeland Security (H. Rept. 114–169).

On June 18, 2015, the Committee on Transportation and Infrastructure was discharged from further consideration of H.R. 1636.

On June 23, 2015, H.R. 1646 was considered in the House under suspension of the rules and agreed to by voice vote.

On June 24, 2015, H.R. 1646 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

TO AUTHORIZE THE USE OF PASSENGER FACILITY CHARGES AT AN AIRPORT PREVIOUSLY ASSOCIATED WITH THE AIRPORT AT WHICH THE CHARGES ARE COLLECTED

PENDING IN THE SENATE (H.R. 4369)

Summary

This bill permits the Department of Transportation to authorize the use of a passenger facility charge to finance an eligible airport-related project if: (1) the eligible agency seeking to impose the new charge controls an airport where a \$2 passenger facility charge became effective on January 1, 2013; and (2) such airport and the airport at which the project will be carried out were under the control of the same eligible agency on October 1, 2015. Not more than \$120 million in passenger facility charges so collected may be used to carry out such a project.

Legislative History

On January 12, 2016, H.R. 4369 was introduced by Congressman Ken Calvert (R–CA).

On June 21, 2016, H.R. 4369 was considered in the House under suspension of the rules and agreed to by voice vote.

On July 7, 2016, H.R. 4369 was received in the Senate, read twice, and referred to the Committee on Commerce, Science, and Transportation.

On July 15, 2016, H.R. 636, which included language similar to H.R. 4369, was signed by the President, becoming Public Law 114–190.

AVIATION INNOVATION, REFORM, AND REAUTHORIZATION ACT OF
2016

ORDERED REPORTED BY COMMITTEE (H.R. 4441)

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

Summary

This bill reforms the FAA and the provision of air traffic services, and reauthorizes the programs of the FAA through 2022. It maintains reforms to programs that facilitate air service to small and rural airports and provides robust funding for the Airport Improvement Program. H.R. 4441 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.

H.R. 4441 establishes an independent, not-for-profit corporation, to provide air traffic (AT) services, governed by a board representing the system's users and the public interest. The bill preserves the FAA's authority to oversee aviation safety. H.R. 4441 establishes a stable, self-sustaining user fee structure to finance the corporation's AT operations, and transfers federal employees who perform AT services to the corporation.

This bill also reforms the FAA's aircraft certification processes by requiring greater utilization of current FAA authority to delegate certain certification functions; improving FAA workforce training and development for FAA inspectors and engineers; providing for greater FAA collaboration with industry and labor stakeholders, as well as increased transparency and accountability for both the FAA and industry; ensuring consistency in regulatory interpretation among FAA regional offices and headquarters; and addressing delays in foreign certification of U.S. products abroad and requires the FAA to promote U.S. aerospace safety standards abroad.

H.R. 4441 improves aviation safety by, strengthening voluntary safety reporting programs for pilots; addressing alternative methods of tracking aircraft over oceans and promotes related technologies; ensuring pilots are sufficiently trained on manual flying skills and how to monitor aircraft automation systems; directing the FAA to identify any cockpit safety vulnerabilities; including measures related to the transport of lithium ion batteries, including as cargo on passenger aircraft; strengthening general aviation

(GA) safety by streamlining the approval processes for the installation of safety-enhancing technologies on small GA airplanes; directing the FAA to develop a comprehensive plan to address cybersecurity vulnerabilities; and streamlining the FAA's medical certification process for certain small aircraft pilots.

The bill also addresses consumer protections by, requiring airlines to refund baggage fees for bags delayed more than 24 hours on domestic flights; banning the use of cell phones for in-flight voice communications on scheduled passenger flights; ensuring that airlines notify passengers of their consumer rights and display the DOT consumer complaint hotline number on their website homepage; extending the DOT Advisory Committee for Aviation Consumer Protection; requiring large and medium airports to provide private rooms in every terminal for nursing mothers; requiring airlines to notify families, before tickets are booked, if family members are assigned separate seats; and modifying DOT's tarmac delay rule to reduce the frequency of preemptive flight cancellations.

Lastly, the bill expedites safe deployment of commercial UAS by creating a risk-based permitting process. It fosters the development of sense-and-avoid and beyond light 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. H.R. 4441 creates a "micro" classification for UAS weighing less than 4.4 pounds, which would be exempt from certain regulatory requirements, and directs the FAA to conduct a pilot program to evaluate UAS detection and mitigation systems at airports. It also establishes a UAS Advisory Committee to provide recommendations to the FAA on safe integration of UAS.

Legislative History

On February 3, 2016, H.R. 4441 was introduced by Congressman Bill Shuster (R-PA).

On February 11, 2016, H.R. 4441 was ordered reported, as amended by the Committee on Transportation and Infrastructure by the Yeas and Nays 34–25.

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

ISSUES REGARDING MODERNIZING AND OPERATING THE NATION'S AIRSPACE SYSTEM

On February 25, 2015, the Subcommittee held a roundtable discussion on issues related to the FAA's modernization and operation of the Nation's airspace system. Attendees represented the Office of the Inspector General of the Department of Transportation (DOT IG), Airlines for America (A4A), Aircraft Owners and Pilots Association (AOPA), Honeywell, National Air Traffic Controllers Association (NATCA), and the Reason Foundation.

FEDERAL AVIATION ADMINISTRATION REAUTHORIZATION: ENABLING A 21ST-CENTURY AVIATION SYSTEM

On March 3, 2015, the Subcommittee held a hearing on issues related to the FAA and the programs it administers with a view

toward reauthorizing them before expiration on September 30, 2015. The Subcommittee heard testimony from the FAA Administrator, Michael Huerta.

OPTIONS FOR FEDERAL AVIATION ADMINISTRATION AIR TRAFFIC
CONTROL REFORM

On March 24, 2015, the Subcommittee held a hearing to examine options for reforming air traffic control (ATC) operations at the FAA. The Subcommittee heard testimony from DOT IG, a former FAA Air Traffic Organization official, the FAA Management Advisory Council, a former White House National Economic Council senior staff member, a Department of Defense and Public Buildings Service official, and representatives of A4A, NATCA, and the Reason Foundation.

ENSURING THE SAFETY OF OUR NATION'S AVIATION SYSTEM

On April 30, 2015, the Subcommittee held a roundtable discussion on aviation safety issues and policies as the Committee works toward the reauthorization of the FAA. Participants included NTSB, DOT IG, the Regional Airline Association, AOPA, and a representative of the Families of Continental Flight 3407.

FEDERAL AVIATION ADMINISTRATION REAUTHORIZATION: AIRPORT
FINANCING AND DEVELOPMENT

On May 21, 2015, the Subcommittee held a roundtable discussion on issues related to airport financing and development. Participants included the FAA, Ventura County Department of Airports, Moody's Investors Service, Southwest Airlines, and Tampa International Airport.

ENSURING AVIATION SAFETY IN THE ERA OF UNMANNED AIRCRAFT
SYSTEMS

On October 7, 2015, the Subcommittee held a hearing to explore issues related to aviation safety as the number of UAS increases in the United States. The Subcommittee heard testimony from the FAA, the United States Forest Service, the Academy of Model Aeronautics, the Air Line Pilots Association and a professor of aeronautics and astronautics.

REVIEW OF FEDERAL AVIATION ADMINISTRATION CONTROLLER
STAFFING

On December 8, 2015, the Subcommittee held a roundtable discussion on issues related to air traffic controller hiring, staffing and training plans. Participants included the FAA, DOT IG, and NATCA.

REVIEW OF AIR TRAFFIC CONTROL REFORM PROPOSALS

On February 10, 2016, the Committee held a hearing to examine proposals to reform the ATC operations of the FAA. The Committee heard testimony from A4A, NATCA, the Reason Foundation, and the National Business Aviation Association.

A REVIEW OF THE FEDERAL AVIATION ADMINISTRATION'S AIR TRAFFIC
CONTROLLER HIRING, STAFFING AND TRAINING PLANS

On June 15, 2016, the Subcommittee held a hearing to review the air traffic controller hiring, staffing and training plans of the Federal Aviation Administration. The Subcommittee heard testimony from the Air Traffic Organization of the FAA, the DOT IG, NATCA, and Southwest Airlines.

FEDERAL AVIATION ADMINISTRATION OVERSIGHT OF COMMERCIAL
SPACE TRANSPORTATION

On June 22, 2016, the Subcommittee held a hearing to explore issues related to the FAA's oversight of the commercial space transportation industry. The Subcommittee heard testimony from the FAA, members of the Commercial Space Transportation Advisory Committee, the director of civil aviation issues of the GAO, and the chief technology officer of World View Enterprises.

OVERSIGHT LETTERS

REVIEW OF TSA MODIFICATIONS TO THE PROHIBITED ITEMS LIST

On June 24, 2013, Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) requested that the GAO review Transportation Security Administration's (TSA) process for modifying their prohibited items list, including how it consults with private and public stakeholders and how this process addresses TSA's risk-based approach toward screening procedures. GAO issued a report entitled "TSA Should Take Additional Action to Obtain Stakeholder Input When Modifying the Prohibited Items List" (GAO-15-261) on March 6, 2015.

REVIEW OF FAA ORGANIZATIONAL STRUCTURE

On September 4, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo requested the DOT IG review the FAA's current organizational structure, compare it with other countries' air traffic control organizations, and identify possible benefits of alternative structural reforms. The DOT IG issued a report entitled "There Are Significant Differences Between FAA and Foreign Countries' Processes for Operating Air Navigation Systems" (AV-2015-084) on September 9, 2015.

NEW PILOT RECORDS DATABASE IMPLEMENTATION

On September 10, 2013, Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) and Ranking Member Rick Larsen (D-WA) requested the DOT IG continue to monitor and examine FAA and industry progress in implementing the new pilot records database as mandated by the Airline Safety and Federal Aviation Administration Extension Act of 2010 (P.L. 111-216). This is the final major mandate put in place in response to the tragic February 2009 Colgan Air flight 3407 regional airline accident. The DOT IG issued a report entitled "FAA Delays in Establishing a Pilot Records Database Limit Air Carriers' Access to Background Information" (AV-2015-079) on August 20, 2015.

RESPONDING TO NEXTGEN CHALLENGES: A REVIEW

On September 26, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo GAO review how effectively the FAA has responded to the challenges in NextGen implementation that have been identified by the GAO and others. GAO issued a report entitled “FAA Needs a More Comprehensive Approach to Address Cybersecurity As Agency Transitions to NextGen” (GAO-15-370) on April 14, 2015.

EVALUATION OF FAA INFORMATION SECURITY CONTROLS
IMPLEMENTATION FOR AIR TRAFFIC CONTROL

On September 26, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) requested that GAO update its 2005 study evaluating the extent the FAA has implemented effective information security controls for air traffic control. GAO issued a report entitled “FAA Needs to Address Weaknesses in Air Traffic Control Systems” (GAO-15-221) on March 2, 2015.

UPDATE ON AIRPORT IMPROVEMENT PROGRAM FUNDING

On September 26, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) requested that GAO review future demands on airport infrastructure and the funding capacity of airports to meet national and regional needs and to maintain a safe and efficient airport system. GAO issued a report entitled “Airport Finance—Information on Funding Sources and Planned Capital Development” (GAO-15-306) on May 20, 2015.

AVIATION ACTIVITY FORECAST

On September 26, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) requested that GAO study how the levels of aviation activity in the future will impact FAA operations and funding. Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) was subsequently added as a co-requestor. GAO issued a report entitled “FAA Should Implement Additional Risk-Management Practices in Forecasting Aviation Activity” (GAO-16-210) on March 16, 2016.

SESAR INTEROPERABILITY STUDY

On September 26, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) requested that GAO review progress made by the FAA and key stakeholders to achieve global air traffic control harmonization and airspace interoperability, and in particular how the FAA’s NextGen and the European’s SESAR (the European air traffic control modernization program) can be better harmonized to streamline operations. GAO issued a report entitled “Next Generation Air Transportation System—Improved Risk Analysis Could Strengthen FAA’s Global Interoperability Efforts” (GAO-15-608) on August 28, 2015.

REVIEWING FAA'S ORGANIZATIONAL STRUCTURE

On October 1, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Nick J. Rahall, II (D-WV) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) and Ranking Member Rick Larsen (D-WA) requested that DOT IG gather a wide range of stakeholder perspectives, including labor, airlines, airports, and general aviation users, on the effectiveness of the FAA's organizational structure to support both the implementation of NextGen and the day-to-day operation of the National Airspace System. The DOT IG issued a report entitled "There Are Significant Differences Between FAA and Foreign Countries' Processes for Operating Air Navigation Systems" (AV-2015-0844) on September 2, 2015 and another report entitled "FAA Reforms Have Not Achieved Expected Cost, Efficiency, and Modernization Outcomes" (AV-2016-015) on January 15, 2016.

MAXIMIZING PERFORMANCE BASED NAVIGATION PROCEDURES THROUGH AIR TRAFFIC CONTROLLER AUTOMATION TOOLS

On October 3, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Nick J. Rahall, II (D-WV) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) and Ranking Member Rick Larsen (D-WA) requested the DOT IG assess the FAA's progress in developing and deploying new air traffic controller automation tools needed to maximize the use of Performance Based Navigation procedures. The DOT IG issued a report entitled "FAA Has Not Effectively Deployed Controller Automation Tools That Optimize Benefits of Performance-Based Navigation" (AV-2015-081) on August 20, 2015.

UNMANNED AIRCRAFT SYSTEMS BASELINE STUDY

On November 20, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Ranking Member Nick J. Rahall, II (D-WV), Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ), Ranking Member Rick Larsen (D-WA), and subsequently Committee Ranking Member Peter DeFazio (D-OR) requested the GAO undertake a study to provide a baseline of information, status, challenges and recommendations for improvement with regard to the acquisition of UAS' operational and safety data and the coordination of research and development activities among federal agencies and between the federal and private sectors. GAO issued a report entitled "Unmanned Aerial Systems—FAA Continues Progress Toward Integration into the National Airspace" (GAO-15-610) on August 17, 2015.

UNMANNED AIRCRAFT SYSTEMS COMPETITIVENESS STUDY

On November 20, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) and Ranking Member Rick Larsen (D-WA) and subsequently Committee Ranking Member Peter DeFazio (D-OR) requested GAO undertake a study to address the key similarities and differences in the progress, de-

velopment, and civilian uses of unmanned aircraft systems in key international markets and our trading partners, their implications for American competitiveness, and what lessons can be found for the United States from international approaches to the development and integration of unmanned aircraft systems. GAO's report on this matter was combined with the report entitled "Unmanned Aerial Systems—FAA Continues Progress Toward Integration into the National Airspace" (GAO-15-610) on August 17, 2015.

FEDERAL AVIATION ADMINISTRATION'S CERTIFICATION PROCESSES

On November 22, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) requested GAO conduct a review of the FAA's progress in carrying out recommendations developed from section 312 and 313 in the FAA Modernization and Reform Act concerning the FAA's efforts to streamline and reduce regional inconsistencies of interpretation for its certification processes. In December 2013, Aviation Chairman Frank A. LoBiondo (R-NJ) and Ranking Member Rick Larsen (D-WA) issued another request on FAA's certification processes. In response to these requests, GAO issued a report as testimony entitled "Issues Related to Domestic Certification and Foreign Approval of U.S. Aviation Products" (GAO-15-327T) on January 21, 2015.

FAA REVIEW AND REFORM

On November 22, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) requested the GAO review and analyze the progress that the FAA has made in addressing its recommendations from section 812 of the FAA Modernization and Reform Act, which required the FAA to identify and develop recommendations to mitigate redundant, duplicative, ineffective or obsolete processes, positions, or offices. GAO issued a report entitled "FAA Improved Tracking of Results Needed to Provide Confidence in Benefits of Streamlining Activities" (GAO-15-247) on February 26, 2015.

FEDERAL AVIATION ADMINISTRATION FUNDING STABILITY (BUDGET UNCERTAINTY)

On February 13, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Ranking Member Peter DeFazio (D-OR), Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) and Ranking Member Rick Larsen (D-WA) requested that GAO provide a report on the effects of budget uncertainty on the FAA, the causes and reasons for budget uncertainty, and how to prevent this from happening. GAO issued a report entitled "Aviation Finance—Observations on the Effects of Budget Uncertainty on FAA" (GAO-16-198R) on December 8, 2015.

AIR TRAFFIC CONTROLLER HIRING PRACTICES

On June 10, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) wrote a letter to the DOT IG

requesting review of FAA's ATC hiring programs and practices. The letter specifically requested that the DOT IG look closely at Biographical Assessment to address allegations of systemic cheating on this test.

SMALL UNMANNED AIRCRAFT SYSTEMS

On July 8, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR), along with Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) and Ranking Member Rick Larsen (D-WA), requested that GAO provide a study of the risks, challenges, and potential mitigations of unauthorized small UAS operations to the National Airspace System.

EN ROUTE AUTOMATION MODERNIZATION/CRISIS RESPONSE MANAGEMENT

On August 21, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) requested that GAO provide a study reviewing the causes of En Route Automation Modernization (ERAM) outages and the FAA's responsive actions to these outages. The letter also requested that GAO determine whether or not ERAM will support a wide range of NextGen capabilities. The report is expected in the 115th Congress.

OPERATION OF AIR AMBULANCE SERVICE PROVIDERS

On April 12, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) requested that GAO provide a study on the operation of air ambulance service providers, including issues related to pricing, operating costs, the effectiveness of DOT enforcement actions against unreasonable pricing or anticompetitive practices of air ambulance operators, and the state of air ambulance service industry competition. This report is expected in the 115th Congress.

REQUEST FOR INFORMATION

In a letter dated December 21, 2016 to Secretary of Transportation Anthony Foxx, Chairman Shuster requested information about various aviation programs in preparation for the 115th Congress. The specific inquiries relate to airports, air traffic control, certification, consumer protection, unmanned aircraft systems and other areas.

MINORITY OVERSIGHT LETTERS

AVIATION ACTIVITY FORECAST

On March 13, 2013, Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) requested that GAO study how aviation activity forecasts affect FAA staffing, workload and funding. GAO issued a report entitled "FAA Should Implement Additional Risk-Management Practices in Forecasting Aviation Activity" (GAO-16-210) on March 16, 2016.

SESAR INTEROPERABILITY STUDY

On March 13, 2013, Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) requested that GAO review progress made by the FAA and key stakeholders to achieve global air traffic control harmonization and airspace interoperability, and in particular how the FAA's NextGen and the European's SESAR (the European air traffic control modernization program) can be better harmonized to streamline operations. GAO issued a report entitled "Next Generation Air Transportation System—Improved Risk Analysis Could Strengthen FAA's Global Interoperability Efforts" (GAO-15-608) on August 28, 2015.

OVERSIGHT OF FOREIGN REPAIR STATIONS

On January 16, 2015, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) requested that the GAO study FAA's oversight of the contract maintenance industries ability to comply with U.S. safety standards and the impact of airline maintenance outsourcing. GAO issued a report entitled "Aviation Safety: FAA's Risk Based Oversight for Repair Stations Could Benefit from Additional Airline Data and Performance Metrics [Reissued on September 2, 2016]" (GAO-16-679) on July 28, 2016.

REVIEW OF FAA OVERSIGHT OF SUSPECTED UNAPPROVED PARTS

On March 6, 2015, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D-WA) requested that the Department of Transportation, Office of Inspector General, evaluate the FAA's capability to identify and interdict suspected unapproved parts and take timely corrective actions. The report is expected to be released in early 2017.

OPEN SKIES AGREEMENT WITH MIDDLE EAST CARRIERS

On March 9, 2015, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio requested the DOT and the Department of State fully consider the allegations that the three largest carriers in the Persian Gulf region were competing against U.S. carriers with the benefit of unfair state subsidies, thereby creating an anti-competitive situation.

LITHIUM ION BATTERIES

On April 24, 2015, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio wrote to the Secretary of Transportation to register his concerns over the transport by air of lithium batteries and requested a briefing from the Department of Transportation on the International Civil Aviation Organization's Dangerous Goods Panel meeting on the transportation of lithium ion batteries and what the outcome of those meetings.

CONSEQUENCES OF SEPARATION OF THE AIR TRAFFIC CONTROL
SYSTEM

On May 20, 2015, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D–OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D–OR) requested that the Government Accountability Office study the potential challenges and consequences associated with separating the air traffic control system from the Federal Aviation Administration.

REGIONAL AIRLINE PILOT PAY

On June 5, 2015, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D–OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D–WA) requested that the DOT IG study FAA’s role in overseeing regional airline safety and regional pilot airline pay. The report is expected in January 2017.

HAZARDS OF AIR TRANSPORTATION OF LITHIUM BATTERIES

On October 20, 2015, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D–OR) wrote to Secretary of Transportation Anthony Foxx expressing his continued, serious concern over safety risks associated with the transport by air of lithium-ion batteries. In the letter, Ranking Member DeFazio urged the Secretary to ensure that the U.S. delegation to the International Civil Aviation Organization’s Dangerous Goods Panel support a temporary but absolute ban on bulk shipments of lithium-ion batteries on passenger-carrying aircraft until more research can identify methods of transporting them at acceptable levels of safety.

U.S.-JAPAN OPEN SKIES AGREEMENT REGARDING TOKYO
INTERNATIONAL AIRPORT—HANEDA

On November 18, 2015, 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 Secretary of Transportation Foxx and Secretary of State Kerry requesting they consider broader effects on the U.S. airline industry when contemplating any agreement with Japan to incrementally increase slot availability at Tokyo Haneda Airport.

NORWEGIAN AIR INTERNATIONAL FOREIGN AIR CARRIER PERMIT

On February 17, 2016, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D–OR) sent a letter to Secretary of Transportation Foxx expressing concerns over an application for a foreign air carrier permit by Norwegian Air UK. The letter requested that the Department review all relevant information from Norwegian Air UK on how it will manage its labor force.

FAA OVERSIGHT OF MAINTENANCE PROGRAMS

On June 7, 2016, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D–OR) and Subcommittee on Aviation Ranking Member Rick Larsen (D–WA) requested the DOT IG evaluate FAA’s oversight of maintenance programs, including

how inspectors investigate alleged safety violations and assess corrective actions.

NORWEGIAN AIR INTERNATIONAL AND THE U.S.-EUROPEAN UNION

On July 28, 2016, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) sent a letter to The Honorable Violeta Bulc, European Union Commissioner for Transport, explaining his concerns over the foreign air carrier permit applications of Norwegian Air International and Norwegian Air UK.

AIR CABIN NOISE LEVELS

On November 1, 2016, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) requested that the GAO study the role of the FAA and the Occupational Safety and Health Administration on average noise levels in aircraft cabins and options to mitigate any resultant occupational injuries among flight attendants.

OVERSIGHT WITHIN LEGISLATION

TRAINING POLICIES REGARDING ASSISTANCE FOR PERSONS WITH DISABILITIES

Section 2107 of P.L. 114-190, the FAA Extension, Safety, and Security Act of 2016 (H.R. 636), requires GAO to submit a report assessing required air carrier personnel and training programs regarding the assistance of persons with disabilities. This report is expected in the 115th Congress.

AVIATION CYBERSECURITY

Section 2111 of P.L. 114-190, the FAA Extension, Safety, and Security Act of 2016 (H.R. 636), requires the FAA, after consultation with the National Institute of Standards and Technology (NIST), to submit a report on a cybersecurity standards plan to improve implementation of the NIST's latest revisions to information security guidance for the FAA and an explanation of why any such revisions may not be incorporated in the plan. This report is expected in the 115th Congress.

PILOT PROJECT FOR AIRPORT SAFETY AND AIRSPACE HAZARD MITIGATION

Section 2206 of P.L. 114-190, the FAA Extension, Safety, and Security Act of 2016 (H.R. 636), requires the FAA to submit a report on the results of the unmanned aircraft hazard mitigation pilot program. The report is expected in the 115th Congress.

UNMANNED AIRCRAFT SYSTEMS-MANNED AIRCRAFT COLLISION RESEARCH

Section 2212 of P.L. 114-190, the FAA Extension, Safety, and Security Act of 2016 (H.R. 636), requires the FAA to submit a report on testing and modeling conducted in coordination with NASA of collisions between manned and unmanned aircraft. This report is expected in the 115th Congress.

PROBABILISTIC METRICS RESEARCH AND DEVELOPMENT STUDY

Section 2213 of P.L. 114–190, the FAA Extension, Safety, and Security Act of 2016 (H.R. 636), requires the FAA to submit a report on studies conducted with the National Academies regarding the use of probabilistic risk assessments to streamline integration of unmanned aircraft into the national airspace system. This report is expected in the 115th Congress.

WORKING GROUP ON IMPROVING AIR SERVICE TO SMALL COMMUNITIES

Section 2303 of P.L. 114–190, the FAA Extension, Safety, and Security Act of 2016 (H.R. 636), requires the Secretary of Transportation to submit a report summarizing the views expressed by participants in the small community air service working group established under that section and to compile legislative and regulatory recommendations that would assist in maintaining and improving small community air service. This report is expected in the 115th Congress.

MEDICAL CERTIFICATION OF SMALL AIRCRAFT PILOTS

Section 2307 of P.L. 114–190, The FAA Extension, Safety, and Security Act of 2016 (H.R. 636), requires the FAA, in coordination with the NTSB, to submit a report that describes the effect of revised medical certification regulations for certain general aviation pilots issued under that section. The report must also include statistics that reflect changes in small aircraft activities and safety incidents. This report is expected in the 117th Congress.

REFUNDS TO REGISTERED VENDORS OF KEROSENE USED IN NON-COMMERCIAL AVIATION

Section 42001 of P.L. 114–94, the FAST Act (H.R. 22), required GAO to conduct a study and submit a report on payments made to vendors of kerosene used in noncommercial aviation. GAO issued a report entitled “Airport and Airway Trust Fund—Less Than Half of Noncommercial Jet Fuel Tax Receipts Are Transferred” (GAO–16–746R) on August 8, 2016.

TARMAC DELAY RULE

Section 406 of P.L. 112–95, the FAA Modernization and Reform Act of 2012, requires the DOT IG to submit a report to assess the impact of DOT’s rules on the decisions of the carriers on whether or not to delay or cancel flights and the impact this would have on the industry as a whole. DOT IG issued a report entitled “Effects of the Tarmac Delay Rule on Airline Cancellations and Delays” (ST–2017–003) on October 26, 2016.

HEARINGS HELD

Hearing entitled “Federal Aviation Administration Reauthorization: Enabling a 21st-Century Aviation System” (March 3, 2015) Committee Serial Number 114–7

Hearing entitled “Options for Federal Aviation Administration Air Traffic Control Reform” (March 24, 2015) Committee Serial Number 114–11

Hearing entitled “Ensuring Aviation Safety in the Era of Unmanned Aircraft Systems” (October 7, 2015) Committee Serial Number 114–28

Hearing entitled “A Review of the Federal Aviation Administration’s Air Traffic Controller Hiring, Staffing and Training Plans” (June 15, 2016) Committee Serial Number 114–45

Hearing entitled “Federal Aviation Administration Oversight of Commercial Space Transportation” (June 22, 2016) Committee Serial Number 114–46

**SUBCOMMITTEE ON COAST GUARD AND MARITIME
TRANSPORTATION**

U.S. HOUSE OF REPRESENTATIVES

114TH CONGRESS

DUNCAN HUNTER, California, *Chairman*
JOHN GARAMENDI, California, *Ranking Member*

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CARLOS CURBELO, Florida	PETER A. DeFAZIO, Oregon (<i>ex officio</i>)
DAVID ROUZER, North Carolina	
LEE M. ZELDIN, New York	
BILL SHUSTER, Pennsylvania (<i>ex officio</i>)	

‡Janice Hahn resigned from the U.S. House of Representatives on December 4, 2016.

Legislative Activities

**ILLEGAL, UNREPORTED, AND UNREGULATED FISHING ENFORCEMENT
ACT OF 2015**

PUBLIC LAW 114–81 (H.R. 774)

Summary

This bill amends the High Seas Driftnet Fishing Moratorium Protection Act to direct the National Oceanic and Atmospheric Administration (NOAA) and the Coast Guard to enforce specified laws to address illegal, unreported, or unregulated (IUU) fishing. NOAA and other federal and state agencies are given the authority to enforce those laws, including enforcement through vessel forfeiture and civil and criminal penalties. The Committee worked with the Committee on Natural Resources to clear enforcement provisions in H.R. 774 within the Committee’s jurisdiction.

Legislative History

On February 5, 2015, H.R. 774 was introduced by Congresswoman Madeleine Z. Bordallo (D–GU).

On July 20, 2015, H.R. 774 was reported with amendments by the Committee on Natural Resources (H. Rept. 114–212).

On July 27, 2015, H.R. 774 was considered in the House under suspension of the rules and agreed to by voice vote.

On October 21, 2015, H.R. 774 was passed by the Senate without amendment by unanimous consent.

On October 26, 2015, H.R. 774 was presented to the President.

On November 5, 2015, H.R. 774 was signed by the President becoming Public Law 114–81.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2016

PUBLIC LAW 114–92 (H.R. 1735/S. 1356)

To authorize appropriations for fiscal year 2016 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe

military personnel strengths for such fiscal year, and for other purposes.

Summary

H.R. 1735 authorizes appropriations for fiscal year 2016 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year. H.R. 1735 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Aviation, the Subcommittee on Coast Guard and Maritime Transportation, the Subcommittee on Economic Development and Public Buildings, and the Subcommittee on Water Resources and Environment. The Committee worked with the Committee on Armed Services to clear provisions in H.R. 1735 within the Committee's jurisdiction.

Legislative History

On April 13, 2015, H.R. 1735 was introduced by Congressman Mac Thornberry (R-TX), Chairman of the House Committee on Armed Services.

On May 5, 2015, H.R. 1735 was reported, as amended, by the Committee on Armed Services (H. Rept. 114-102).

On May 12, 2015, a supplemental report for H.R. 1735 was reported by the Committee on Armed Services (H. Rept. 114-102, Part II).

On May 15, 2015, H.R. 1735 was considered under a rule and passed by a vote of 269-151 (Roll No. 239).

On May 21, 2015, H.R. 1735 was received in the Senate, read twice and placed on the Senate Legislative Calendar under General Orders (Calendar No. 99).

On June 18, 2015, H.R. 1735 was passed by the Senate with an amendment by a vote of 71-25.

On June 25, 2015, Congressman Mac Thornberry (R-TX) moved that the House disagree with the Senate amendment, and a conference was agreed to by a voice vote.

On July 10, 2015, the Speaker appointed Congressman Garret Graves (R-LA), Carlos Curbelo (R-FL), and Congresswoman Eleanor Holmes Norton (D-DC) as additional conferees on behalf of the Committee on Transportation and Infrastructure for consideration of sections 302, 562, 569, 570a, 591, 1060a, 1073, 2811, and 3501 of the House bill and sections 601, 642, 1613, 3504, and 3505 of the Senate amendment.

On September 29, 2015, the conference report (H. Conf. Rept. 114-270) was filed.

The conference report was considered on October 1, 2015, and was agreed to by a vote of 270-156 (Roll No. 532).

On October 7, 2015, the Senate agreed to the conference report by a vote of 70-27 (Record Vote Number: 277).

On October 21, 2015, H.R. 1735 was presented to the President.

On October 22, 2015, H.R. 1735 was vetoed by the President.

On May 14, 2015, S. 1356 was introduced by Senator Ron Johnson (R-WI), passed the Senate without amendment by unanimous consent, was received by the House and was held at the desk.

On November 5, 2015, Congressman Mac Thornberry, (R-TX) moved that the House suspend the rules and pass S. 1356 as amended and the bill passed 370–58 (Roll No. 618).

On November 10, 2015, S. 1356 was laid before the Senate by unanimous consent. The Senate agreed to the House amendment to S. 1356 by a vote of 91–3 (Record Vote Number: 301).

On November 17, 2015, S. 1356 was presented to the President.

On November 25, 2015, S. 1356 became Public Law 114–92.

SPORT FISH RESTORATION AND RECREATIONAL BOATING SAFETY ACT OF 2015

ENACTED AS PART OF THE FAST ACT (P.L. 114–94)

Summary

Title X of the FAST Act reauthorizes expenditure authority for the Dingell-Johnson Sport Fish Restoration Act through fiscal year 2020 and reforms grant programs to reduce administrative costs and increase flexibility for states. The act also provides parity for the Coast Guard by establishing a set-aside for the Service’s administrative expenses. Similar legislation, H.R. 3462, Sportfishing Restoration and Recreational Boating Safety Act of 2015, was introduced by Congressman Garret Graves (R-LA) on September 21, 2015.

Legislative History

On January 6, 2015, H.R. 22 was introduced by Congressman Rodney Davis (R-IL) and was considered under suspension of the rules and passed 412–0 (Roll No. 7).

On July 30, 2015, H.R. 22, as amended, passed the Senate 65–34 (Record Vote No. 260).

On November 5, 2015, the House agreed to a conference 371–54 (Roll No. 624).

On November 10, 2015, the Senate appointed conferees, Senate appointed conferees Inhofe, Thune, Hatch, Murkowski, Fischer, Barrasso, Cornyn, Boxer, Brown, Nelson, Wyden, Durbin, Schumer.

On November 5, 2015, the House agreed to the amendments en gros (including text of H.R. 3763) by 363–64 (Roll No. 624) and the Speaker appointed the following conferees: from the Committee on Transportation and Infrastructure: Shuster, Duncan of Tennessee, Graves of Missouri, Miller of Michigan, Crawford, Barletta, Farenthold, Gibbs, Denham, Ribble, Perry, Woodall, Katko, Babin, Hardy, Graves of Louisiana, DeFazio, Norton, Nadler, Brown of Florida, Eddie Bernice Johnson of Texas, Cummings, Larsen of Washington, Capuano, Napolitano, Lipinski, Cohen, and Sires.

On November 10, 2015, the Senate disagreed to the House amendment to the Senate amendment and agreed to a conference and appointed conferees: Inhofe, Thune, Hatch, Murkowski, Fischer, Barrasso, Cornyn, Boxer, Brown, Nelson, Wyden, Durbin, and Schumer.

On November 17, 2015, the Speaker appointed additional conferees:

From the Committee on Armed Services: Thornberry, Rogers (AL), and Sanchez, Loretta.

From the Committee on Energy and Commerce: Upton, Mullin, and Pallone.

From the Committee on Financial Services: Hensarling, Neugebauer, and Waters, Maxine.

From the Committee on the Judiciary: Goodlatte, Marino, and Lofgren.

From the Committee on Natural Resources: Thompson (PA), LaHood, and Grijalva.

From the Committee on Oversight and Government Reform: Mica, Hurd (TX), and Connolly.

From the Committee on Science, Space, and Technology: Smith (TX), Comstock, and Edwards.

From the Committee on Ways and Means: Brady (TX), Reichert, and Levin.

On November 18, 2015, the House and Senate held a formal conference meeting and Chairman Shuster was nominated as Chair of the conference.

On December 1, 2015, the conference report (H. Conf. Rept. 114–357) was filed.

On December 3, 2015, the conference report was considered under the provision of rule H. Res. 546 and the House agreed to the conference report by 359–65 (Roll No. 673).

On December 3, 2015, the Senate agreed to the conference report by 83–16 (Record Vote No. 331).

On December 4, 2015, H.R. 22 was presented to the President and was signed, becoming Public Law 114–94.

On December 1, 2015, the conference report (H. Conf. Rept. 114–357) was filed.

On December 3, 2015, the House agreed to the conference report 359–65 (Roll No. 673).

On December 3, 2015, Senate agreed to conference report 83–16 (Record Vote No. 331).

On December 4, 2015, H.R. 22 was presented to the President, signed and became Public Law 114–94.

COAST GUARD AUTHORIZATION ACT OF 2015

PUBLIC LAW 114–120 (H.R. 4188/H.R. 1987/S. 1611)

Summary

H.R. 4188, the Coast Guard Authorization Act of 2015, authorizes \$9.1 billion in discretionary funding for the Coast Guard for each of the fiscal years 2016 and 2017. The bill authorizes the end-of-year strength for active duty military personnel at 43,000 for each of the fiscal years 2016 and 2017. And the bill also authorizes \$24.7 million for (Federal Maritime Administrator (FMC) for fiscal years 2016 and 2017. Finally, the bill makes several reforms to Coast Guard authorities and laws governing shipping and navigation, as well as the conveyance of Coast Guard properties in Alaska and California.

Legislative History

On April 23, 2015, H.R. 1987 was introduced by Congressman Duncan Hunter (R–CA).

On April 30, 2015, the Committee met in open markup session and ordered H.R. 1987 reported as amended to the House. On May 15, 2015, H.R. 1987 was reported (H. Rept. 114–115) and placed on Union Calendar (Calendar No. 81).

On May 18, 2015, H.R. 1987 was considered under suspension of the rules and agreed to by voice vote.

On May 19, 2015, H.R. 1987 was received in the Senate, read twice, and referred to the Committee on Commerce, Science, and Transportation.

On December 8, 2015, H.R. 4188 was introduced by Congressman Duncan Hunter (R–CA).

On December 10, 2015, H.R. 4188 was considered in the House under suspension of the rules and agreed to by voice vote.

On December 14, 2015, H.R. 4188 was received in the Senate.

On December 18, 2015, H.R. 4188 passed the Senate with an amendment by voice vote.

On February 1, 2016, the House considered H.R. 4188 as amended under suspension of the rules and passed the bill by voice vote.

On February 4, 2016, H.R. 4188 was presented to the President.

On February 8, 2016, H.R. 4188 was signed by the President becoming P.L. 114–120.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2017

PUBLIC LAW 114–XXX (H.R. 4909/S. 2943)

To authorize appropriations for fiscal year 2017 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

Summary

H.R. 4909 authorizes appropriations for fiscal year 2017 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year. H.R. 4909 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Aviation, the Subcommittee on Coast Guard and Maritime Transportation, the Subcommittee on Economic Development and Public Buildings, and the Subcommittee on Water Resources and Environment. The Committee worked with the Committee on Armed Services to clear provisions in H.R. 4909 within the Committee’s jurisdiction. Additionally, during conference committee deliberations, the Committee worked with the Committee on Armed Services and with the Senate Committee on Commerce, Science and Transportation to clear provisions included in S. 2829, the Maritime Administration Authorization and Enhancement Act for Fiscal Year 2017, within the Committee’s jurisdiction.

Legislative History

On April 12, 2016, H.R. 4909 was introduced by Congressman Mac Thornberry (R–TX).

On May 4, 2016, H.R. 4909 was reported by the Committee on Armed Services (H. Rept. 114–537).

On May 12, 2016, a supplemental report (H. Rept. 114–537, Part II) was filed.

On May 18, 2016, H.R. 4909 was considered under a rule and passed by a vote of 277–147 (Roll No. 216).

On May 26, 2016, H.R. 4909 was received in the Senate, read twice and placed on Senate Legislative Calendar under General Orders. Calendar No. 502.

On May 18, 2016, S. 2493 was introduced in the Senate by Senator John McCain (R–AZ).

On May 18, 2016, the Senate committee on Armed Services ordered S. 2493 reported with a written report. (S. Rept. 114–255).

On June 14, 2016, S. 2493 passed the Senate with amendments by 85–13. Record Vote Number: 98.

On July 8, 2016, the House struck all after the enacting clause and inserted in lieu thereof the provisions H.R. 4909 and passed S. 2393 as amended without objection.

On July 8, 2016, the House insisted upon its amendment, and requested a conference.

On July 8, 2016, the Speaker appointed conferees:

Committee on Armed Services for consideration of the Senate bill and the House amendment, and modifications committed to conference: Thornberry, Forbes, Miller (FL), Wilson (SC), LoBiondo, Bishop (UT), Turner, Kline, Rogers (AL), Franks (AZ), Shuster, Conaway, Lamborn, Wittman, Gibson, Hartzler, Heck (NV), Stefanik, Smith (WA), Sanchez, Loretta, Davis (CA), Langevin, Larsen (WA), Cooper, Bordallo, Courtney, Tsongas, Garamendi, Johnson (GA), Speier, and Peters.

Permanent Select Committee on Intelligence for consideration of matters within the jurisdiction of that committee under clause 11 of rule X: Nunes, Pompeo, and Schiff. The Committee on Education and the Workforce for consideration of secs. 571–74 and 578 of the Senate bill, and secs. 571, 573, 1098E, and 3512 of the House amendment, and modifications committed to conference: Walberg, Guthrie, and Scott (VA).

Committee on Energy and Commerce for consideration of secs. 3112 and 3123 of the Senate bill, and secs. 346, 601, 749, 1045, 1090, 1095, 1673, 3119A, and 3119C of the House amendment, and modifications committed to conference: Latta, Johnson of Ohio, and Pallone.

Committee on Foreign Affairs for consideration of secs. 828, 1006, 1007, 1050, 1056, 1089, 1204, 1211, 1221–23, 1231, 1232, 1242, 1243, 1247, 1252, 1253, 1255–58, 1260, 1263, 1264, 1271–73, 1276, 1283, 1301, 1302, 1531–33, and 1662 of the Senate bill, and secs. 926, 1011, 1013, 1083, 1084, 1098K, 1099B, 1099C, 1201, 1203, 1214, 1221–23, 1227, 1229, 1233, 1235, 1236, 1245, 1246, 1250, 1259A–59E, 1259J, 1259L, 1259P, 1259Q, 1259U, 1261, 1262, 130103, 1510, 1531–33, 1645, 1653, and 2804 of the House amendment, and modifications committed to conference: Royce, Zeldin, and Engel.

Committee on Homeland Security for consideration of secs. 564 and 1091 of the Senate bill, and secs. 1097, 1869, 1869A, and 3510

of the House amendment, and modifications committed to conference: McCaul, Donovan, and Thompson (MS).

Committee on the Judiciary for consideration of secs. 829J, 829K, 944, 963, 1006, 1023–25, 1053, 1093, 1283, 3303, and 3304 of the Senate bill, and secs. 598, 1090, 1098H, 1216, 1261, and 3608 of the House amendment, and modifications committed to conference: Goodlatte, Issa, and Conyers.

Committee on Natural Resources for consideration of secs. 601, 2825, subtitle D of title XXVIII, and sec. 2852 of the Senate bill, and secs. 312, 601, 1090, 1098H, 2837, 2839, 2839A, subtitle E of title XXVIII, secs. 2852, 2854, 2855, 2864–66, title XXX, secs. 3508, 7005, and title LXXIII of the House amendment, and modifications committed to conference: Cook, Hardy, and Grijalva.

Committee on Oversight and Government Reform for consideration of secs. 339, 703, 819, 821, 829H, 829I, 861, 944, 1048, 1054, 1097, 1103–07, 1109–13, 1121, 1124, 1131–33, 1135, and 1136 of the Senate bill, and secs. 574, 603, 807, 821, 1048, 1088, 1095, 1098L, 1101, 1102, 1104–06, 1108–11, 1113, 1259C, and 1631 of the House amendment, and modifications committed to conference: Chaffetz, Russell, and Cummings.

Committee on Science, Space, and Technology for consideration of sec. 874 of the Senate bill and secs. 1605, 1673, and title XXXIII of the House amendment, and modifications committed to conference: Smith (TX), Weber (TX), and Johnson, E. B.

Committee on Small Business for consideration of secs. 818, 838, 874, and 898 of the Senate bill, and title XVIII of the House amendment, and modifications committed to conference: Chabot, Knight, and Velazquez.

Committee on Transportation and Infrastructure for consideration of secs. 541, 562, 601, 961, 3302–07, 3501, and 3502 of the Senate bill, and secs. 343, 601, 731, 835, 1043, 1671, 3119C, 3501, 3504, 3509, 3512, and title XXXVI of the House amendment, and modifications committed to conference: Hunter, Rouzer, and Maloney, Sean.

Committee on Veterans' Affairs for consideration of secs. 706, 755, and 1431 of the Senate bill, and secs. 741, 1421, and 1864 of the House amendment, and modifications committed to conference: Roe (TN), Bost, and Takano.

Committee on Ways and Means for consideration of sec. 1271 of the Senate bill, and modifications committed to conference: Brady (TX), Reichert, and Levin.

On July 14, 2016, S. 2493 was laid before Senate by unanimous consent, disagreed to the House amendments, agreed to the request for conference, and appointed conferees: McCain, Inhofe, Sessions, Wicker, Ayotte, Fischer, Cotton, Rounds, Ernst, Tillis, Sullivan, Lee, Graham, Cruz, Reed, Nelson, McCaskill, Manchin, Shaheen, Gillibrand, Blumenthal, Donnelly, Hirono, Kaine, King, and Heinrich made in Senate.

On November 30, 2016, the Conference report (H. Rept. 114–840) was filed.

On December 2, 2016, the House passed the conference report 375–34 (Roll no. 600).

On December 7 and 8, 2016, the conference report was considered by the Senate and pass 92–7 (Record Vote Number 159).

On December 14, 2016, S. 2493 was presented to the President. On December 23, 2016, S. 2493 was signed by the President.

EXPRESSING THE SENSE OF THE HOUSE OF REPRESENTATIVES REGARDING THE TERRORIST ATTACKS LAUNCHED AGAINST THE UNITED STATES ON SEPTEMBER 11, 2001, ON THE 15TH ANNIVERSARY OF THAT DATE

H. RES. 842

Summary

H. Res. 842 recognizes September 11th as a day of solemn commemoration and extends deepest sympathies to the innocent victims of the September 11, 2001, terrorist attacks and their families, friends, and loved ones. The bill honors the heroism and sacrifices of military and civilian personnel and their families in defense of the United States and credits the heroism of first responders, law enforcement personnel, state and local officials, volunteers, and others who aided the victims of the attacks. Further, the bill thanks the leaders and citizens of nations who have assisted and continue to stand in solidarity with the United States against terrorism in the aftermath of the attacks.

Legislative History

On September 6, 2016, H. Res. 842 was introduced by Congressman Kevin McCarthy (R-CA).

On September 9, 2016, H. Res. 842 was considered in the House and was agreed to without objection.

THE FOREIGN SPILL PROTECTION ACT OF 2015

PENDING IN THE SENATE (H.R. 1684)

Summary

This bill amends the Oil Pollution Act of 1990 to make foreign facilities that are located offshore and outside the boundary of the exclusive economic zone (EEZ) liable for removal costs and damages that result from oil spills that reach (or threaten to reach) navigable waters of the United States, adjoining shorelines, or the EEZ. Specifically, the following parties may be held liable: (1) the owners or operators of the foreign facilities, 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

On March 26, 2015, H.R. 1684 was introduced by Congressman Carlos Curbelo (R-FL).

On April 25, 2016, H.R. 1684 was reported with amendments by the Committee on Transportation and Infrastructure (H. Rept. 114-518).

On April 26, 2016, H.R. 1684 was considered under suspension of the rules and agreed to by voice vote.

On April 27, 2016, H.R. 1684 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

COAST GUARD AND MARITIME TRANSPORTATION AMENDMENTS ACT
OF 2016

PENDING IN THE SENATE (H.R. 5978)

Summary

H.R. 5978, the Coast Guard and Maritime Transportation Amendments Act of 2016, contains provisions that enhance the efficiency and reliability of the maritime transportation system and amends several requirements related to the Coast Guard's authorities.

Legislative History

On September 9, 2016, H.R. 5978 was introduced by Congressman Duncan Hunter (R-CA).

On September 26, 2016, H.R. 5978 was considered under suspension of the rules and agreed to by voice vote.

On September 27, 2016, H.R. 5978 was received in the Senate, read twice, and referred to the Committee on Commerce, Science, and Transportation.

BAUDETTE COAST GUARD HOUSING CONVEYANCE ACT

REPORTED BY COMMITTEE (H.R. 3030)

Summary

This bill directs the Coast Guard to convey specified federal land (including buildings, structures, utilities, and miscellaneous facilities) in Baudette, Minnesota, to the city of Baudette, upon payment to the United States of the property's fair market value. The fair market value of the covered property must be: (1) Determined by a real estate appraiser selected by the city, and licensed to practice in Minnesota; and (2) subject to the approval of the Coast Guard, considering specified requirements regarding use of the property. Any proceeds received by the United States from a conveyance under this Act shall be deposited in the Coast Guard Housing Fund. As a condition of any conveyance under this Act, the Coast Guard shall require that all interest in and to the covered property revert to the United States if any part of the property ceases being used for: (1) Affordable housing or a related purpose, or (2) infrastructure providing a public benefit approved by the city. The authority to convey the covered property shall expire four years after this Act's enactment.

Legislative History

On July 10, 2015, H.R. 3030 was introduced by Congressman Collin C. Peterson (D-MN).

On March 23, 2016, H.R. 3030 was reported, as amended, by the Committee on Transportation and Infrastructure (H. Rept. 114-466) and placed on the Union Calendar.

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

PRESIDENT'S FISCAL YEAR 2016 BUDGET REQUEST FOR COAST GUARD AND MARITIME TRANSPORTATION PROGRAMS

On February 25, 2015, the Subcommittee held a hearing to examine the fiscal year 2016 budget requests for the Coast Guard, Federal Maritime Commission, and the Maritime Administration (MARAD). The Subcommittee heard testimony from the Commandant and Master Chief Petty Officer of the Coast Guard, the Administrator of MARAD, and the Chairman of the Federal Maritime Commission.

NAVAL COOPERATIVE STRATEGY

On March 18, 2015, the Subcommittee and the Armed Services Subcommittee on Seapower and Projection Forces held a joint hearing to review the latest unified maritime security strategy and examine how the Nation's three Sea Services intend to implement the updated policy. The Subcommittees heard testimony from the Navy, the Marine Corps, and the Coast Guard.

AN OVERVIEW OF THE U.S. COAST GUARD'S MISSIONS

On April 15, 2015, the Subcommittee held a hearing to examine how the Coast Guard allocates hours and resources among its multiple statutory missions, as well as how the Service measures mission performance. The Subcommittee heard testimony from the Deputy Commandant for Operations of the Coast Guard.

COAST GUARD MAJOR ACQUISITIONS

On May 14, 2015, the Subcommittee held a hearing regarding the status of the Coast Guard's current acquisition program and examined the program's sustainability given the current budgetary climate. The Subcommittee heard testimony from the Coast Guard, GAO, and the Navy League of the United States.

COAST GUARD ACQUISITIONS AND APPROPRIATIONS

On May 26, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) wrote a letter to Committee on Appropriations Chairman Harold Rogers (R-KY), Ranking Member Nita M. Lowey (D-NY), John R. Carter (R-TX), Chairman of the Subcommittee on Homeland Security, as well as Ranking Member Lucille Roybal-Allard (D-CA) requesting \$70 million to begin detail design for the Offshore Patrol Cutter in the FY2016 Department of Homeland Security appropriations bill.

WESTERN HEMISPHERE DRUG INTERDICTION EFFORTS

On June 16, 2015, the Subcommittee held a hearing to examine the federal government's efforts to confront transnational drug smuggling and stem the flow of illegal drugs to the United States. The Subcommittee heard testimony from the Coast Guard and the Southern Command (SOUTHCOM).

A HEARING ON THE FEDERAL RADIONAVIGATION PLAN; H.R. 1684, THE FOREIGN SPILL PROTECTION ACT OF 2015; AND H.R. 3214, THE NATIONAL ICEBREAKER FUND ACT OF 2015

On July 28, 2015, the Subcommittee held a hearing to examine the Federal Radionavigation Plan; H.R. 1684, the Foreign Spill Protection Act of 2015; and H.R. 3214 the National Icebreaker Fund Act of 2015. The Subcommittee heard testimony from the Coast Guard, the Department of Transportation, and a private sector witness on the U.S. Global Positioning System and backup systems.

PREVENTION OF AND RESPONSE TO THE ARRIVAL OF A DIRTY BOMB AT A U.S. PORT

On October 27, 2015, the Subcommittee held a hearing on the prevention of and response to the arrival of a dirty bomb at a U.S. port. The Subcommittee heard from the Coast Guard, the Domestic Nuclear Detection Office, Customs and Border Protection, the GAO, Sandia National Laboratories, Los Alamos National Laboratory, the American Association of Port Authorities, and the George J. Kostas Research Institute for Homeland Security.

U.S. INTERNATIONAL FOOD AID PROGRAMS: TRANSPORTATION PERSPECTIVES

On November 17, 2015, the Subcommittee and the Committee on Agriculture's Subcommittee on Livestock and Foreign Agriculture held a joint hearing on U.S. international food aid programs: transportation perspectives. The Subcommittees heard from the Department of Defense, MARAD, American Maritime Congress, Liberty Maritime Corporation, Hagpag-Lloyd USA, LLC, and Seafarers International Union.

THE STATUS OF COAST GUARD CUTTER ACQUISITION PROGRAMS

On February 3, 2016, the Subcommittee on Coast Guard and Maritime Transportation held a hearing on the status of Coast Guard cutter acquisition programs. The Subcommittee received testimony from the Coast Guard, the Congressional Research Service (CRS), and the GAO.

PRESIDENT'S FISCAL YEAR 2017 BUDGET REQUEST FOR COAST GUARD AND MARITIME TRANSPORTATION PROGRAMS

On March 15, 2016, the Subcommittee held a hearing to examine the fiscal year 2017 budget requests for the Coast Guard, Federal Maritime Commission (FMC), and Maritime Administration (MARAD). The Subcommittee heard testimony from the Commandant and Master Chief Petty Officer of the Coast Guard, the Administrator of MARAD, and the Chairman of the FMC.

MARITIME TRANSPORTATION SAFETY AND STEWARDSHIP PROGRAMS

On April 14, 2016, the Subcommittee held a hearing on maritime transportation safety and stewardship programs. The Subcommittee heard from the Coast Guard, the Transportation Research Board of the National Academies of Sciences, Engineering,

and Medicine, the American Waterways Operators, the International Cruise Victims Association, Inc., the Agriculture Transportation Coalition (AgTC), and the National Association of Waterfront Employers.

COAST GUARD MISSION NEEDS AND RESOURCES ALLOCATION

On June 14, 2016, the Subcommittee held a hearing on Coast Guard mission needs and resources allocation. The Subcommittee heard testimony from the Coast Guard and the GAO.

AN EXAMINATION OF THE MARITIME NUCLEAR SMUGGLING THREAT AND OTHER PORT SECURITY AND SMUGGLING RISKS IN THE UNITED STATES

On July 7, 2016, the Subcommittee held a joint hearing with the Committee on Homeland Security Subcommittee on Border and Maritime Security to examine the efforts of the Department of Homeland Security to prevent nuclear smuggling in U.S. ports. The Subcommittees heard testimony from the Coast Guard, the Domestic Nuclear Detection Office, Customs and Border Protection, National Nuclear Security Administration, the GAO, Los Alamos National Laboratories, the Maryland Port Administration, and the Lake Carriers' Association.

COAST GUARD ARCTIC IMPLEMENTATION CAPABILITIES

On July 12, 2016, the Subcommittee held a hearing on Coast Guard Arctic implementation capabilities. The Subcommittee received testimony from the Coast Guard, GAO, the Navy, CRS, the Shipbuilders Council of America, and the Center for Strategic and International Studies.

FEDERAL MARITIME NAVIGATION PROGRAMS: INTERAGENCY COOPERATION AND TECHNOLOGICAL CHANGE

On September 7, 2016, the Subcommittees on Coast Guard and Maritime Transportation and Water Resources and Environment held a joint hearing to examine federal maritime navigation programs. The Subcommittees heard from the Coast Guard, the Army Corps of Engineers (Corps), and the National Oceanic and Atmospheric Administration.

OVERSIGHT LETTERS

ROTATIONAL CREWING ON THE NATIONAL SECURITY CUTTER

On June 26, 2013, 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 GAO requesting a study concerning rotational crewing on the National Security Cutter. On April 6, 2015, GAO released report GAO-15-195 titled "Coast Guard: Timely Actions Needed to Address Risks in Using Rotational Crews."

COAST GUARD RESOURCES AND MISSION REQUIREMENTS

On March 17, 2014, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) wrote a letter to

the Comptroller General requesting that the GAO review the Coast Guard's efforts to align its resources and mission requirements. On June 14, 2016, GAO released report GAO-16-379 titled "Coast Guard: Actions Needed to Improve Strategic Allocation of Assets and Determine Workforce Requirements."

REVIEW OF COAST GUARD'S PLANS TO EXECUTE ARCTIC MISSIONS

On April 9, 2014, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) wrote a letter to the Comptroller General requesting that the GAO assist the Committee by reviewing the Coast Guard's plans to execute its missions in the Arctic. On July 12, 2016, GAO released report GAO-16-453 titled "Coast Guard: Arctic Strategy Is Underway, but Agency Could Better Assess How Its Actions Mitigate Known Arctic Capability Gaps."

COAST GUARD FIXED-WING AIRCRAFT

On May 23, 2014, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) wrote a letter to the Comptroller General requesting that the GAO review the transfer of C-27Js from the Air Force and determine how they assist the Coast Guard's recapitalization effort. On April 27, 2015, GAO released report GAO-15-325 titled "Coast Guard Aircraft: Transfer of Fixed-Wing C-27J Aircraft Is Complex and Further Fleet Purchases Should Coincide with Study Results."

MERCHANT MARINER TRAINING STANDARDS

On January 26, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA) sent a letter to the Comptroller General requesting that the GAO review the Coast Guard's administrative process in evaluating new Merchant Mariner license, certification, and document evaluation requirements, as well as evaluate redundancies in the process. The letter also requested that the GAO look at how the State Maritime Academies and the Coast Guard can better work together to address issues in implementing new International Maritime Organization Standards. The GAO report is expected during the 115th Congress.

COAST GUARD RULE MAKING

On February 4, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA) sent a letter to the Commandant of the Coast Guard urging consideration of comments made by Maritime Security Program participants in drafting the Coast Guard's Inspection and Certification of Vessels under the MSP (NVIC-01-13), and addressing concerns over unreasonable burdens of the U.S. Flag international fleet.

PROTECTING THE DOMESTIC MARITIME INDUSTRY

On March 4, 2015, 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 Commander for the Military Sealift Command of the NAVY, regarding its recent Request for Information regarding the availability of towing vessels to move the USCGC ENTERPRISE. The Chairmen urged Military Sealift Command to use U.S. flagged, coastwise endorsed tug boats to move ENTERPRISE.

COAST GUARD APPROPRIATIONS

On April 2, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) wrote a letter to Committee on Appropriations Chairman Harold Rogers (R-KY), Ranking Member Nita M. Lowey (D-NY), John R. Carter (R-TX), Chairman of the Subcommittee on Homeland Security, as well as Ranking Member Lucille Roybal-Allard (D-CA), in support of maintaining current Coast Guard funding levels as authorized in the Howard Coble Coast Guard and Maritime Transportation Act of 2014 (P.L. 113-281). This letter also addressed concerns over the President's fiscal year 2016 budget request, which requests a funding level that is almost three percent below the fiscal year 2015 appropriated level. The most harmful cut contained in the President's request is contained in the Coast Guard's capital acquisitions budget which is a 17 percent reduction from fiscal year 2015 levels.

REDUCING REGULATORY BURDENS

On April 14, 2015, Committee on Transportation Committee Chairman Bill Shuster (R-PA) sent a letter to the Federal Maritime Commission Chairman, as well as the other four Commissioners, regarding a review of its service contract filing regulations as a way to implement the President's Executive Order 13563 to improve regulatory review. Specifically, the letter requests an expeditious review by the FMC due to the Commission's vote to do the review more than two years ago.

IMPLICATIONS OF DISRUPTION AT WEST COAST PORTS

On April 30, 2015, 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 Comptroller General asking to become co-requesters on an ongoing study that the GAO was completing on service disruptions at West Coast Ports. The original request was completed by Senator Deb Fischer (R-NE), Chairwoman of the Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security. On October 31, 2016, GAO released GAO report GAO-17-23 titled "West Coast Ports: Better Supply Chain Information Could Improve DOT's Freight Efforts."

COAST GUARD MISSION PERFORMANCE

On May 21, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA) sent a letter to the Comptroller General requesting that the GAO review the Coast Guard's mission performance requirements. Specifically, the letter asks the GAO to review how the Coast Guard sets its annual performance goals and

the extent to which the service is meeting its goals across its missions. The GAO report is expected during the 115th Congress.

COAST GUARD RULE MAKING

On May 21, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) sent a letter to the Secretary of the Department of Homeland Security urging an expeditious review of a rule that the Coast Guard submitted for review in April of 2015. The rule submitted deals with the inspection of towing vessels. The rule is the result of statutory deadline set forth in the Coast Guard Authorization Act of 2010 (P.L. 111-281) and the Coast Guard and Maritime Transportation Act of 2004 (P.L. 108-293), which required the inspection of towing vessels.

MARITIME SECURITY APPROPRIATIONS

On May 26, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) wrote letters to Committee on Appropriations Chairman Harold Rogers (R-KY), Ranking Member Nita M. Lowey (D-NY), Subcommittee on Transportation, Housing, and Urban Development, and Related Agencies Chairman, Mario Diaz-Balart (R-FL) and Ranking Member David Price (D-NC) urging appropriations for the MSP program consistent with levels authorized in the National Defense Authorization Act of 2015 (H.R. 1735).

COAST GUARD ACQUISITIONS AND APPROPRIATIONS

On May 26, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) wrote a letter to Committee on Appropriations Chairman Harold Rogers (R-KY), Ranking Member Nita M. Lowey (D-NY), John R. Carter (R-TX), Chairman of the Subcommittee on Homeland Security, as well as Ranking Member Lucille Roybal-Allard (D-CA) requesting \$70 million to begin detail design for the Offshore Patrol Cutter in the FY2016 Department of Homeland Security appropriations bill.

VESSEL INSPECTION PT. I

On May 26, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) sent a letter to the Commandant of the Coast Guard regarding section 3316(f) of title 46, United States Code, directing the Secretary to delegate vessel inspection authorities related to offshore supply vessels to a classification society upon the request of the vessel owner or operator. This letter was an inquiry to the Coast Guard on current talks with the American Bureau of Shipping on how best to set about delegating powers to the classification societies.

VESSEL INSPECTION PT. II

On June 25, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) sent a reply letter following up on the response received from the Commandant of the Coast Guard regarding section 3316(f) of title 46, United States Code, relating to Certificate of Inspections by an outside organization on behalf of the Coast Guard. This letter addressed the man-

ning requirements and a potential Navigation and Vessel Inspection Circular establishing protocols under 3316(f).

CRUDE OIL EXPORT BAN

On July 21, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) wrote a letter to Committee on Energy and Commerce Chairman, Fred Upton (R-MI), and Ranking Member Frank Pallone, Jr. (D-NJ) urging the protection of domestic cabotage laws in upcoming energy legislation (H.R. 702).

ARCTIC PRIORITIES

On August 19, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA), and Congressman Don Young (R-AL), sent a letter to President Barack Obama addressing top congressional priorities in advance of the President's trip to Alaska and the Arctic. These priorities include further exploration of natural resources and the need to have an adequate number of Heavy Icebreakers in the region.

DOCUMENTATION OF COMMERCIAL AND RECREATIONAL VESSELS

On October 28, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Comptroller General of the GAO requesting a study on improving the performance and functions carried out by the Coast Guard's National Vessel Documentation Center and how to best reduce backlogs and balance the workload in issuing commercial and recreational certificates of documentation. The GAO report is expected during the 115th Congress.

APPROPRIATIONS

On November 5, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) sent a letter to Committee on Appropriations Chairman, Harold Rogers (R-KY), expressing support for fiscal year 2016 Department of Homeland Security Appropriations that would support items included in H.R. 3128, the Department of Homeland Security Appropriations Act of 2016 as passed by the Subcommittee. Specifically, H.R. 3128 provides adequate funding for the Detail Design of the Offshore Patrol Cutter, six Fast Response Cutters, investment in Shore Infrastructure, and Coast Guard depot maintenance.

CUTTER MAINTENANCE PROGRAMS

On January 22, 2016, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) sent a letter to the Comptroller General requesting that the GAO review the Coast Guard's maintenance plans for both the National Security (NSC) Cutter and Fast Response Cutter (FRC). Specifically, the

Committee asked that GAO look at the Coast Guard's plans for acquire spare parts for the cutters, if planned maintenance is on schedule, and if all maintenance plans will reflect adequate funding. The GAO report is expected during the 115th Congress.

SHIP BUILDING WARRANTIES AND GUARANTEES

On February 3, 2016, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) sent a letter to the Comptroller General requesting to be added as a co-requester of a GAO report on shipbuilding warranties and guarantees for American shipbuilding programs. This request is a follow up on an earlier GAO report that reported that the Navy continues to accept delivery of ships with large numbers of deficiencies. This report is being prepared pursuant to House Report 113-446 in the fiscal year 2015 National Defense Authorization Act and will have a specific focus on how warranties, guarantees, and other such mechanisms are currently being used, how the government assigns responsibilities for a defect and such problems are corrected, and if any of the mechanisms reduce the government's exposure to additional costs resulting from defective workmanship or equipment. On March 3, 2016, GAO released report GAO-16-71 titled "Navy and Coast Guard Shipbuilding: Navy Should Reconsider Approach to Warranties for Correcting Construction Defects."

NATIONAL SECURITY CUTTER RETROFITTING

On February 17, 2016, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan GAO report that highlighted deficiencies and mechanical problems with the National Security Cutter that will require retrofitting across the entire fleet. The Committee has requested that the Coast Guard respond with what steps are currently being taken to mitigate the identified problems as well as a cost estimate and timeline for such fixes.

BALLAST WATER MANAGEMENT

On April 29, 2016, 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 Commandant of the Coast Guard regarding the decision to reject the most probable number (MPN) as an equivalent method for testing the efficacy of ballast water management systems (BWMS) that use ultraviolet light to render organisms unable to reproduce. The Committee is concerned the decision will place constraints on both vessel operators and BWMS manufacturers alike. The letter also requests more information from the Coast Guard regarding actions being taken to issue an equivalency determination for the MPN method and clarifications on how the Coast Guard interprets relevant statutes and regulations regarding ballast water discharge standards.

COAST GUARD'S FAILED IMPLEMENTATION OF HEALTH RECORDS SYSTEM

On May 19, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Coast

Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) along with Ranking Members Peter A. DeFazio (D-OR) and John Garamendi (D-CA) wrote a letter to the GAO asking for a review the Coast Guard's failed implementation of an electronic health records system.

PUERTO RICO AND THE JONES ACT

On August 15, 2016, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA), along with the Committee on Armed Service's Seapower and Projection Forces Subcommittee Chairman J. Randy Forbes (R-VA) and Ranking Member Joe Courtney (D-CT), sent a letter to members of the Congressional Task Force on Economic Growth in Puerto Rico advocating against any study of the Jones Act as it relates to Puerto Rico. This argument was based off of a lack of jurisdictional expertise of the members of the taskforce, prior Governmental Accountability Office studies, as well as national security and homeland security interests that are strengthened by the Jones Act.

BLOCK BUY CONTRACTING

On August 17, 2016, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA), sent a letter to House Committee on Armed Services Chairman, Mac Thornberry (R-TX), requesting that Block Buy Contracting Authority for new Polar Icebreakers be included in the fiscal year 2017 National Defense Authorization Act.

ICEBREAKER APPROPRIATIONS

On August 17, 2016, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA), wrote a letter to Committee on Appropriations Chairman, Harold Rogers (R-KY), Ranking Member Nita M. Lowey (D-NY), Congressman Rodney P. Frelinghuysen (R-NJ), Chairman of the Subcommittee on Defense, as well as Ranking Member Peter J. Visclosky (D-IN), in support of the \$1 billion for the Polar Icebreaker Recapitalization Project included in S.3000, making appropriations for the Department of Defense for fiscal year 2017.

OFFSHORE PATROL CUTTER AFFORDABILITY IMPACTS

On October 28, 2016, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) sent a letter to the Comptroller General requesting that the GAO take a comprehensive look at how the Coast Guard plans to manage its acquisitions portfolio to avoid unplanned expenses and unintended consequences that may arise. The Subcommittee is concerned by findings of previous work done by the GAO showing that the Coast Guard has received funding at levels well below the scheduled cost estimates and delivery schedules done by the Service.

MINORITY OVERSIGHT LETTERS

COAST GUARD SENTINEL CLASS CUTTER HOMEPORTS

On May 12, 2016, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) wrote a letter to Admiral Paul Zukunft, Commandant, United States Coast Guard, to request information on the status of internal Coast Guard deliberations to select homeports for Sentinel Class Fast Response Cutters (FRC) assigned to District 13 (States of Oregon, Washington, Idaho and Montana); and to advocate for the selection of the Port of Coos Bay, Oregon as an FRC homeport.

SMALL SHIPYARD GRANT ELIGIBILITY REQUIREMENTS

On May 19, 2016, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Honorable Paul N. Jaenichen, Sr., Maritime Administrator, U.S. Maritime Administration (MARAD), requesting clarification regarding eligibility requirements for grant applications submitted for financial assistance through the Small Shipyard Grant Program, and specifically, to confirm that MARAD has not instituted a minimum grant amount threshold as an eligibility requirement.

OVERSIGHT WITHIN LEGISLATION

LIQUEFIED NATURAL GAS EXPORT JOB CREATION

Section 308 of the Howard Coble Coast Guard and Maritime Transportation Act of 2014 (P.L. 113-281) instructed the GAO to complete a study on the number of jobs that would be created in the United States maritime industry each year from 2015 through 2025, if liquefied natural gas exported from the United States were required to be carried on American built and flagged vessels. On December 3, 2015, the GAO released GAO report GAO-16-104 titled "Maritime Transportation: Implications of Using U.S. Liquefied Natural-Gas Carriers for Exports".

MISSION PERFORMANCE MEASURES

Section 211 of the Coast Guard Authorization Act of 2015 (P.L. 114-120) requested the GAO to report to Congress on an assessment of the efficacy of the Coast Guard's Standard Operational Planning Process with respect to annual mission performance measures. The GAO report is expected during the 115th Congress.

SURVIVAL CRAFT

Section 301 of the Coast Guard Authorization Act of 2015 (P.L. 114-120) instructed the GAO to report to Congress on the number of casualties, by vessel type and area of operation, as the result of immersion in water reported to the Coast Guard for the past ten fiscal years, as well as vessel safety data for that time frame. The report will also look at the efficacy of alternative safety systems, devices, or measures as well as the costs associated with compliance of section 3104 of title 46, United States Code requiring all new vessels to be equipped with out of water survival crafts. The GAO report is expected in 2021.

FISHING VESSEL AND FISH TENDER CERTIFICATION

Section 318 of the Coast Guard Authorization Act of 2015 (P.L. 114–120) instructed the GAO to report to Congress on commercial fishing vessel safety. The GAO report is expected during the 115th Congress.

USE OF VESSEL SALE PROCEEDS

Section 603 of the Coast Guard Authorization Act of 2015 (P.L. 114–120) instructed the GAO to complete an audit and report to Congress on funds credited in each fiscal year after fiscal year 2004 to the Vessel Operations Revolving Fund that are attributable to the sale of obsolete vessels in the National Defense Reserve Fleet that were scrapped or sold under sections 57102, 57103, and 57104 of title 46, United States Code. The GAO report is expected in 2017.

HEARINGS HELD

Hearing entitled “President’s Fiscal Year 2016 Budget Request for Coast Guard and Maritime Transportation Programs” (February 25, 2015) Committee Serial Number 114–6.

Joint hearing entitled “Naval Cooperative Strategy” (March 18, 2015) Committee Serial Number 114–10.

Hearing entitled “An Overview of the U.S. Coast Guard’s Missions” (April 15, 2015) Committee Serial Number 114–13.

Hearing entitled “Coast Guard Major Acquisitions” (May 14, 2015) Committee Serial Number 114–17.

Hearing entitled “Western Hemisphere Drug Interdiction Efforts” (June 16, 2015) Committee Serial Number 114–21.

Hearing entitled “The Federal Radionavigation Plan; H.R. 1684, the Foreign Spill Protection Act of 2015; and H.R. 3214, the National Icebreaker Fund Act of 2015” (July 28, 2015) Committee Serial Number 114–26.

Hearing entitled “Prevention of and Response to the Arrival of a Dirty Bomb at a U.S. Port” (October 27, 2015) Committee Serial Number 114–30.

Joint hearing entitled “U.S. International Food Aid Programs: Transportation Perspectives” (November 17, 2015) Committee Serial Number 114–31.

Hearing entitled “The Status of Coast Guard Cutter Acquisition Programs” (February 3, 2016) Committee Serial Number 114–32.

Hearing entitled “The President’s Fiscal Year 2017 Budget Request for Coast Guard and Maritime Transportation Programs” (March 15, 2016) Committee Serial Number 114–37.

Hearing entitled “Maritime Transportation Safety and Stewardship Programs” (April 14, 2016) Committee Serial Number 114–38.

Hearing entitled “Coast Guard Mission Needs and Resources Allocation” (June 14, 2016) Committee Serial Number 114–44.

Joint hearing entitled “An Examination of the Maritime Nuclear Smuggling Threat and Other Port Security and Smuggling Risks in the United States” (July 7, 2016) Committee Serial Number 114–48.

Hearing entitled “Coast Guard Arctic Implementation Capabilities” (July 12, 2016) Committee Serial Number 114–49.

Joint hearing entitled “Federal Maritime Navigation Programs: Interagency Cooperation and Technological Change” (September 7, 2016) Committee Serial Number 114–51.

**SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC
BUILDINGS, AND EMERGENCY MANAGEMENT**

U.S. HOUSE OF REPRESENTATIVES

114TH CONGRESS

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Legislative Activities

TO DESIGNATE THE FEDERAL BUILDING LOCATED AT 2030 SOUTH-
WEST 145TH AVENUE IN MIRAMAR, FLORIDA, AS THE "BENJAMIN P.
GROGAN AND JERRY L. DOVE FEDERAL BUILDING"

PUBLIC LAW 114–8 (H.R. 1092)

Summary

H.R. 1092 designates the federal building located at 2030 South-
west 145th Avenue in Miramar, Florida, as the "Benjamin P.
Grogan and Jerry L. Dove Federal Building".

Legislative History

On February 25, 2015, H.R. 1092 was introduced by Congress-
woman Frederica S. Wilson (D–FL).

On March 24, 2015, H.R. 1092 was considered under suspension
of the rules and agreed to by voice vote.

On March 25, 2015, H.R. 1092 was received in the Senate and
read twice.

On March 27, 2015, H.R. 1092 passed the Senate by unanimous
consent.

On April 1, 2015, H.R. 1092 was presented to the President.

On April 7, 2015, H.R. 1092 was signed, becoming Public Law
114–8.

TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 700
GRANT STREET IN PITTSBURGH, PENNSYLVANIA, AS THE "JOSEPH
F. WEIS JR. UNITED STATES COURTHOUSE"

PUBLIC LAW 114–20 (H.R. 1690)

Summary

H.R. 1690 designates the United States Courthouse Located at
700 Grant Street in Pittsburgh, Pennsylvania, as the "Joseph F.
Weis Jr. United States Courthouse".

Legislative History

On March 26, 2015, H.R. 1690 was introduced by Congressman Michael F. Doyle (D-PA).

On April 15, 2015, the Committee met in open markup session and ordered H.R. 1690 reported to the House by a voice vote.

On April 23, 2015, H.R. 1690 was reported to the House (H. Rept. 114–90), and placed on the Union Calendar (Calendar No. 26).

On April 28, 2015, H.R. 1690 was considered under suspension of the rules and agreed to by voice vote.

On April 29, 2015, H.R. 1690 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

On May 21, 2015, H.R. 1690 passed the Senate by unanimous consent.

On May 26, 2015, H.R. 1690 was presented to the President.

On May 29, 2015, H.R. 1690 was signed, becoming Public Law 114–20.

TO DESIGNATE THE FEDERAL BUILDING AND UNITED STATES COURTHOUSE LOCATED AT 83 MEETING STREET IN CHARLESTON, SOUTH CAROLINA, AS THE “J. WATIES WARING JUDICIAL CENTER”

PUBLIC LAW 114–48 (H.R. 2131)

Summary

H.R. 2131 designates the federal building and United States courthouse located at 83 Meeting Street in Charleston, South Carolina, as the “J. Waties Waring Judicial Center”.

Legislative History

April 30, 2015, H.R. 2131 was introduced by Congressman James E. Clyburn (D-SC).

On May 20, 2015, the Committee met in open markup session and ordered H.R. 2131 favorably reported to the House by a voice vote.

On June 4, 2015, H.R. 2131 was reported (H. Rept. 114–137) and placed on the Union Calendar (Calendar No. 38).

On June 15, 2015, H.R. 2131 was considered under suspension of the rules and agreed to by voice vote.

On June 16, 2015, H.R. 2131 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

On August 5, 2015, H.R. 2131 passed the Senate by unanimous consent.

On August 6, 2015, H.R. 2131 was presented to the President.

On August 7, 2015, H.R. 2131 was signed, becoming Public Law 114–48.

NATIONAL WINDSTORM IMPACT REDUCTION ACT REAUTHORIZATION
OF 2015

PUBLIC LAW 114–52 (H.R. 23)

Summary

H.R. 23 amends the National Windstorm Impact Reduction Act of 2004 to revise provisions governing the National Windstorm Impact Reduction Program and to reauthorize the Program through fiscal year 2017. H.R. 23 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

January 6, 2015, H.R. 23 was introduced by Congressman Randy Neugebauer (R–TX).

On January 7, 2015, H.R. 23 was considered under suspension of the rules and agreed to 381–39 (Roll No. 10).

On January 8, 2015, H.R. 23 was received in the Senate, read twice, and referred to the Committee on Commerce, Science, and Transportation.

On July 23, 2015, H.R. 23 passed the Senate, with an amendment, by unanimous consent.

On September 16, 2015, the Senate amendment to H.R. 23 was considered under suspension of the rules and agreed to by voice vote.

On September 21, 2015, H.R. 23 was presented to the President.

On September 30, 2015, H.R. 23 was signed, becoming Public Law 114–52.

A BILL TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 200 NW 4TH STREET IN OKLAHOMA CITY, OKLAHOMA, AS THE WILLIAM J. HOLLOWAY, JR. UNITED STATES COURTHOUSE

PUBLIC LAW 114–64 (S. 261)

Summary

S. 261 designates the United States courthouse located at 200 NW 4th Street in Oklahoma City, Oklahoma, as the William J. Holloway, Jr. United States Courthouse.

Legislative History

On January 27, 2015, S. 261 was introduced by Senator James M. Inhofe (R–OK), was read twice and referred to the Committee on Environment and Public Works.

On May 21, 2015, S. 261 passed the Senate by unanimous consent and was received in the House.

On July 23, 2015, the Committee met in open markup session and ordered S. 261 favorably reported by a voice vote.

On September 8, 2015, S. 261 was reported (H. Rept. 114–248), and placed on the Union Calendar (Calendar No. 55).

On September 24, 2015, S. 261 was considered under suspension of the rules and agreed to by voice vote.

On September 29, 2015, S. 261 was presented to the President. On October 7, 2015, S. 261 was signed, becoming Public Law 114–64.

TO DESIGNATE THE FEDERAL BUILDING LOCATED AT 617 WALNUT STREET IN HELENA, ARKANSAS, AS THE “JACOB TRIEBER FEDERAL BUILDING, UNITED STATES POST OFFICE, AND UNITED STATES COURT HOUSE”

PUBLIC LAW 114–67 (H.R. 2954/S. 1707)

Summary

H.R. 2954 designates the federal building located at 617 Walnut Street in Helena, Arkansas, as the “Jacob Trieber Federal Building, United States Post Office, and United States Court House”.

Legislative History

On July 7, 2015, H.R. 2954 was introduced by Congressman Eric A. “Rick” Crawford (R–AR).

On July 23, 2015, the Committee met in open markup session and ordered H.R. 2954 favorably reported by a voice vote.

On September 9, 2015, H.R. 2954 was reported to the House (H. Rept. 114–247) and was placed on the House Calendar (Calendar No. 54).

On July 7, 2015, S. 1707 was introduced by Senator John Boozman (R–AR), was read twice, and referred to the Committee on Environment and Public Works.

On August 5, 2015, S. 1707 passed the Senate by unanimous consent and was received in the House.

On September 8, 2015, S. 1707 was received in the House.

On September 24, 2015, S. 1707 was considered under suspension of the rules and agreed to by voice vote.

On September 29, 2015, S. 1707 was presented to the President.

On October 7, 2015, S. 1707 was signed, becoming Public Law 114–67.

DHS SOCIAL MEDIA IMPROVEMENT ACT OF 2015

PUBLIC LAW 114–80 (H.R. 623)

Summary

H.R. 623 directs the Secretary of Homeland Security to establish a social media working group to identify, and provide guidance and best practices to the emergency preparedness and response community on the use of social media technologies before, during, and after a natural disaster or an act of terrorism or other man-made disaster. The bill terminates the group five years after the enactment of this Act, but provides for successive five-year renewal periods if the Chair of the group deems it necessary. H.R. 623 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

January 30, 2015, H.R. 623 was introduced by Congresswoman Susan W. Brooks (R-IN).

On February 2, 2015, H.R. 623 was considered under suspension of the rules and agreed to 328–51 (Roll No. 53).

On February 3, 2015, H.R. 623 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

On October 7, 2015, H.R. 623 passed the Senate, with an amendment, by unanimous consent.

On October 28, 2015, H.R. 623 as amended was considered under suspension of the rules and agreed to by voice vote.

On November 2, 2015, H.R. 623 was presented to the President.

On November 5, 2015, H.R. 623 was signed, becoming Public Law 114–80.

EMERGENCY INFORMATION IMPROVEMENT ACT OF 2015

PUBLIC LAW 114–111 (S. 1090)

Summary

This bill amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include broadcasting facilities within the definition of a “private nonprofit facility” that provides essential services of a governmental nature to the general public, and to include broadcast and telecommunications within the definition of “critical services” provided by such a facility, for purposes of eligibility for certain disaster assistance.

Legislative History

On April 27, 2015, S. 1090 was introduced by Senator Cory A. Booker (D-NJ).

On September 17, 2015, S. 1090 passed the Senate by unanimous consent.

On December 16, 2015, S. 1090 was considered under suspension of the rules and agreed to 420–1 (Roll No. 697).

On December 17, 2015, S. 1090 was presented to the President.

On December 18, 2015, S. 1090 was signed by the President, becoming Public Law 114–111.

DIRECTING DOLLARS TO DISASTER RELIEF ACT OF 2015

PUBLIC LAW 114–132 (S. 2109)

Summary

This bill directs FEMA to develop and implement an integrated plan to control and reduce administrative costs incurred by FEMA in support of the delivery of assistance for major disasters; to compare the costs and benefits of tracking the administrative cost data for major disasters by the public assistance, individual assistance, hazard mitigation, and mission assignment programs; to track such information; and to clarify FEMA guidance and minimum documentation requirements for a direct administrative cost claimed by a grantee or subgrantee of a public assistance grant program authorized by the Robert T. Stafford Disaster Relief and Emergency

Assistance Act. In addition, FEMA must submit to Congress, by November 30 of each year for seven years beginning on the date of enactment, and make publicly available on its website, a report on the development and implementation of the plan for the previous fiscal year, with three-year and five-year updates. Each report shall contain the total amount spent on administrative costs and the average annual percentage of administrative costs for the fiscal year period for which the report is being submitted; an assessment of the effectiveness of the plan; an analysis of whether FEMA is achieving its strategic goals for the average annual percentage of administrative costs of major disasters for each fiscal year and, in the case of it not achieving such goals, what is preventing it from doing so; any actions FEMA has identified as useful in improving upon and reaching those goals; and any administrative cost data for major disasters, if FEMA determines it is feasible to track such data.

Legislative History

On September 30, 2015, S. 2109 was introduced by Senator Ron Johnson (R-WI).

On February 9, 2016, S. 2109 passed the Senate with an amendment by unanimous consent.

On February 23, 2016, S. 2109 was considered in the House on suspension of the rules and agreed to by voice vote.

On February 25, 2016, S. 2109 was presented to the President.

On February 29, 2016, S. 2109 was signed by the President, becoming Public Law 114–132.

INTEGRATED PUBLIC ALERT AND WARNING SYSTEM MODERNIZATION ACT OF 2015

PUBLIC LAW 114–143 (H.R. 1472/S. 1180)

Summary

This bill authorizes activities to operate and modernize the Integrated Public Alert and Warning System (IPAWS) over the 2016–2018 period. It directs the Administrator of FEMA to modernize and implement IPAWS to ensure the President and federal and state local governments can disseminate timely and effective warnings across multiple communications technologies regarding natural disasters, acts of terrorism, and other man-made disasters or threats to public safety. The bill also requires the Administrator to conduct training, tests, and exercises for the public alert and warning system, including raising awareness and education among state and local partners. The system is required to be resilient and secure, to withstand acts of terrorism and other external attacks. Finally, the Administrator is directed to establish a subcommittee to the National Advisory Council to develop recommendations for an integrated public alert and warning system for protocols, standards, operating procedures, capabilities, and any additional modernization efforts that are necessary.

Legislative History

March 19, 2015, H.R. 1472 was introduced by Congressman Lou Barletta (R-PA).

On April 15, 2015, the Committee met in open markup session and ordered H.R. 1472 favorably reported by a voice vote.

On May 4, 2015, S. 1180 was introduced by Senator Ron Johnson (R-WI), was read twice and referred to the Committee on Homeland Security and Government Affairs.

On July 9, 2015, S. 1180 passed the Senate, with amendments, by unanimous consent.

On July 13, 2015, S. 1180 was received in the House.

On March 21, 2016, S. 1180 was considered under suspension of the rules and agreed to by voice vote.

On March 31, 2016, S. 1180 was presented to the President.

On April 11, 2016, S. 1180 was signed by the President, becoming Public Law 114–143.

DHS HEADQUARTERS CONSOLIDATION ACCOUNTABILITY ACT OF 2015

PUBLIC LAW 114–150 (S. 1638)

Summary

This bill directs DHS, in coordination with the General Services Administration (GSA), to submit information on the implementation of the enhanced plan for the DHS headquarters consolidation project within the National Capital Region, approved by the Office of Management and Budget (OMB) and included in the budget of the President for fiscal year 2016.

Legislative History

On June 18, 2015, S. 1638 was introduced by Senator Ron Johnson (R-WI).

On April 6, 2016, S. 1638 passed the Senate with amendments by unanimous consent.

On April 18, 2016, S. 1638 was considered under suspension of the rules and agreed to by voice vote.

On April 20, 2016, S. 1638 was presented to the President.

On April 29, 2016, S. 1638 was signed by the President, becoming Public Law 114–150.

TO AMEND THE DEPARTMENT OF ENERGY ORGANIZATION ACT AND THE LOCAL PUBLIC WORKS CAPITAL DEVELOPMENT AND INVESTMENT ACT OF 1976 TO MODERNIZE TERMS RELATING TO MINORITIES

PUBLIC LAW 114–157 (H.R. 4238)

Summary

This bill amends the Department of Energy Organization Act and the Local Public Works Capital Development and Investment Act of 1976 to modernize terms relating to minorities.

Legislative History

December 11, 2015, H.R. 4238 was introduced by Congresswoman Grace Meng (D-NY).

On February 29, 2016, H.R. 4238 was considered under suspension of the rules and was agreed to 376–0 (Roll No. 102).

On May 9, 2016, H.R. 4238 passed the Senate by unanimous consent.

On May 13, 2016, H.R. 4238 was presented to the President.

On May 20, 2016, H.R. 4238 was signed, becoming Public Law 114–157.

TO DESIGNATE THE FEDERAL BUILDING LOCATED AT 99 NEW YORK AVENUE, N.E., IN THE DISTRICT OF COLUMBIA AS THE “ARIEL RIOS FEDERAL BUILDING”

PUBLIC LAW 114–160 (H.R. 4957)

Summary

H.R. 4957 designates the federal building located at 99 New York Avenue, N.E., in the District of Columbia as the “Ariel Rios Federal Building”.

Legislative History

On April 5, 2016, H.R. 4957 was introduced by Congressman André Carson (D-IN).

On April 20, 2016, the Committee met in open markup session and ordered H.R. 4957 favorably reported by a voice vote.

On May 5, 2016, H.R. 4957 was reported (House Report 114–534), and was placed on the House Calendar (Calendar No. 111).

On May 10, 2016, H.R. 4957 was considered under suspension of the rules and agreed to by 401–0 (Roll No. 180).

On May 11, 2016, H.R. 4957 was received in the Senate and read twice.

On May 16, 2016, H.R. 4957 passed the Senate by unanimous consent.

On May 20, 2016, H.R. 4957 was presented to the President and signed, becoming Public Law 114–160.

TO DIRECT THE ADMINISTRATOR OF GENERAL SERVICES, ON BEHALF OF THE ARCHIVIST OF THE UNITED STATES, TO CONVEY CERTAIN FEDERAL PROPERTY LOCATED IN THE STATE OF ALASKA TO THE MUNICIPALITY OF ANCHORAGE, ALASKA

PUBLIC LAW 114–161 (S. 1492/H.R. 336)

Summary

H.R. 336 directs the Administrator of the GSA, on behalf of the Archivist of the United States, to convey to the city of Anchorage, Alaska, property in such city consisting of approximately nine acres and improvements located at 400 East Fortieth Avenue for not less than fair market value.

Legislative History

January 13, 2015, H.R. 336 was introduced by Congressman Don Young (R-AK).

On April 15, 2015, the Committee met in open markup session and ordered H.R. 336 favorably reported by a voice vote.

On May 8, 2015, H.R. 336 was reported (H. Rept. 114–103), and was placed on the Union Calendar (Calendar No. 72).

On June 1, 2015, H.R. 336 was considered under suspension of the rules and agreed to by voice vote.

On June 2, 2015, H.R. 336 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

On June 3, 2015, S. 1492 was introduced by Senator Dan Sullivan (R-AK).

On April 4, 2016, S. 1492 passed the Senate, as amended, by unanimous consent.

On April 11, 2016, S. 1492 was received in the House and held at the desk.

On May 16, 2016, S. 1492 was considered under suspension of the rules and agreed to by voice vote.

On May 18, 2016, S. 1492 was presented to the President.

On May 20, 2016, the bill was signed by the President, becoming Public Law 114–161.

TO DESIGNATE THE BUILDING UTILIZED AS A UNITED STATES COURTHOUSE LOCATED AT 150 READE CIRCLE IN GREENVILLE, NORTH CAROLINA, AS THE “RANDY D. DOUB UNITED STATES COURTHOUSE”

PUBLIC LAW 114–234 (H.R. 3937)

Summary

This bill designates the building utilized as a United States courthouse located at 150 Reade Circle in Greenville, North Carolina, as the “Randy D. Doub United States Courthouse”.

Legislative History

On November 11, 2015, H.R. 3937 was introduced by Congressman G.K. Butterfield (D-NC).

On March 2, 2016, the Committee met in open markup session and ordered H.R. 3937 favorably reported, as amended, by a voice vote.

On March 23, 2016, H.R. 3937 was reported, as amended (House Report 114–464), and placed on the House Calendar (Calendar No. 100).

On September 20, 2016, H.R. 3937 was considered under suspension of the rules and agreed to by voice vote.

On September 29, 2016, H.R. 3937 was received in the Senate, read twice, and passed by unanimous consent.

On October 3, 2016, H.R. 3937 was presented to the President.

On October 7, 2016, H.R. 3937 was signed by the President, becoming Public Law 114–234.

BATHROOMS ACCESSIBLE IN EVERY SITUATION (BABIES) ACT

PUBLIC LAW 114–235 (H.R. 5147)

Summary

This bill requires restrooms in certain public buildings be equipped with baby changing facilities that the GSA determines are physically safe, sanitary, and appropriate.

Legislative History

On April 29, 2016, H.R. 5147 was introduced by Congressman David Cicilline (D–RI).

On September 14, 2016, the Committee met in open markup session and ordered H.R. 5147 favorably reported by a voice vote.

On September 20, 2016, H.R. 5147 was reported (H. Rept. 114–774), and placed on the Union Calendar (Calendar No. 605).

On September 21, 2016, H.R. 5147 was considered under suspension of the rules and agreed to by 389–34 (Roll No. 541).

On September 22, 2016, H.R. 5147 was received in the Senate and read twice.

On September 29, 2016, H.R. 5147 passed the Senate by unanimous consent.

On October 7, 2016, H.R. 5147 was presented to the President and signed, becoming Public Law 114–235.

TO DESIGNATE THE FEDERAL BUILDING AND UNITED STATES COURTHOUSE LOCATED AT 511 EAST SAN ANTONIO AVENUE IN EL PASO, TEXAS, AS THE “R.E. THOMASON FEDERAL BUILDING AND UNITED STATES COURTHOUSE”

PUBLIC LAW 114–252 (H.R. 5873)

Summary

This bill designates the federal building and United States courthouse located at 511 East San Antonio Avenue in El Paso, Texas, as the “R. E. Thomason Federal Building and United States Courthouse”.

Legislative History

On July 14, 2016, H.R. 5873 was introduced by Congressman Beto O’Rourke (D–TX).

On September 14, 2016, the Committee met in open markup session and ordered H.R. 5873 favorably reported by voice vote.

On September 20, 2016, H.R. 5873 was reported (H. Rept. 114–772) and placed on the Union Calendar (Calendar No. 145).

On September 26, 2016, H.R. 5873 was considered under suspension of the rules and agreed to by voice vote.

On September 27, 2016, H.R. 5873 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

On November 17, 2016, H.R. 5873 was passed by the Senate by unanimous consent.

On November 28, 2016, H.R. 5873 was presented to the President.

On December 8, 2016, H.R. 5873 was signed by the President, becoming Public Law 114–253.

TO DESIGNATE THE FEDERAL BUILDING AND UNITED STATES COURT-
HOUSE LOCATED AT 300 FANNIN STREET IN SHREVEPORT, LOU-
ISIANA, AS THE “TOM STAGG UNITED STATES COURT HOUSE”

PUBLIC LAW 114–253 (S. 2754/H.R. 5011)

Summary

This bill designates the federal building and United States court-
house located at 300 Fannin Street in Shreveport, Louisiana, as
the “Tom Stagg United States Court House”.

Legislative History

On April 6, 2016, S. 2754 was introduced by Senator Bill Cassidy
(R-LA).

On September 15, 2016, S. 2754 passed the Senate with amend-
ments by unanimous consent.

On September 26, 2016, S. 2754 was considered in the House
under suspension of the rules and agreed to by voice vote. The title
of the measure was amended without objection.

On November 17, 2016, the Senate agreed to the House amend-
ments to the Senate bill by unanimous consent.

On November 28, 2016, S. 2754 was presented to the President.

On December 8, 2016, S. 2754 was signed by the President, be-
coming Public Law 114–253.

CROSS-BORDER TRADE ENHANCEMENT ACT OF 2016

PUBLIC LAW 114–279 (H.R. 875)

Summary

This legislation provides for alternative financing arrangements
for the provision of certain services and the construction and main-
tenance of infrastructure at land border ports of entry. Specifically,
the legislation authorizes the General Services Administration
enter into cost-sharing or reimbursement agreements or accept pri-
vate donations for the construction or maintenance of land ports of
entry.

Legislative History

On February 11, 2015, H.R. 875 was introduced by Congressman
Henry Cuellar (D-TX).

On December 6, 2016, H.R. 875 was considered under suspension
of the rules and agreed to by voice vote.

On December 7, 2016, H.R. 875 was received by the Senate and
read twice.

On December 10, 2016, H.R. 875 passed the Senate by unanimous
consent.

On December 14, 2016, H.R. 875 was presented to the President.

On December 16, 2016, H.R. 875 was signed by the President,
becoming Public Law 114–279.

FEDERAL LAW ENFORCEMENT TRAINING CENTERS REFORM AND
IMPROVEMENT ACT OF 2015

PUBLIC LAW 114–285 (H.R. 3842)

Summary

This legislation improves homeland security, including domestic preparedness and response to terrorism, by reforming Federal Law Enforcement Training Centers to provide training to first responders, and for other purposes. H.R. 3842 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On October 28, 2015, H.R. 3842 was introduced by Congressman Earl “Buddy” Carter (R–GA).

On December 8, 2015, H.R. 3842 was considered under suspension of the rules and agreed to 420–2 (Roll No. 680).

On December 9, 2015, H.R. 3842 was received in the Senate, read twice, and referred to the Committee on the Judiciary.

On December 10, 2016, H.R. 3842 passed the Senate with an amendment by voice vote.

On December 13, 2016, H.R. 3842 the House agreed to the Senate amendment and the bill was agreed to without objection.

On December 15, 2016, H.R. 3842 was presented to the President.

On December 16, 2016, H.R. 3842 was signed by the President, becoming Public Law 114–285.

FEDERAL ASSET SALE AND TRANSFER ACT OF 2016

PUBLIC LAW 114–287 (H.R. 4465)

Summary

H.R. 4465 implements policies to shrink the size of government and provide billions of dollars in taxpayer savings by selling or redeveloping high value federal properties, consolidating federal space, maximizing the utilization rates of space, and streamlining the disposal of unneeded assets. The bill establishes an independent board to identify opportunities to reduce the government’s real property inventory and make recommendations for the sale of up to \$8 billion worth of underutilized and vacant federal properties. The bill simplifies and streamlines the sale of underutilized and vacant properties, and requires the creation of a single, comprehensive database of all federal real properties.

Legislative History

On February 4, 2016, H.R. 4465 was introduced by Congressman Jeff Denham (R–CA).

On March 2, 2016, the Committee met in open markup session and ordered H.R. 4465 favorably reported, as amended, by voice vote.

On May 23, 2016, H.R. 4465 was reported (H. Rept. 114–578), was placed on the Union Calendar (Calendar No. 448), was considered in the House under suspension of the Rules and agreed to by the voice vote.

On May 24, 2016, H.R. 4465 was received in the Senate.

On July 14, 2016, H.R. 4465 was read twice and placed on the Legislative Calendar under General Orders (Calendar No. 562).

On December 10 2016, H.R. 4465 passed the Senate by unanimous consent.

On December 14, 2016, H.R. 4465 was presented to the President.

On December 16, 2016, H.R. 4465 was signed by the President, becoming Public Law 114–287.

TO DESIGNATE THE FEDERAL BUILDING AND UNITED STATES COURTHOUSE LOCATED AT 121 SPRING STREET SE IN GAINESVILLE, GEORGIA, AS THE “SIDNEY OSLIN SMITH, JR. FEDERAL BUILDING AND UNITED STATES COURTHOUSE”

PUBLIC LAW 114–288 (H.R. 4618)

Summary

This bill designates the federal building and U.S. courthouse located at 121 Spring Street S.E. in Gainesville, Georgia, as the “Sidney Oslin Smith, Jr. Federal Building and United States Courthouse”.

Legislative History

On February 25, 2016, H.R. 4618 was introduced by Congressman Doug Collins (R–GA).

On March 2, 2016, the Committee met in open markup session and ordered H.R. 4618 favorably reported by voice vote.

On March 23, 2016, H.R. 4618 was reported (H. Rept. 114–463) and placed on the Union Calendar (Calendar No. 99).

On April 18, 2016, H.R. 4618 was considered under suspension of the rules and agreed to by voice vote.

On April 19, 2016, H.R. 4618 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

On December 10, 2016, H.R. 4618 passed the Senate by unanimous consent.

On December 14, 2016, H.R. 4618 was presented to the President.

On December 16, 2016, H.R. 4618 was signed by the President, becoming Public Law 114–288.

FEDERAL PROPERTY MANAGEMENT REFORM ACT OF 2016

PUBLIC LAW 114–318 (H.R. 6451)

Summary

This legislation seeks to improve the government-side management of Federal property by requiring the United States Postal Service to take appropriate measures to better manage and account for property, providing for increased collocation with Postal Service

facilities and guidance on Postal Service leasing practices, and establishing a Federal Real Property Council to develop guidance on and ensure the implementation of strategies for better managing Federal property.

Legislative History

On December 7, 2016, H.R. 6451 was introduced by Congressman Jeff Denham (R-CA).

On December 8, 2016, the Committees on Oversight and Government Reform and Transportation and Infrastructure were discharged from further consideration of H.R. 6451.

On December 8, 2016, H.R. 6451 passed the House by unanimous consent.

On December 8, 2016, H.R. 6451 was received by the Senate.

On December 10, 2016, H.R. 6451 passed the Senate by voice vote.

On December 14, 2016, H.R. 6451 was presented to the President.

On December 16, 2016, H.R. 6451 was signed by the President becoming Public Law 114-318.

RESPONSE ACT OF 2016

PUBLIC LAW 114-321 (S. 546)

Summary

The RESPONSE Act establishes a temporary subcommittee under the FEMA's National Advisory Council to provide recommendations and advice regarding emergency responder training related to hazardous materials incidents involving railroads. The subcommittee is composed of members from various government agencies, including the Federal Railroad Administration, Pipeline and Hazardous Materials Safety Administration, and FEMA. Additionally, the subcommittee will include non-governmental members, including those from effected industries, technical experts, and emergency responder training providers. The subcommittee will recommend improvement to emergency responder training. The RESPONSE Act helps improve emergency responder training by: helping improve access to training for emergency responders; identifying challenges to obtaining appropriate training for emergency responders; modernizing training course content related to rail hazardous materials incidents; and identifying strategies to integrate data regarding the flow of hazardous materials by rail and other relevant data for local emergency responders.

Legislative History

On February 24, 2015, S. 546 was introduced by Senator Heidi Heitkamp (D-ND).

On March 4, 2015, the Senate Committee on Homeland Security and Governmental Affairs met in open markup session and ordered S. 546 reported.

Report by voice vote, as amended.

On July 21, 2015, S. 546 was reported (S. Rept. 114-85) and placed on the Senate Legislative Calendar under Orders (Calendar No. 155).

On May 9, 2016, S. 546 passed the Senate with an amendment by unanimous consent.

On May 10, 2016, S. 546 was received in the House and referred to the Committee.

On September 14, 2016, the Committee met in open markup session and ordered S. 546, as amended, reported by voice vote.

On November 14, 2016, S. 546 was reported to the House (H. Rept. 114–808), and was placed on the Union Calendar (Calendar No. 632).

On November 29, 2016, S. 546 was considered under suspension of the rules and passed by voice vote.

December 10, 2016, the Senate agreed to the House amendment and pass S. 546 by unanimous consent.

On December 14, 2016, S. 546 was presented to the President.

On December 16, 2016, S. 546 was signed by the President, becoming Public Law 114–321.

DAM REHABILITATION AND REPAIR ACT OF 2015

PUBLIC LAW 114–322 (H.R. 2489)—ENACTED AS PART OF THE WIIN ACT

Summary

This bill revises or authorizes the Corps water resources development projects, feasibility studies, and relationships with nonfederal project sponsors. It establishes a process to de-authorize projects with an aggregate estimated federal cost to complete of at least \$10 billion. Sec. 5006 of S. 612 amends the National Dam Safety Program Act to add a dam rehabilitation program to provide grants to high hazard potential dams.

Legislative History

On December 8, 2016, S. 612 was considered under a rule.

On December 8, 2016, S. 612, as amended, passed 360–61 (Roll No. 622).

On December 8, 2016, the House amendment to S. 612 was laid before the Senate.

On December 10, 2016, the Senate agreed to the House amendment to S. 612 (78–21). (Record Vote Number: 163).

On December 14, 2016, S. 612 was presented to the President.

On December 16, 2016, S. 612 was signed by the President, becoming Public Law 114–322.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2017

PUBLIC LAW 114–XXX (H.R. 4909/S. 2943)

To authorize appropriations for fiscal year 2017 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

Summary

H.R. 4909 authorizes appropriations for fiscal year 2017 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to pre-

scribe military personnel strengths for such fiscal year. H.R. 4909 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Aviation, the Subcommittee on Coast Guard and Maritime Transportation, the Subcommittee on Economic Development and Public Buildings, and the Subcommittee on Water Resources and Environment. The Committee worked with the Committee on Armed Services to clear provisions in H.R. 4909 within the Committee's jurisdiction.

Legislative History

On April 12, 2016, H.R. 4909 was introduced by Congressman Mac Thornberry (R-TX).

On May 4, 2016, H.R. 4909 was reported by the Committee on Armed Services (H. Rept. 114-537).

On May 12, 2016, a supplemental report (H. Rept. 114-537, Part II) was filed.

On May 18, 2016, H.R. 4909 was considered under a rule and passed by a vote of 277-147 (Roll No. 216).

On May 26, 2016, H.R. 4909 was received in the Senate, read twice and placed on Senate Legislative Calendar under General Orders (Calendar No. 502).

On May 18, 2016, S. 2493 was introduced in the Senate by Senator John McCain (R-AZ).

May 18, 2016, the Senate Committee on Armed Services order S. 2493 reported with a written report (S. Rept. 114-255).

On June 14, 2016, S. 2493 passed the Senate with amendments by 85-13. Record Vote Number: 98.

On July 8, 2016, the House struck all after the enacting clause and inserted in lieu thereof the provisions H.R. 4909 and passed S. 2393 as amended, without objection.

On July 8, 2016, the House insisted upon its amendment, and requested a conference.

On July 8, 2016, the Speaker appointed conferees:

Committee on Armed Services for consideration of the Senate bill and the House amendment, and modifications committed to conference: Thornberry, Forbes, Miller (FL), Wilson (SC), LoBiondo, Bishop (UT), Turner, Kline, Rogers (AL), Franks (AZ), Shuster, Conaway, Lamborn, Wittman, Gibson, Hartzler, Heck (NV), Stefanik, Smith (WA), Sanchez, Loretta, Davis (CA), Langevin, Larsen (WA), Cooper, Bordallo, Courtney, Tsongas, Garamendi, Johnson (GA), Speier, and Peters.

Permanent Select Committee on Intelligence for consideration of matters within the jurisdiction of that committee under clause 11 of rule X: Nunes, Pompeo, and Schiff.

The Committee on Education and the Workforce for consideration of secs. 571-74 and 578 of the Senate bill, and secs. 571, 573, 1098E, and 3512 of the House amendment, and modifications committed to conference: Walberg, Guthrie, and Scott (VA).

Committee on Energy and Commerce for consideration of secs. 3112 and 3123 of the Senate bill, and secs. 346, 601, 749, 1045, 1090, 1095, 1673, 3119A, and 3119C of the House amendment, and modifications committed to conference: Latta, Johnson of Ohio, and Pallone.

Committee on Foreign Affairs for consideration of secs. 828, 1006, 1007, 1050, 1056, 1089, 1204, 1211, 1221–23, 1231, 1232, 1242, 1243, 1247, 1252, 1253, 1255–58, 1260, 1263, 1264, 1271–73, 1276, 1283, 1301, 1302, 1531–33, and 1662 of the Senate bill, and secs. 926, 1011, 1013, 1083, 1084, 1098K, 1099B, 1099C, 1201, 1203, 1214, 1221–23, 1227, 1229, 1233, 1235, 1236, 1245, 1246, 1250, 1259A–59E, 1259J, 1259L, 1259P, 1259Q, 1259U, 1261, 1262, 130103, 1510, 1531–33, 1645, 1653, and 2804 of the House amendment, and modifications committed to conference: Royce, Zeldin, and Engel.

Committee on Homeland Security for consideration of secs. 564 and 1091 of the Senate bill, and secs. 1097, 1869, 1869A, and 3510 of the House amendment, and modifications committed to conference: McCaul, Donovan, and Thompson (MS).

Committee on the Judiciary for consideration of secs. 829J, 829K, 944, 963, 1006, 1023–25, 1053, 1093, 1283, 3303, and 3304 of the Senate bill, and secs. 598, 1090, 1098H, 1216, 1261, and 3608 of the House amendment, and modifications committed to conference: Goodlatte, Issa, and Conyers.

Committee on Natural Resources for consideration of secs. 601, 2825, subtitle D of title XXVIII, and sec. 2852 of the Senate bill, and secs. 312, 601, 1090, 1098H, 2837, 2839, 2839A, subtitle E of title XXVIII, secs. 2852, 2854, 2855, 2864–66, title XXX, secs. 3508, 7005, and title LXXIII of the House amendment, and modifications committed to conference: Cook, Hardy, and Grijalva.

Committee on Oversight and Government Reform for consideration of secs. 339, 703, 819, 821, 829H, 829I, 861, 944, 1048, 1054, 1097, 1103–07, 1109–13, 1121, 1124, 1131–33, 1135, and 1136 of the Senate bill, and secs. 574, 603, 807, 821, 1048, 1088, 1095, 1098L, 1101, 1102, 1104–06, 1108–11, 1113, 1259C, and 1631 of the House amendment, and modifications committed to conference: Chaffetz, Russell, and Cummings.

Committee on Science, Space, and Technology for consideration of sec. 874 of the Senate bill and secs. 1605, 1673, and title XXXIII of the House amendment, and modifications committed to conference: Smith (TX), Weber (TX), and Johnson, E.B.

Committee on Small Business for consideration of secs. 818, 838, 874, and 898 of the Senate bill, and title XVIII of the House amendment, and modifications committed to conference: Chabot, Knight, and Velázquez.

Committee on Transportation and Infrastructure for consideration of secs. 541, 562, 601, 961, 3302–07, 3501, and 3502 of the Senate bill, and secs. 343, 601, 731, 835, 1043, 1671, 3119C, 3501, 3504, 3509, 3512, and title XXXVI of the House amendment, and modifications committed to conference: Hunter, Rouzer, and Maloney, Sean.

Committee on Veterans' Affairs for consideration of secs. 706, 755, and 1431 of the Senate bill, and secs. 741, 1421, and 1864 of the House amendment, and modifications committed to conference: Roe (TN), Bost, and Takano.

Committee on Ways and Means for consideration of sec. 1271 of the Senate bill, and modifications committed to conference: Brady (TX), Reichert, and Levin.

On July 14, 2016, S. 2493 was laid before Senate by unanimous consent, disagreed to the House amendments, agreed to the request for conference, and appointed conferees: McCain, Inhofe, Sessions, Wicker, Ayotte, Fischer, Cotton, Rounds, Ernst, Tillis, Sullivan, Lee, Graham, Cruz, Reed, Nelson, McCaskill, Manchin, Shaheen, Gillibrand, Blumenthal, Donnelly, Hirono, Kaine, King, and Heinrich made in Senate.

On November 30, 2016, the Conference report (H. Rept. 114–840) was filed.

On December 2, 2016, the House passed the conference report 375–34 (Roll No. 600).

On December 7 and 8, 2016, the conference report was considered by the Senate and pass 92–7 (Record Vote Number 159).

On December 14, 2016, S. 2493 was presented to the President.

On December 23, 2016, S. 2493 was signed by the President.

NATIONAL URBAN SEARCH AND RESCUE RESPONSE SYSTEM ACT OF 2016

PUBLIC LAW 114–326 (S. 2971)

Summary

This bill directs the Federal Emergency Management Agency’s (FEMA) to continue managing the National Urban Search and Rescue Response System and provides additional direction for key program requirements that help reduce the loss of life and property during disasters.

Legislative History

May 23, 2016, S. 2971 was introduced by Senator Rob Portman (R–OH).

On May 25, 2016, the Senate Committee on Homeland Security and Government Affairs ordered S. 2971 reported.

On August 30, 2016, S. 2971 was reported by the Committee on Homeland Security and Government Affairs with written report (S. Rept. 114–307) and placed on Senate Legislative Calendar under General Orders (Calendar No. 578).

On November 30, 2016, S. 2971 passed the Senate with an amendment by unanimous consent.

On December 1, 2016, S. 2971 was received in the House and referred to the Committee on Transportation and Infrastructure.

On December 7, 2016, S. 2971 was considered under suspension of the rules and agreed to with an amendment 405–7 (Roll No. 615).

On December 8, 2016, S. 2971 was received by the Senate.

On December 10, 2016, S. 2971 passed the Senate by unanimous consent.

On December 14, 2016, S. 2971 was presented to the President.

On December 16, 2016, S. 2971 was signed by the President, becoming Public Law 114–326.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE GREATER
WASHINGTON SOAP BOX DERBY

H. CON. RES. 21

Summary

H. Con. Res. 21 permits the Greater Washington Soap Box Derby Association to sponsor soap box derby races as a free public event on the Capitol grounds on June 20, 2015.

Legislative History

On March 3, 2015, H. Con. Res. 21 was introduced by Congressman Steny H. Hoyer (D-MD).

On April 15, 2015, the Committee met in open markup session and ordered H. Con. Res. 21 favorably reported by a voice vote.

On April 20, 2015, H. Con. Res. 21 was reported (H. Rept. 114-86) and was placed on the Union Calendar (Calendar No. 22).

On April 21, 2015, H. Con. Res. 21 was considered under suspension of the rules and agreed to by a voice vote.

On April 22, 2015, H. Con. Res. 21 was received in the Senate.

On April 23, 2015, H. Con. Res. 21 was agreed to by the Senate, without amendment, by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE NA-
TIONAL PEACE OFFICERS MEMORIAL SERVICE AND THE NATIONAL
HONOR GUARD AND PIPE BAND EXHIBITION

H. CON. RES. 25

Summary

H. Con. Res. 25 permits the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event on the Capitol Grounds, the National Honor Guard and Pipe Band Exhibition on May 14, 2015, to allow law enforcement representatives to exhibit their ability to demonstrate Honor Guard programs and provide for a bag pipe exhibition; and the 34th Annual National Peace Officers' Memorial Service on May 15, 2015, to honor the law enforcement officers who died in the line of duty during 2014.

Legislative History

On March 31, 2015, H. Con. Res. 25 was introduced by Congressman Lou Barletta (R-PA).

On April 15, 2015, the Committee met in open markup session and ordered H. Con. Res. 25 favorably reported by a voice vote.

On April 20, 2015, H. Con. Res. 25 was reported (H. Rept. 114-87), and placed on the Union Calendar (Calendar No. 23).

On April 21, 2015, H. Con. Res. 25 was considered under suspension of the rules and passed 410-0 (Roll No. 162).

On April 22, 2015, H. Con. Res. 25 was received in the Senate.

On April 23, 2015, H. Con. Res. 25 was agreed to by the Senate, without amendment, by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS, THE ROTUNDA OF THE CAPITOL, AND EMANCIPATION HALL IN THE CAPITOL VISITOR CENTER FOR OFFICIAL CONGRESSIONAL EVENTS SURROUNDING THE VISIT OF HIS HOLINESS POPE FRANCIS TO THE UNITED STATES CAPITOL

H. CON. RES. 43

Summary

H. Con. Res. 43 authorizes the use of the Capitol Grounds, the rotunda of the Capitol, and Emancipation Hall in the Capitol Visitor Center on Thursday, September 24, 2015, for official congressional events surrounding the visit of His Holiness Pope Francis to the United States Capitol. H. Con. Res. 43 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On April 28, 2015, H. Con. Res. 43 was introduced by Congressman Lou Barletta (R-PA).

On April 30, 2015, H. Con. Res. 43 was considered under suspension of the rules of the House and agreed to by unanimous consent.

On April 30, 2015, H. Con. Res. 43 was received in the Senate.

On May 18, 2015, H. Con. Res. 43 was agreed to by the Senate by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE DISTRICT OF COLUMBIA SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN

H. CON. RES. 70

Summary

H. Con. Res. 70 authorizes the use of the Capitol Grounds for the 30th Annual District of Columbia Special Olympics Law Enforcement Torch Run on October 16, 2015.

Legislative History

On July 31, 2015, H. Con. Res. 70 was introduced by Congresswoman Eleanor Holmes Norton (D-DC).

On September 8, 2015, H. Con. Res. 70 was considered under suspension of the rules and agreed to without objection.

On September 9, 2015, H. Con. Res. 70 was received in the Senate.

On September 16, 2015, H. Con. Res. 70 was agreed to by the Senate, without amendment, by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE 2ND ANNUAL FALLEN FIREFIGHTERS CONGRESSIONAL FLAG PRESENTATION CEREMONY

H. CON. RES. 73

Summary

This bill permits the Congressional Fire Services Institute and the National Fallen Firefighters Foundation to sponsor the 2nd Annual Fallen Firefighters Congressional Flag Presentation Ceremony as a free public event on the Capitol grounds on September 30, 2015, to honor the firefighters who died in the line of duty in 2014.

Legislative History

On September 8, 2015, H. Con. Res. 73 was introduced by Congressman Peter T. King (R-NY).

On September 8, 2015, H. Con. Res. 73 was considered under suspension of the rules and agreed to by Unanimous Consent.

On September 16, 2015, H. Con. Res. 73 was agreed to by the Senate, without amendment, by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR AN EVENT TO COMMEMORATE THE 20TH ANNIVERSARY OF THE MILLION MAN MARCH

H. CON. RES. 74

Summary

This bill permits the Million Man March, Inc. to sponsor a free public event on the Capitol grounds on October 10, 2015, to commemorate the 20th Anniversary of the Million Man March.

Legislative History

On September 8, 2015, H. Con. Res. 74 was introduced by Congressman Danny K. Davis (D-IL).

On September 8, 2015, H. Con. Res. 74 was considered under suspension of the rules and agreed to by Unanimous Consent.

On September 16, 2015, H. Con. Res. 74 was agreed to by the Senate, without amendment, by unanimous consent.

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. 117

Summary

This bill permits the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event on the Capitol grounds, namely (1) the National Honor Guard and Pipe Band Exhibition on May 14, 2016, to allow law enforcement representatives to exhibit their ability to demonstrate Honor Guard programs and provide for a bag pipe exhibition; and (2) the 35th Annual National Peace Officers' Memorial Service, on May 15, 2016, to honor the law enforcement officers who died in the line of duty during 2015.

Legislative History

On February 23, 2016, H. Con. Res. 117 was introduced by Congressman Lou Barletta (R-PA).

On March 2, 2016, the Committee met in open markup session and ordered H. Con. Res. 117 favorably reported House by a voice vote.

On March 23, 2016, H. Con. Res. 117 was reported (H. Rept. 114-469), and placed on the Union Calendar (Calendar No. 103).

On April 12, 2016, H. Con. Res. 117 was considered under suspension of the rules and agreed to without objection.

On April 13, 2016, H. Con. Res. 117 was agreed to by the Senate, without amendment, by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE GREATER
WASHINGTON SOAP BOX DERBY

H. CON. RES. 119

Summary

This bill permits the Greater Washington Soap Box Derby Association to sponsor soap box derby races as a free public event on the Capitol grounds on June 18, 2016.

Legislative History

On February 25, 2016, H. Con. Res. 119 was introduced by Congressman Steny H. Hoyer (D-MD).

On March 2, 2016, the Committee met in open markup session and ordered H. Con. Res. 119 favorably reported House by a voice vote.

On March 23, 2016, H. Con. Res. 119 was reported (H. Rept. 114-468), and placed on the Union Calendar (Calendar No. 102).

On April 18, 2016, H. Con. Res. 119 was considered under suspension of the rules and agreed to by voice vote.

On June 7, 2016, H. Con. Res. 119 was agreed to by the Senate, without amendment, by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE 2ND ANNUAL
FALLEN FIREFIGHTERS CONGRESSIONAL FLAG PRESENTATION
CEREMONY

H. CON. RES. 120

Summary

This bill permits the Congressional Fire Services Institute and the National Fallen Firefighters Foundation to sponsor the 2nd Annual Fallen Firefighters Congressional Flag Presentation Ceremony as a free public event on the Capitol grounds on September 28, 2016, to honor the firefighters who died in the line of duty in 2015.

Legislative History

On February 26, 2016, H. Con. Res. 120 was introduced by Congressman Peter T. King (R-NY).

On March 2, 2016, the Committee met in open markup session and ordered H. Con. Res. 120 favorably reported by a voice vote.

On March 23, 2016, H. Con. Res. 120 was reported (House Report 114–467), and placed on the Union Calendar (Calendar No. 101).

On April 12, 2016, H. Con. Res. 120 was considered agreed to by Unanimous Consent.

On April 13, 2016, H. Con. Res. 120 was received in the Senate, considered, and agreed to by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE DISTRICT OF COLUMBIA SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN

H. CON. RES. 131

Summary

This bill authorizes the use of the Capitol grounds for the 31st annual District of Columbia Special Olympics Law Enforcement Torch Run on September 30, 2016.

Legislative History

On May 17, 2016, H. Con. Res. 131 was introduced by Congresswoman Eleanor Holmes Norton (D–DC).

On May 25, 2016, the Committee met in open markup session and ordered H. Con. Res. 131 favorably reported House by a voice vote.

On June 6, 2016, H. Con. Res. 131 was reported (H. Rept. 114–625), and placed on the Union Calendar (Calendar No. 126).

On September 7, 2016, H. Con. Res. 131 was considered under suspension of the rules and agreed to without objection.

On September 13, 2016, H. Con. Res. 131 was agreed to by the Senate by unanimous consent.

EXPRESSING THE SENSE OF THE HOUSE OF REPRESENTATIVES REGARDING THE TERRORIST ATTACKS LAUNCHED AGAINST THE UNITED STATES ON SEPTEMBER 11, 2001, ON THE 15TH ANNIVERSARY OF THAT DATE

H. RES. 842

Summary

H. Res. 842 recognizes September 11th as a day of solemn commemoration and extends deepest sympathies to the innocent victims of the September 11, 2001, terrorist attacks and their families, friends, and loved ones. The bill honors the heroism and sacrifices of military and civilian personnel and their families in defense of the United States and credits the heroism of first responders, law enforcement personnel, state and local officials, volunteers, and others who aided the victims of the attacks. Further, the bill thanks the leaders and citizens of nations who have assisted and continue to stand in solidarity with the United States against terrorism in the aftermath of the attacks.

Legislative History

On September 6, 2016, H. Res. 842 was introduced by Congressman Kevin McCarthy (R–CA).

On September 9, 2016, H. Res. 842 was considered in the House and was agreed to without objection.

TSUNAMI WARNING, EDUCATION, AND RESEARCH ACT OF 2015

PENDING IN THE HOUSE (H.R. 34/H.R. 1561)

Summary

This legislation authorizes and strengthens the tsunami detection, forecast, warning, research, and mitigation program of the National Oceanic and Atmospheric Administration. H.R. 34 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On January 6, 2015, H.R. 34 was introduced by Congresswoman Susan Bonamici (D-OR).

On January 7, 2015, H.R. 34 was considered under suspension of the rules and was agreed to by voice vote.

On January 8, 2015, H.R. 34 was received in the Senate and read twice.

On October 6, 2015, H.R. 34 passed the Senate, with an amendment, by unanimous consent.

On December 1, 2016, H.R. 1561 passed the Senate with an amendment by Unanimous Consent. H.R. 34 was incorporated into the Senate amendment to H.R. 1561.

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. 172)

Summary

H.R. 172 designates the United States courthouse located at 501 East Court Street in Jackson, Mississippi, as the "R. Jess Brown United States Courthouse".

Legislative History

On January 6, 2015, H.R. 172 was introduced by Congressman Bennie G. Thompson (D-MS).

On April 14, 2015, the Committee met in open markup session and ordered H.R. 172 favorably reported by voice vote.

On April 23, 2015, H.R. 172 was reported (H. Rept. 114-89) and placed on the Union Calendar (Calendar No. 25).

On April 28, 2015, H.R. 172 was considered under suspension of the rules and agreed to by voice vote.

On April 29, 2015, H.R. 172 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

FEMA DISASTER ASSISTANCE REFORM ACT OF 2015

PENDING IN THE SENATE (H.R. 1471)

Summary

H.R. 1471 authorizes appropriations for FEMA for fiscal years 2016 thru 2018, including appropriations for the National Urban Search and Rescue Response System and Emergency Management Assistance Compact grants. The bill also reforms the disaster assistance process, establishing a three-year statute of limitations for reclaiming disaster relief funds, increasing the disaster assistance eligibility threshold for small project to \$1 million, establishing reimbursement rates for state and local disaster recovery projects, authorizing hazard mitigation assistance in any area affected by a fire, and allows the use of hazard mitigation grants to reduce the risk of future damage or loss in any area affected by a wildfire or earthquake hazards.

Legislative History

On March 19, 2015, H.R. 1471 was introduced by Congressman Lou Barletta (R-PA).

On April 15, 2015, the Committee met in open markup session and ordered H.R. 1471 favorably reported, as amended, by a voice vote.

On February 29, 2016, H.R. 1471 was reported (H. Rept. 114-436), and placed on the Union Calendar (Calendar No. 333).

On February 29, 2016, H.R. 1471 was considered under suspension of the rules and agreed to by voice vote.

DHS HEADQUARTERS CONSOLIDATION ACCOUNTABILITY ACT OF 2015

PENDING IN THE SENATE (H.R. 1640)

Summary

This legislation directs the Secretary of Homeland Security to submit to Congress a report on DHS headquarters consolidation project in the National Capital Region. H.R. 1640 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On March 25, 2015, H.R. 1640 was introduced by Congressman Mark Walker (R-NC).

On June 23, 2015, H.R. 1640 was considered under suspension of the rules and was agreed to by voice vote.

On June 23, 2015, H.R. 1640 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

SPORTSMEN'S HERITAGE AND RECREATIONAL ENHANCEMENT ACT OF
2015 (SHARE ACT)

PENDING IN THE SENATE (H.R. 2406)

Summary

This bill revises a variety of existing programs to expand access to, and opportunities for, hunting, fishing, and recreational shooting. H.R. 2406 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Economic Development, Public Buildings, and Emergency Management and Water Resources and Environment.

Legislative History

On May 19, 2015, H.R. 2406 was introduced by Congressman Robert J. Wittman (R-VA).

On February 26, 2016, H.R. 2406 was considered in the House and agreed to by recorded vote: 242-161 (Roll No. 101).

On March 1, 2016, H.R. 2406 was received in the Senate, read twice, and referred to the Senate Committee on Energy and Natural Resources.

EMERGENCY WILDFIRE AND FOREST MANAGEMENT ACT OF 2016

PENDING IN THE SENATE (H.R. 2647)

Summary

H.R. 2647 changes the way federal land management agencies conduct various activities related to forest management, including wildfire activities. The bill eliminates certain restrictions on timber harvesting, limits the use of the Knutson-Vandenberg Trust Fund for administrative costs, reforms stewardship contracting, and exempts lawsuits challenging certain forest management activities from the Equal Access to Justice Act and requires plaintiffs who sue the United States Forest Service post a cash bond. H.R. 2647 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On June 4, 2016, H.R. 2647 was introduced by Congressman Bruce Westerman (R-AR).

On July 9, 2015, H.R. 2647 was considered under a rule (H. Res. 347) and passed 262-167 (Roll No. 428).

On July 13, 2015, H.R. 2647 was received in the Senate and read twice, and referred to the Committee on Agriculture, Nutrition, and Forestry.

On September 19, 2016, the Senate Committee on Agriculture, Nutrition, and Forestry met and ordered H.R. 2647 reported with an amendment in the nature of a substitute without written report. H.R. 2647 was placed on Senate Legislative Calendar under General Orders. Calendar No. 634.

DHS HEADQUARTERS REFORM AND IMPROVEMENT ACT OF 2015

PENDING IN THE SENATE (H.R. 3572)

Summary

This legislation amends the Homeland Security Act of 2002 to reform, streamline, and make improvements to DHS and support the Department's efforts to implement better policy, planning, management, and performance, and for other purposes. H.R. 3572 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On September 9, 2015, H.R. 3572 was introduced by Congressman Michael McCaul (R-TX).

On October 20, 2015, H.R. 3572 was considered under suspension of the rules and was agreed to by voice vote.

On October 21, 2015, H.R. 3572 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

PROMOTING RESILIENCE AND EFFICIENCY IN PREPARING FOR ATTACKS AND RESPONDING TO EMERGENCIES ACT OR THE PREPARE ACT

PENDING IN THE SENATE (H.R. 3583)

Summary

This legislation reforms and improves the FEMA, the Office of Emergency Communications, and the Office of Health Affairs of the DHS, and for other purposes. H.R. 3583 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On September 22, 2015, H.R. 3583 was introduced by Congresswoman Martha McSally (R-AZ).

On April 26, 2016, H.R. 3583 was considered under suspension of the rules and agreed to by voice vote.

On April 27, 2016, H.R. 3583 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

BORDER AND MARITIME COORDINATION IMPROVEMENT ACT

PENDING IN THE SENATE (H.R. 3586)

Summary

This bill amends the Homeland Security Act of 2002 to establish within CBP an Immigration Cooperation Program, under which CBP officers may cooperate with authorities of the government of a foreign country, air carriers, and security employees at airports

located in that country to identify persons who may be inadmissible to the United States or otherwise pose a risk to border security.

Legislative History

On September 22, 2015, H.R. 3586 was introduced by Congresswoman Candice S. Miller (R-MI).

On April 13, 2016, H.R. 3586 was considered under suspension of the rules and agreed to, as amended, by voice vote.

On April 14, 2016, H.R. 3586 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

FUSION CENTER ENHANCEMENT ACT OF 2015

PENDING IN THE SENATE (H.R. 3598)

Summary

This legislation amends the Homeland Security Act of 2002 to enhance the partnership between DHS and the National Network of Fusion Centers, and for other purposes. H.R. 3598 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On September 24, 2015, H.R. 3598 was introduced by Congressman Lou Barletta (R-PA).

On November 2, 2015, H.R. 3598 was considered under suspension of the rules and was agreed to by voice vote.

On November 3, 2015, H.R. 3598 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

DEPARTMENT OF HOMELAND SECURITY CBRNE DEFENSE ACT OF 2015

PENDING IN THE SENATE (H.R. 3875)

Summary

This legislation amends the Homeland Security Act of 2002 to establish within the DHS a Chemical, Biological, Radiological, Nuclear, and Explosives Office, and for other purposes. H.R. 3875 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On November 2, 2015, H.R. 3875 was introduced by Congressman Michael McCaul (R-TX).

On December 10, 2015, H.R. 3875 was considered under suspension of the rules and agreed to by voice vote.

On December 14, 2016, H.R. 3875 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

STRENGTHENING CYBERSECURITY INFORMATION SHARING AND
COORDINATION IN OUR PORTS ACT OF 2015

PENDING IN THE SENATE (H.R. 3878)

Summary

This bill requires DHS to implement, and evaluate at least every two years, a maritime cybersecurity risk assessment model to evaluate current and future cybersecurity risks. The model must be consistent with the National Institute of Standards and Technology Framework for Improving Critical Infrastructure Cybersecurity and any updates pursuant to the Cybersecurity Enhancement Act of 2014.

Legislative History

On November 2, 2015, H.R. 3878 was introduced by Congresswoman Norma J. Torres (D-CA).

On December 16, 2015, H.R. 3878 was considered under suspension of the rules and agreed to, as amended, by voice vote.

On December 17, 2015, H.R. 3878 was received in the Senate, read twice, and referred to the Committee on Commerce, Science, and Transportation.

SECURING ACCESS TO NETWORKS IN DISASTERS ACT

PENDING IN THE SENATE (H.R. 3998/S. 253)

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 911 services during times of emergency when mobile service is unavailable.

Legislative History

On November 16, 2015, H.R. 3998 was introduced by Congressman Frank Pallone, Jr. (D-NJ).

On May 23, 2016, H.R. 3998 was considered under suspension of the rules and agreed to 389-2 (Roll No. 230).

On May 24, 2016, H.R. 3998 was received in the Senate, read twice, and referred to the Committee on Commerce, Science, and Transportation.

TERRORIST AND FOREIGN FIGHTER TRAVEL EXERCISE ACT OF 2016

PENDING IN THE SENATE (H.R. 4404)

Summary

This legislation requires an exercise related to terrorist and foreign fighter travel, and for other purposes. H.R. 4404 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact

the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On February 1, 2016, H.R. 4404 was introduced by Congresswoman Martha McSally (R-AZ).

On July 11, 2016, H.R. 4404 was considered under suspension of the rules and agreed to by voice vote.

On July 12, 2016, H.R. 4404 was received in the Senate, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

PUBLIC BUILDINGS REFORM AND SAVINGS ACT OF 2016

PENDING IN THE SENATE (H.R. 4487)

Summary

The Public Buildings Reform and Savings Act reforms the GSA's management of federal real estate assets and provides the agency with the necessary tools to negotiate the best lease deals possible on behalf of the taxpayers. Enabling the agency to better facilitate consolidations, reduce space, and take advantage of the current buyer's market has the potential to save billions of dollars. The bill also strengthens oversight of federal construction projects, and ensures that such projects remain on or under budget. The Public Buildings Reform and Savings Act also improves public building security by establishing more accountability and oversight of the Federal Protective Service and its legal authorities.

Legislative History

On February 8, 2016, H.R. 4487 was introduced by Congressman Lou Barletta (R-PA).

On March 2, 2016, the Committee met in open markup session and ordered H.R. 4487 favorably reported, as amended, by voice vote.

On May 23, 2016, H.R. 4487 was reported (House Report 114-589), was placed on the Union Calendar (Calendar No. 459), was considered under suspension of the rules and agreed to by the voice vote.

On May 24, 2016, H.R. 4487 was received in the Senate.

On July 14, 2016, H.R. 4487 read twice and placed on the Legislative Calendar under General Orders (Calendar No. 563).

TO AMEND TITLE 40, UNITED STATES CODE, TO INCLUDE AS PART OF THE BUILDINGS AND GROUNDS OF THE NATIONAL GALLERY OF ART ANY BUILDINGS AND OTHER AREAS WITHIN THE BOUNDARIES OF ANY REAL ESTATE OR OTHER PROPERTY INTERESTS ACQUIRED BY THE NATIONAL GALLERY OF ART

PENDING IN THE SENATE (H.R. 5160)

Summary

This bill amend title 40, United States Code, to include as part of the buildings and grounds of the National Gallery of Art any

buildings and other areas within the boundaries of any real estate or other property interests acquired by the National Gallery of Art.

Legislative History

On April 29, 2016, H.R. 5160 was introduced by Congresswoman Candice S. Miller (R-MI).

On May 17, 2016, the Committee on House Administration met in open markup session and ordered H.R. 5160 favorably reported by voice vote.

On June 16, 2016, H.R. 5160 was reported (H. Rept. 114-626) and placed on the Union Calendar (Calendar No. 485).

On November 29, 2016, H.R. 5160 was agreed to by unanimous consent.

On November 30, 2016, H.R. 5160 was received in the Senate.

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”

PENDING IN THE SENATE (H.R. 6135)

Summary

This legislation 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

On September 22, 2016, H.R. 6135 was introduced by Congresswoman Marsha Blackburn (R-TN).

On November 29, 2016, H.R. 6135 was considered under suspension of the rules and agreed to by voice vote.

On November 30, 2016, H.R. 6135 was received in the Senate.

COMMUNICATIONS ACT UPDATE ACT OF 2016

PENDING IN THE SENATE (S. 253)

Summary

This legislation amends the Communications Act of 1934 to provide for greater transparency and efficiency in the procedures followed by the Federal Communications Commission, to consolidate certain reporting obligations of the Commission, and to update certain other provisions of such Act, and for other purposes. S. 253 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.

Legislative History

On January 26, 2015, S. 253 was introduced by Senator Dean Heller (R-NV).

On June 10, 2015, S. 253 passed the Senate by unanimous consent.

On June 11, S. 253 was received in the House and held at the desk.

On September 27, 2016, S. 253 was considered by unanimous consent and was agreed to with an amendment, without objection.

JOHN F. KENNEDY CENTER REAUTHORIZATION ACT OF 2015

REPORTED BY COMMITTEE (H.R. 1473)

Summary

Amends the John F. Kennedy Center Act to reauthorize appropriations for fiscal years 2016–2020 for maintenance, repair, and security, and capital projects for the John F. Kennedy Center for the Performing Arts.

Legislative History

On March 19, 2015, H.R. 1473 was introduced by Congressman Lou Barletta (R-PA).

On April 15, 2015, the Committee met in open markup session and ordered H.R. 1473 favorably reported by a voice vote.

H.R. 1473 was reported to the House on May 8, 2015 (H. Rept. 114–105), and the bill was placed on the Union Calendar (Calendar No. 74).

TO DIRECT THE LIBRARIAN OF CONGRESS TO OBTAIN A STAINED GLASS PANEL DEPICTING THE SEAL OF THE DISTRICT OF COLUMBIA AND INSTALL THE PANEL AMONG THE STAINED GLASS PANELS DEPICTING THE SEALS OF STATES WHICH OVERLOOK THE MAIN READING ROOM OF THE LIBRARY OF CONGRESS THOMAS JEFFERSON BUILDING

REPORTED BY COMMITTEE (H.R. 4231)

Summary

This bill requires the Librarian of Congress, concurrently with the planned renovation and replacement of such panels, to obtain a stained glass panel depicting the seal of the District of Columbia and install it among the existing panels that depict the seals of states that overlook the Main Reading Room of the Library of Congress Thomas Jefferson Building.

Legislative History

On December 10, 2015, H.R. 4231 was introduced by Congresswoman Eleanor Holmes Norton (D-DC).

On April 20, 2016, the Committee met in open markup session and ordered H.R. 4231 favorably reported, as amended, by a voice vote.

On May 3, 2016, H.R. 4231 was reported, as amended, to the House on May 3, 2016 (H. Rept. 114–535, Part I).

FINANCIAL CHOICE ACT OF 2016

REPORTED BY COMMITTEE (H.R. 5983)

Summary

This legislation is intended to create hope and opportunity for consumers, investors, 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.

Legislative History

On September 9, 2016, H.R. 5983 was introduced by Congressman Jeb Hensarling (R-TX).

COMMITTEE RESOLUTIONS (AUTHORIZING THE GENERAL SERVICES ADMINISTRATION CAPITAL INVESTMENT AND LEASING PROGRAM)

During the 114th Congress the Committee continued to cut waste and lower the cost of federal property and leases. In calendar years 2015 and 2016, the Committee approved 101 GSA resolutions resulting in a total saving of \$1,286,362,418.

On February 12, 2015, the Committee approved nine GSA lease resolutions and three alteration project resolutions. The lease resolutions included the Departments of Defense, Agriculture, Treasury, Interior, Commerce, Health and Human Services, Homeland Security, Justice, and Veterans Affairs, and the National Labor Relations Board. Two alteration projects approved included multiple federally-owned buildings to maximize utilization and address life safety issues. The Committee-approved resolutions represent an \$111,011,170 total reduction in lease payments and construction costs over the lease terms.

Alteration-Energy and Water Retrofit and Conservation Measures Program—Various Buildings—PEW-0001—MU15

Total Proposed Cost: \$5,000,000

Alteration-Phillip Burton Federal Building & U.S. Courthouse—San Francisco, CA—PCA-0154—SF15

Total Proposed Cost: \$29,000,000

Alteration-Hart-Dole-Inouye Federal Building—Battle Creek, MI—PMI-0501—BA15

Total Proposed Cost: \$11,197,000

Drug Enforcement Administration—San Diego, CA—PCA-01—SD15

Rentable Square Feet: 105,000

Lease Term: 15 years

Annual Rent: \$4,124,723

Department of Justice—Bureau of Prisons—Washington, DC—PDC-01—WA15

Rentable Square Feet: 114,000

Lease Term: 15 years

Annual Rent: \$5,700,000

Department of Justice—Civil Division—Washington, DC—PDC-02—WA15

Rentable Square Feet: 217,000
 Lease Term: 15 years
 Annual Rent: \$10,850,000

Department of Justice—Washington, DC—PDC-03-WA15
 Rentable Square Feet: 382,000
 Lease Term: 15 years
 Annual Rent: \$19,100,000

Federal Bureau of Investigation-85 10th Avenue—New York, NY—
 PNY-02-NY15
 Rentable Square Feet: 168,000
 Lease Term: 5 years
 Annual Rent: \$13,776,000

Federal Bureau of Investigation-601 West 26th Street—New York,
 NY—PNY-04-NY15
 Rentable Square Feet: 79,792
 Lease Term: 3 years
 Annual Rent: \$5,346,064

U.S. Probation Office & U.S. Pretrial Services Office-233 Broad-
 way—New York, NY—PNY-06-NY15
 Rentable Square Feet: 112,392
 Lease Term: 2 years
 Annual Rent: \$5,394,816

Internal Revenue Service—Guaynabo, PR—PPR-02-GU15
 Rentable Square Feet: 92,500
 Lease Term: 20 years
 Annual Rent: \$4,625,000

Environmental Protection Agency—Dallas, TX—PTX-01-DA15
 Rentable Square Feet: 229,000
 Lease Term: 20 years
 Annual Rent: \$6,412,000

On April 30, 2015, the Committee approved one GSA Construc-
 tion project resolution and one alteration project resolution. Two al-
 teration projects approved included multiple federally-owned build-
 ings to maximize utilization and address life safety issues. The
 Committee-approved resolutions represent a \$105,000,000 total re-
 duction in lease payments and construction costs over the lease
 terms.

Alteration—Consolidation Activities Projects—Various Buildings—
 PCA-0001-MU15
 Total Proposed Cost: \$70,000,000

Construction—Federal Bureau of Investigation—San Juan, PR—
 PPR-FBC-HR14
 Total Proposed Cost: \$85,301,000

On May 20, 2015, the Committee approved two GSA project sur-
 vey resolutions and one amended lease resolution previously ap-
 proved by the Committee on February 12, 2015, and updated to re-
 flect new information submitted by GSA. The project survey resolu-
 tions will direct GSA to evaluate the long-term facility options re-
 lated to two courthouses, and to submit the resulting reports to the
 Committee, and the amended resolution will authorize a lease.

Building Project Survey—U.S. Courthouse and Federal Building—
Fort Lauderdale, FL
Building Project Survey—U.S. District Court for the Northern Dis-
trict of Florida—Pensacola, FL
Amended Lease—Federal Bureau of Investigation—85 10th Ave-
nue—New York, NY—PNY-02-NY15
Rentable Square Feet: 168,000
Lease Term: 5 years
Annual Rent: \$14,616,000

On July 23, 2015, the Committee approved nine GSA building alteration project resolutions, two reprogramming project resolutions, two construction project resolutions, and two lease resolutions. The lease resolutions included the Departments of Defense, Agriculture, Treasury, Interior, Commerce, Health and Human Services, Homeland Security, Justice, and Veterans Affairs, and the National Labor Relations Board. Two alteration projects approved included multiple federally-owned buildings to maximize utilization and address life safety issues. The Committee-approved resolutions represent a \$326,696,500 total reduction in lease payments and construction costs over the lease terms.

Alteration—Fire Protection and Life Safety Program—Various Buildings—PFP-0001—MU16
Total Proposed Cost: \$20,000,000

Alteration—Sixth Street Federal Building—Los Angeles, CA—PCA-0149—LA16
Total Proposed Cost: \$12,283,000

Alteration—Denver Federal Center Building 56—Lakewood, CO—PCO-0533—LA16
Total Proposed Cost: \$6,142,000

Alteration—Theodore Levin U.S. Courthouse—Detroit, MI—PMI-0029—DE16
Total Proposed Cost: \$68,792,000

Alteration—Goodfellow Federal Complex—St. Louis, MO—PMO-00AF—SL16
Total Proposed Cost: \$43,847,000

Alteration—Alexander Hamilton U.S. Custom House—New York, NY—PNY-0131—NY16
Total Proposed Cost: \$46,498,000

Alteration—Jacob K. Javits Federal Office Building—New York, NY—PNY-0282—NY16
Total Proposed Cost: \$7,133,000

Alteration—Federal Office Building—Seattle, WA—PWA-0036—SE16
Total Proposed Cost: \$20,850,000

Alteration—Federal Building and U.S. Courthouse—Milwaukee, WI—PWI-0044—MI16
Total Proposed Cost: \$27,391,000

Construction—Department of Homeland Security—Consolidation at St. Elizabeths—Washington, DC—PDC-0002—WA16
Total Proposed Cost: \$18,422,000

Construction—Animal and Plant Health Inspection Service Building—Pembina, ND—PND-0550-PE16
Total Proposed Cost: \$5,357,000

Federal Communications Commission—Washington, DC—PDC-06-WA16
Rentable Square Feet: 473,000
Lease Term: 15 years
Annual Rent: \$23,650,000

Federal Aviation Administration—Western-Pacific Regional Office—Hawthorne, CA—PCA-01-HA15
Rentable Square Feet: 154,000
Lease Term: 20 years
Annual Rent: \$7,546,000

Alteration—Jacob K. Javits Federal Office Building—New York, NY—PDS-02015
Total Proposed Cost: \$7,660,000

Alteration—1800 F Street Building—Presidential Transition Team—Washington, DC—PDC-PTT-WA15
Total Proposed Cost: \$9,922,000

On March 2, 2016, the Committee approved 13 GSA lease resolutions, six alteration project resolutions, three construction projects, a design project, and an acquisition. The lease resolutions included the Departments of Education, Homeland Security, Defense, State, Veterans Affairs, the Environmental Protection Agency, and the Federal Election Commission. The six alteration projects approved included multiple federally-owned buildings to maximize utilization and address life safety issues. The Committee-approved resolutions represent a \$385,828,855 total reduction in lease payments and construction costs over the lease terms.

Alteration—Consolidation Activities Program—Various Buildings—PCA-0001-MU16
Total Proposed Cost: \$75,000,000

Alteration—Energy and Water Retrofit and Conservation Measures Program—Various Buildings—PEW-0001-MU16
Total Proposed Cost: \$10,000,000

Alteration—Judiciary Court Security Program—Various Buildings—PJCS-0001-MU16
Total Proposed Cost: \$20,000,000

Alteration—William J. Green, Jr. Federal Building—Philadelphia, PA—PPA-0277-PH16
Total Proposed Cost: \$45,000,000

Alteration—U.S. Land Port of Entry—Pacific Highway, Blaine, WA—PWA-00BN-BL16
Total Proposed Cost: \$11,930,000

Alteration—Edward R. Roybal Federal Building and U.S. Courthouse—Los Angeles, CA—PCA-0283-LA14
Total Proposed Cost: \$19,383,000

Site Acquisition and Design—Federal Office Building—Boyers, PA—PPA-FBC-BO17
Total Proposed Cost: \$31,200,000

Building Acquisition—IRS Annex Building Purchase—Austin, TX—PTX-1665-AU17

Total Proposed Cost: \$12,756,000

Construction—U.S. Land Port of Entry—Columbus, NM—PNM-BSC-CO16

Total Proposed Cost: \$85,645,000

Construction—U.S. Land Port of Entry—Alexandria Bay, NY—PNY-BSC-AB16

Total Proposed Cost: \$100,471,000

Construction—New U.S. Courthouse—Nashville, TN—PTN-CTC-NA16

Total Proposed Cost: \$186,425,000

Department of Education—San Francisco, CA—PCA-02-SF16

Rentable Square Feet: 75,269

Lease Term: 3 years

Annual Rent: \$5,494,637

Department of Defense—U.S. Army Corps of Engineers—San Francisco, CA—PCA-03-SF16

Rentable Square Feet: 71,728

Lease Term: 2 years

Annual Rent: \$4,662,320

Department of Justice and Department of Homeland Security—Executive Office of Immigration Review & Immigration and Customs Enforcement—San Francisco, CA—PCA-01-SF16

Rentable Square Feet: 85,000

Lease Term: 10 years

Annual Rent: \$6,460,000

Federal Election Commission—Washington, DC—PDC-01-WA16

Rentable Square Feet: 105,000

Lease Term: 15 years

Annual Rent: \$5,250,000

Department of Defense—U.S. Army Corps of Engineers—Baltimore, MD—PMD-01-BA16

Rentable Square Feet: 143,000

Lease Term: 20 years

Annual Rent: \$4,842,200

Department of Homeland Security—Customs and Border Protection—Newark, NJ—PNJ-01-NW16

Rentable Square Feet: 123,000

Lease Term: 15 years

Annual Rent: \$4,551,000

Environmental Protection Agency—Northern Virginia—PVA-02-WA16

Rentable Square Feet: 326,057

Lease Term: 5 years

Annual Rent: \$12,716,223

Department of Veterans Affairs—Washington, DC—PC-02-WA16

Rentable Square Feet: 97,000

Lease Term: 15 years

Annual Rent: \$4,850,000

Environmental Protection Agency-Regional Headquarters—Denver, CO—PCO-08-DE16

Rentable Square Feet: 176,000
Lease Term: 15 years
Annual Rent: \$8,096,000

Department of State—Washington, DC—PDC-05-WA16

Rentable Square Feet: 115,000
Lease Term: 15 years
Annual Rent: \$5,750,000

Department of Justice—Drug Enforcement Agency—Northern Virginia—PVA-01-WA16

Rentable Square Feet: 575,000
Lease Term: 15 years
Annual Rent: \$22,425,000

Department of Homeland Security—Citizenship and Immigration Services—Dallas, TX—PTX-01-DA16

Rentable Square Feet: 261,000
Lease Term: 20 years
Annual Rent: \$7,830,000

Amended Resolution—Environmental Protection Agency—Dallas, TX—PTX-01-DA15

Rentable Square Feet: 229,000
Lease Term: 20 years
Annual Rent: \$6,412,000

On April 20, 2016, the Committee approved two GSA building alteration resolutions. The alteration projects approved included multiple federally-owned buildings to maximize utilization and address life safety issues. The Committee-approved resolutions represent a \$27,230,000 total reduction in lease payments and construction costs over the lease terms.

Alteration—District Courthouse—Pensacola, FL—PFL-2245-PE15

Total Proposed Cost: \$30,781,000

Alteration—Edward J. Schwartz Federal Building and U.S. Courthouse—San Diego, CA—PCA-0167-SD16

Total Proposed Cost: \$60,845,000

On May 25, 2016, the Committee approved 23 GSA lease resolutions, 16 alteration project resolutions, four construction projects, two amended resolutions, two leases, and one design project. The lease resolutions include the Department of Agriculture and the Social Security Administration. The 16 alteration projects approved included multiple federally-owned buildings to maximize utilization and address life safety issues. The Committee-approved resolutions represent a \$195,166,880 total reduction in lease payments and construction costs over the lease terms.

Alteration—Consolidation Activities Program—Various Buildings—PCA-0001-MU17

Total Proposed Cost: \$75,000,000

Alteration—Energy and Water Retrofit Conversation Measures Program—Various Buildings—PEW-0001-MU17

Total Proposed Cost: \$10,000,000

Alteration—Fire Protection and Life Safety Program—Various Buildings—PFP-0001—MU17

Total Proposed Cost: \$20,000,000

Alteration—Judiciary Capital Security Program—Various Buildings—PJCS-0001—MU17

Total Proposed Cost: \$26,700,000

Alteration—Minton-Capehart Federal Building—Indianapolis, IN—PIN-0133—IN17

Total Proposed Cost: \$10,784,000

Alteration—F. Edward Herbert Federal Building—New Orleans, LA—PLA-0034—NO17

Total Proposed Cost: \$66,608,000

Alteration—John F. Kennedy Federal Building—Boston, MA—PMA-0131—BN17

Total Proposed Cost: \$40,273,000

Amended Alteration—Minton-985 Michigan Avenue—Detroit, MI—PMI-0800—DE17

Total Proposed Cost: \$14,617,000

Alteration—Patrick V. McNamara Federal Building Garage—Detroit, MI—PMI-0133—DE17

Total Proposed Cost: \$10,720,000

Alteration—2306/2312 Bannister Road Federal Building—Kansas City, MO—PMO-39/35—KC17

Total Proposed Cost: \$66,534,000

Alteration—Carl B. Stokes U.S. Courthouse—Cleveland, OH—POH-0301—CL17

Total Proposed Cost: \$15,524,000

Alteration—911 Federal Building—Portland, OR—POR-0033—PO17

Total Proposed Cost: \$22,500,000

Alteration—William J. Green, Jr. Federal Building—Philadelphia, PA—PPA-0277133—PH17

Total Proposed Cost: \$52,300,000

Alteration—Austin Finance Center—Austin, TX—PTX-1618—AU17

Total Proposed Cost: \$22,781,000

Construction—New U.S. Courthouse Annex—Charles R. Jonas Courthouse—Charlotte, NC—PNC-CTC-CH16

Total Proposed Cost: \$164,660,000

Construction—New U.S. Courthouse Annex—James M. Ashley and Thomas W.L. Ashley U.S. Courthouse—Toledo, OH—POH-CTC-TO16

Total Proposed Cost: \$104,284,000

Construction—New U.S. Courthouse—Greenville, SC—PSC-CTC-GR16

Total Proposed Cost: \$104,999,000

Construction—New U.S. Courthouse—San Antonio, TX—PTX-CTC-SA16

Total Proposed Cost: \$144,581,000

Design—Joseph P. Addabbo Federal Building—Queens, NY—PDS-02017

Total Proposed Cost: \$8,500,000

Amended Construction—DHS Consolidation at St. Elizabeths—Washington, DC—PDC-0002-WA17

Total Proposed Cost: \$12,755,000

Amended Construction—APHIS Building—Pembina, ND—PND-0550-PE17

Total Proposed Cost: \$392,000

Department of Agriculture—Northern Virginia—PVA-05-WA17

Rentable Square Feet: 131,000

Lease Term: 15 years

Annual Rent: \$5,109,000

Social Security Administration—Dallas, TX—PTX-01-DA17

Rentable Square Feet: 135,260

Lease Term: 20 years

Annual Rent: \$4,869,360

On September 14, 2016, the Committee approved 20 GSA lease resolutions, 16 leases and four construction projects. The lease resolutions include the Department of Homeland Security, the Internal Revenue Service, the Department of Defense, the National Archives and Record Administration, the Small Business Administration, the Peace Corps, the Pension Benefit Guaranty Corporation, and the Environmental Protection Agency. The Committee-approved resolutions represent a \$135,429,013 total reduction in lease payments and construction costs over the lease terms.

Internal Revenue Service—Austin, TX—PTX-01-AU17

Rentable Square Feet: 219,000

Lease Term: 15 years

Annual Rent: \$8,103,000

Internal Revenue Service—Fresno, CA—PCA-01-FR17

Rentable Square Feet: 196,000

Lease Term: 15 years

Annual Rent: \$6,860,000

U.S. International Trade Commission—Washington, DC—PDC-03-WA16

Rentable Square Feet: 207,000

Lease Term: 15 years

Annual Rent: \$9,315,000

Peace Corps—Washington, DC—PDC-08-WA17

Rentable Square Feet: 173,000

Lease Term: 15 years

Annual Rent: \$8,650,000

Environmental Protection Agency—Philadelphia, PA—PPA-01-PH17

Rentable Square Feet: 222,000

Lease Term: 20 years

Annual Rent: \$8,436,000

Pension Benefit Guaranty Corporation—Washington, DC—PDC-10-WA17

Rentable Square Feet: 431,800
Lease Term: 15 years
Annual Rent: \$21,590,000

Department of Defense—Office of the Secretary of Defense Joint Staff—Suffolk, VA—PVA-01-SU17

Rentable Square Feet: 403,737
Lease Term: 15 years
Annual Rent: \$8,882,214

Amended Resolution—Executive Office of Immigration Review and Immigration and Customs Enforcement—San Francisco, CA—PCA-01-SF17

Rentable Square Feet: 91,100
Lease Term: 10 years
Annual Rent: \$6,832,500

National Archives and Records Administration—Jackson and Clay Counties, MO, and Johnson County, KS—PMO-01-LS17

Rentable Square Feet: 806,794
Lease Term: 20 years
Annual Rent: \$5,647,558

Small Business Administration—Fort Worth, TX—PTX-01-FW17

Rentable Square Feet: 163,000
Lease Term: 15 years
Annual Rent: \$4,727,000

Equal Employment Opportunity Commission—Washington, DC—PDC-09-WA17

Rentable Square Feet: 170,000
Lease Term: 15 years
Annual Rent: \$8,500,000

Department of Homeland Security—Federal Emergency Management Agency—Washington, DC—PDC-01-WA17

Rentable Square Feet: 116,675
Lease Term: 3 years
Annual Rent: \$5,483,725

Department of Homeland Security—Federal Emergency Management Agency—Washington, DC—PDC-02-WA17

Rentable Square Feet: 303,546
Lease Term: 1 year
Annual Rent: \$14,266,662

Department of Homeland Security—Immigration and Customs Enforcement—Washington, DC—PDC-03-WA17

Rentable Square Feet: 104,934
Lease Term: 3 years
Annual Rent: \$4,722,000

Department of Homeland Security—Immigration and Customs Enforcement—Washington, DC—PDC-04-WA17

Rentable Square Feet: 502,997
Lease Term: 4 years
Annual Rent: \$22,635,000

Agency for International Development—Washington, DC—PDC-12-WA17

Rentable Square Feet: 355,000
 Lease Term: 20 years
 Annual Rent: \$17,750,000

Construction—New U.S. Courthouse—Des Moines, IA—PIA-CTC-DM16

Total Proposed Cost: \$136,602,000

Construction—New U.S. Courthouse—Harrisburg, PA—PPA-CTC-HA16

Total Proposed Cost: \$194,444,000

Construction—New U.S. Courthouse Annex—Tomochichi Federal Building & Courthouse—Savannah, GA—PGA-CTC-SA16

Total Proposed Cost: \$75,699,000

Construction—New U.S. Courthouse—Greenville, MS—PMS-CTC-GR16

Total Proposed Cost: \$40,102,000

On December 7, 2016, the Committee approved four GSA lease resolutions and two construction projects. The lease resolutions include the Department of Homeland Security, the Food and Drug Administration, the National Archives and Records Administration, and the National Institutes of Health. The Committee-approved resolutions represent a \$56,199,600 total reduction in lease payments and construction costs over the lease terms.

Department of Homeland Security—Customs and Border Protection Office of Information Technology—Northern Virginia—PVA-01-WA17

Rentable Square Feet: 562,000
 Lease Term: 15 years
 Annual Rent: \$21,918,000

Food and Drug Administration—Atlanta, GA—PGA-01-AT17

Rentable Square Feet: 162,000
 Lease Term: 20 years
 Annual Rent: \$5,994,000

National Archives and Records Administration—Jackson and Clay Counties, MO, and Johnson Country, KS—PMO-01-LS17

Rentable Square Feet: 806,794
 Lease Term: 20 years
 Annual Rent: \$5,647,558

National Institutes of Health—Montgomery and Prince George's Counties, MD—PMD-01-WA17

Rentable Square Feet: 238,000
 Lease Term: 15 years
 Annual Rent: \$8,330,000

Construction—FBI Headquarters Consolidation—National Capital Region—PNCR-FBI-NCR17

Total Proposed Cost: \$834,000,000

Construction—New U.S. Courthouse—Anniston, AL—PAL-CTC-AN16

Total Proposed Cost: \$42,575,000

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

REBUILDING AFTER THE STORM: LESSENING IMPACTS AND SPEEDING RECOVERY

On January 27, 2015, the Subcommittee held a hearing to launch an assessment of the rising costs of disasters, the cost effectiveness of disaster assistance, strategies to reduce disaster losses, and the appropriate roles of government and the private sector; and to consider reforms to save lives through improved alerts and warning systems and search and rescue. The Subcommittee heard testimony from FEMA, the Congressional Research Service, the National Emergency Management Association, and the International Association of Fire Chiefs.

OPPORTUNITIES FOR TAXPAYER SAVINGS: FEDERALLY LEASED OFFICE SPACE IN THE NATIONAL CAPITAL REGION

On February 11, 2015, the Subcommittee held a roundtable policy discussion to examine the unusual number of leases expiring in the National Capital Region over the next five years, the status of replacement leases, and opportunities to reduce the amount of space and the costs to the taxpayer. Participants included GSA, the Department of Justice, DHS, the Department of Health and Human Services, and private sector experts.

OPPORTUNITIES FOR TAXPAYER SAVINGS: FEDERALLY LEASED OFFICE SPACE IN GSA'S SOUTHEAST REGION

On March 16, 2015, the Subcommittee held a field roundtable policy discussion in Atlanta, Georgia, to examine the unusual number of leases expiring in GSA's Southeast Region over the next five years, the status of replacement leases, and opportunities to reduce the amount of leased space and the costs to the taxpayer. Participants included GSA, the Social Security Administration (SSA), the Internal Revenue Service (IRS), Centers for Disease Control and Prevention, the Federal Bureau of Investigation (FBI), and a private sector expert.

WHAT IS DRIVING THE INCREASING COSTS AND RISING LOSSES FROM DISASTERS?

On March 18, 2015, the Subcommittee held a roundtable policy discussion to examine and discuss data related to disaster costs, the trends observed over time, and the projections for the future given the policies in place today. Participants included FEMA, CRS, GAO, and experts from academia and the private sector.

PACIFIC NORTHWEST SEISMIC HAZARDS: PLANNING AND PREPARING FOR THE NEXT DISASTER

On May 19, 2015, the Subcommittee held a hearing to assess FEMA's role in earthquake hazard preparedness, mitigation, response, and recovery; and to examine the efforts of the Pacific Northwest and seismic hazard experts to reduce disaster impacts

and build stronger communities. The Subcommittee received testimony from FEMA and leaders in engineering and seismology.

THE STATE OF PENNSYLVANIA AND FEMA REGION III ARE LEADERS IN
MITIGATING DISASTER COSTS AND LOSSES

On May 28, 2015, the Subcommittee held a field roundtable policy discussion in Philadelphia, Pennsylvania, to examine disaster costs and losses, focusing on hazards impacting Pennsylvania and the region, and to identify best practices for mitigating and avoiding disaster impacts. Participants included representatives from FEMA, the Commonwealth of Pennsylvania, the University of Pennsylvania, and city and county officials.

SAVING TAXPAYER DOLLARS IN FEDERAL REAL ESTATE: REDUCING THE
GOVERNMENT'S SPACE FOOTPRINT

On June 16, 2015, the Subcommittee held a hearing to examine the issue of underutilized and vacant federal properties, costs to the taxpayer of such properties, challenges to selling or disposing of unneeded real property, and methods by which the federal government can reduce its space footprint and save taxpayer dollars by addressing those challenges. Participants included GSA, OMB, GAO, and Congressmen Jeff Denham (R-CA) and Jason Chaffetz (R-UT).

FEDERAL DISASTER ASSISTANCE: ROLES, PROGRAMS AND
COORDINATION

On June 17, 2015, the Subcommittee held a roundtable policy discussion to examine and discuss federal disaster assistance programs, the requirements and effectiveness of those programs, and coordination among various agencies and stakeholders. Participants included FEMA, the Corps, the Department of Housing and Urban Development, the Federal Transit Administration, GAO, and experts from state and local government.

OPPORTUNITIES FOR TAXPAYER SAVINGS: FEDERALLY LEASED OFFICE
SPACE IN GSA'S NORTHEAST REGION

On June 23, 2015, the Subcommittee held a field roundtable policy discussion in New York, New York, to examine the unusual number of leases expiring in GSA's Northeast Region over the next five years, the status of replacement leases, and opportunities to reduce the amount of space and the costs to the taxpayer. Participants included GSA, DHS, SSA, and the IRS.

WORKSHOP ON FLOOD MITIGATION AND THE COMMUNITY RATING
SYSTEM

On September 2, 2015, the Subcommittee held a field workshop in Sunbury, Pennsylvania, to examine how local communities can implement flood mitigation measures and take advantage of the Community Rating System to reduce risk and loss and drive down costs. The workshop featured presentations from FEMA, the Pennsylvania Emergency Management Agency, Dauphin County, the Pennsylvania State Association of Township Supervisors, and

SEDA–Council of Governments regarding their lessons learned, the resources available, and how to address challenges and limitations.

EARTHQUAKE EARLY WARNING IN THE PACIFIC NORTHWEST:
PREPARING FOR THE BIG ONE

On September 22, 2015, the Committee held a field roundtable policy discussion in Eugene, Oregon, to discuss earthquake resiliency programs and efforts, the Shake Alert earthquake early warning system, and next steps for developing an offshore earthquake early warning system. Participants included representatives from FEMA, the United States Geological Service, NOAA, Oregon State University, and University of Oregon.

SAVING TAXPAYER DOLLARS BY REDUCING FEDERAL OFFICE SPACE
COSTS

On March 1, 2016, the Subcommittee held a hearing to examine and conduct oversight of major GSA construction projects funded or proposed to be funded from the GSA Federal Buildings Fund, GSA's authorities to carry out real estate transactions for the federal government, and options for reducing federal office space costs and saving taxpayer dollars. The hearing specifically reviewed the FBI Headquarters Consolidation, and the Federal Courthouse Construction Program. The Subcommittee heard testimony from the Judicial Conference of the United States, GSA, FBI, and Congressman Steny H. Hoyer (D–MD).

BLACKOUT! ARE WE PREPARED TO MANAGE THE AFTERMATH OF A
CYBERATTACK OR OTHER FAILURE OF THE ELECTRICAL GRID?

On April 14, 2016, the Subcommittee held a hearing to explore the risks, vulnerabilities and consequences of a prolonged, widespread power outage. The hearing was intended to clarify the primary federal roles, authorities and resources available to help communities after such a disaster, particularly at the local level, and to assess the efforts and coordination among the participants in the electrical power sector, including planning, preparedness and mitigation efforts, response and recovery capabilities, information sharing, and standards setting. The Subcommittee heard testimony from FEMA, the Department of Energy, the Department of Homeland Security's National Protection and Programs Directorate, CRS, the North American Electric Reliability Corporation, and a representative from the electrical industry.

CONTROLLING THE RISING COST OF FEDERAL RESPONSES TO DISASTER

On May 12, 2016, the Subcommittee held a hearing to examine and discuss data related to disaster costs, the trends observed over time, and the projections for the future. The hearing surveyed current policies, including current federal disaster assistance programs and their requirements and effectiveness, and explored potential solutions and the principles that should be driving solutions to lower the overall costs of disasters and to help avoid devastating losses. The Subcommittee heard testimony from FEMA, National Emergency Management Association, National Institute of Building

Sciences, National Association of Counties, and the Build Strong Coalition.

BORDER STATION CONSTRUCTION: MINIMIZING COSTS AND
LEVERAGING PRIVATE DOLLARS

On May 18, 2016, the Subcommittee held a hearing to examine and conduct oversight of construction and upgrades at land ports of entry. The hearing focused on GSA's and CBP's current and planned land ports of entry projects authorized by the Committee, as well as how non-federal and private dollars can be leveraged, including through the Public-Private Partnership pilot program established in the Consolidated Appropriations Act of 2014. The Subcommittee heard testimony from GSA, DHS, the Coalition for America's Gateways and Trade Corridors, and the Border Trade Alliance.

INDEPENDENT LEASING AUTHORITIES: INCREASING OVERSIGHT AND
REDUCING COSTS OF SPACE LEASED BY FEDERAL AGENCIES

On July 6, 2016, the Subcommittee held a hearing to examine the GAO's report on federal agencies with leasing authorities independent of the GSA and the use and potential taxpayer benefits of options to purchase real estate negotiated in GSA lease agreements. The Subcommittee heard testimony from the GAO, the Pension Benefit Guaranty Corporation, GSA, and the Smithsonian Institution.

AN EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S LIMITED ROLE IN LOCAL LAND USE DEVELOPMENT DECISIONS

On September 21, 2016, the Committee held a hearing to examine FEMA's role and authorities under the National Flood Insurance Program, their impact on local land-use development decisions, and the national implications of those decisions. The Subcommittee heard testimony from FEMA, the State of Oregon, and public and private stakeholders.

DEPARTMENT OF VETERANS AFFAIRS LEASES: IS THE VA OVERPAYING
FOR LEASED MEDICAL FACILITIES?

On September 28, 2016, the Subcommittee held a hearing to examine the GAO's report on Department of Veterans Affairs (VA) leasing for health care facilities and alignment of its practices with those of the GSA. The hearing explored the findings of that report, the progress and timing on the VA lease prospectuses to be submitted to the Committee, and efforts to ensure the costs associated with the facilities are managed appropriately. The Subcommittee heard testimony from the GAO, the VA, and GSA.

OVERSIGHT LETTERS

GSA'S SELECTIONS OF COURT FACILITIES AS RECIPIENTS OF RECOVERY
ACT FUNDING

On June 17, 2014, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) sent a letter to the Comptroller General asking to be included as a co-requester in a GAO review

initiated by Committee on the Judiciary Chairman Goodlatte (R-VA) on GSA's selections of court facilities as recipients of Recovery Act Funding. On March 16, 2015 GAO released report GAO-15-307, titled "GSA's Courthouse Projects Illustrate Opportunities to Improve Management Practices and Analyze Environmental Outcomes."

REVIEW OF FEDERAL DISASTER MITIGATION PROGRAMS

On February 2, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Comptroller General asking to be included as co-requesters in a GAO review initiated by Senator Whitehouse and Senator Reed on federal disaster mitigation programs, specifically resilience efforts in Hurricane Sandy recovery, FEMA hazard mitigation efforts, and HUD's Community Development Block Grant-Disaster Relief. On July 30, 2015 GAO released report GAO-15-515, titled "An Investment Strategy Could Help the Federal Government Enhance National Resilience for Future Disasters."

GSA MANAGEMENT OF FEDERAL REAL PROPERTY

On February 9, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA), and Ranking Member André Carson (D-IN) sent a letter to the Comptroller requesting that the GAO review the GSA's management of federal real property assets. The letter asked for a review of the use of independent leasing authorities, lease-to-own options for federal buildings, and lower-cost alternatives for courthouse security. GAO responded to the request by initiating three separate reviews, two of which have been released. Report GAO-16-648, titled "Actions Needed to Enhance Information on and Coordination among Federal Entities with Leasing Authority" and report GAO-16-536R, titled "Leases with Purchase Options Are Infrequently Used but May Provide Benefits" were both released on July 6, 2016.

PROVISIONS OF THE FY2016 HOMELAND SECURITY APPROPRIATIONS BILL

On March 25, 2015, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA), and Ranking Member André Carson (D-IN) sent a letter to Committee on Appropriations, Subcommittee on Homeland Security Chairman John R. Carter (R-TX) and Ranking Member Lucille Roybal-Allard (D-CA) regarding provisions of the fiscal year 2016 DHS Appropriations bill. The letter requested that the bill prohibit funding the Principal Federal Officer position during a Stafford Act declaration, and that the bill fund Emergency Management Performance Grant program at current levels.

DEPARTMENT OF VETERANS AFFAIRS LEASING

On April 9, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA), and Ranking Member André Carson (D-IN), and other Members sent a letter to the Comptroller General requesting that GAO review the VA's management of leased real property assets. On July 28, 2016 GAO released report GAO-16-619, titled "VA Real Property: Leasing Can Provide Flexibility to Meet Needs but VA Should Demonstrate the Benefits."

LEASING SUPPORT SERVICE DRAFT SOLICITATION

On April 14, 2015, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA) sent a letter to the acting General Services Administrator requesting GSA increase transparency in the evaluation and award processes under the final Leasing Support Service solicitation.

CAPITAL CONCERTS AUDIT

On September 8, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on House Administration Chairman Candice Miller (R-MI) sent a letter to the Comptroller requesting that the GAO audit all concerts hosted by Capital Concerts, Inc. in Capitol Buildings or on the Capitol Grounds for the previous three years. On October 25, 2016 GAO released report GAO-17-44, titled "U.S. Capitol Grounds Concerts: Improvements Needed in Management Approval Controls over Certain Payments."

REVIEW OF FEMA'S PUBLIC ASSISTANCE GRANT PROGRAM

On December 15, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR), and Senate Committee on Homeland Security and Government Affairs Chairman Ron Johnson (R-WI) and Ranking Member Tom Carper (D-DE) sent a letter to the Comptroller General requesting that GAO review FEMA's ability to effectively and efficiently administer the Public Assistance Grant Program, and what steps FEMA is taking to address program challenges.

SOUTHEAST FEDERAL CENTER GROUND LEASE AGREEMENT

On February 8, 2016, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA), and Congresswoman Eleanor Holmes Norton (D-DC) sent a letter to the Public Building Service Commissioner requesting clarification on ground lease agreements between GSA and Forest City Washington.

PROVISIONS OF THE FY2017 HOMELAND SECURITY APPROPRIATIONS
BILL

On March 23, 2016, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA) and Subcommittee Ranking Member André Carson (D-IN) sent a letter to Committee on Appropriations, Subcommittee on Homeland Security Chairman John R. Carter (R-TX) and Ranking Member Lucille Roybal-Allard (D-CA) regarding provisions of the fiscal year 2017 DHS Appropriations bill. The letter requested that the bill prohibit funding the Principal Federal Officer position during a Stafford Act declaration, and that the bill fund Emergency Management Performance Grant program at current levels.

DISASTER ASSISTANCE AVAILABLE TO TRIBES

On April 18, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR), sent a letter to the Comptroller General requesting that the GAO review how certain sections of the Sandy Recovery Improvement Act of 2013 have affected Indian tribes.

MINORITY OVERSIGHT LETTERS

EARTHQUAKE MITIGATION

On October 23, 2015, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Comptroller General asking to be included as co-requester in a GAO review initiated by Senator Carper and Senator Feinstein on earthquake mitigation activities. On September 22, 2016 GAO released report GAO-16-680, titled “Earthquakes: Additional Actions Needed to Identify and Mitigate Risks to Federal Buildings and Implement An Early Warning System.”

GSA LEASE PROCUREMENT

On October 20, 2016, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR) and Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Member André Carson (D-IN) sent a letter to GSA Public Building Service Commissioner Norman Dong asking him to address how GSA was conducting a solicitation for a replacement lease for the Environmental Protection Agency’s (EPA) office space in downtown Denver, Colorado and how the delineated area for the procurement may impact competition.

OLD POST OFFICE BUILDING OVERSIGHT

On November 30, 2016, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Member André Carson (D-IN) and Committee on Oversight and Government Reform Ranking Member Elijah Cummings (D-MD), and Subcommittee on Government Operations Ranking Member Gerald Connolly (D-VA) sent a letter to GSA Administrator Roth regarding potential breach-of-lease and

conflict of interest issues with the U.S. Government's lease with the Trump International Hotel in Washington, D.C.

On December 14, 2016, Committee on Transportation and Infrastructure Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Economic Development, Public Buildings, and Emergency Management Ranking Member André Carson (D-IN) and Committee on Oversight and Government Reform Ranking Member Elijah Cummings (D-MD), and Subcommittee on Government Operations Ranking Member Gerald Connolly (D-VA) sent a follow-up letter to GSA Administrator Roth 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 documentation.

OVERSIGHT WITHIN LEGISLATION

DEPARTMENT OF HOMELAND SECURITY HEADQUARTERS CONSOLIDATION ACCOUNTABILITY ACT OF 2015

Section 2 of the Department of Homeland Security Headquarters Consolidation Accountability Act of 2015 (P.L. 114-150) requires the GAO to carry out an assessment of the cost and schedule estimates for the DHS headquarters consolidation project at St. Elizabeths, and report those findings to Congress within 90 days.

HEARINGS HELD

Hearing entitled "Rebuilding After the Storm: Lessening Impacts and Speeding Recovery" (January 27, 2015) Committee Serial Number 114-2

Hearing entitled "Pacific Northwest Seismic Hazards: Planning and Preparing for the Next Disaster" (May 19, 2015) Committee Serial Number 114-18

Hearing entitled "Saving Taxpayer Dollars in Federal Real Estate: Reducing the Government's Space Footprint" (June 16, 2015) Committee Serial Number 114-22

Hearing entitled "Saving Taxpayer Dollars by Reducing Federal Office Space Costs" (March 1, 2016) Committee Serial Number 114-36

Hearing entitled "Blackout! Are We Prepared to Manage the Aftermath of a Cyberattack or Other Failure of the Electrical Grid?" (April 14, 2016) Committee Serial Number 114-39

Hearing entitled "Controlling the Rising Cost of Federal Responses to Disaster" (May 12, 2016) Committee Serial Number 114-40

Hearing entitled "Border Station Construction: Minimizing Costs and Leveraging Private Dollars" (May 18, 2016) Committee Serial Number 114-42

Hearing entitled "Independent Leasing Authorities: Increasing Oversight and Reducing Costs of Space Leased by Federal Agencies" (July 6, 2016) Committee Serial Number 114-47

Hearing entitled "Department of Veterans Affairs Leases: Is the VA Overpaying for Leased Medical Facilities?" (September 28, 2016) Committee Serial Number 114-54

SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
U.S. HOUSE OF REPRESENTATIVES
114TH CONGRESS

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BILL SHUSTER, Pennsylvania (<i>ex officio</i>)	

[‡]Janice Hahn resigned from the U.S. House of Representatives on December 4, 2016.

Legislative Activities

TO PROVIDE AN EXTENSION OF FEDERAL-AID HIGHWAY, HIGHWAY SAFETY, MOTOR CARRIER SAFETY, TRANSIT, AND OTHER PROGRAMS FUNDED OUT OF THE HIGHWAY TRUST FUND, AND FOR OTHER PURPOSES

PUBLIC LAW 114–21 (H.R. 2353)

To provide an extension of federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes.

Summary

H.R. 2353 extends federal surface transportation programs through July 31, 2015.

Legislative History

On May 15, 2015, H.R. 2353 was introduced by Committee Chairman Bill Shuster (R-PA).

On May 19, 2015, H.R. 2353 was considered under the provision of rule H. Res. 271.

On May 19, 2015, the House passed H.R. 2353 by 387–35–1 (Roll No. 249).

On May 20, 2015, H.R. 2353 was received in the Senate.

On May 23, 2015, H.R. 2353 passed the Senate by voice vote.

On May 26, 2015, H.R. 2353 was presented to the President.

On May 29, 2015, H.R. 2353 was signed by the President, becoming Public Law 114-21.

HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2015, PART II

PENDING IN THE SENATE (H.R. 3038)

To provide an extension of federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes.

Summary

H.R. 3038 provides a transfer from the General Fund of the United States Treasury to the Highway Trust Fund and extends federal surface transportation programs through December 18, 2015.

Legislative History

On July 13, 2015, H.R. 3038 was introduced by Congressman Paul Ryan (R-WI).

On July 15, 2015, H.R. 3038 was considered under the provision of rule H. Res. 362 and passed the House by 312–119 (Roll No. 441).

On July 16, 2015, H.R. 3038 was received in the Senate, read the first time, and placed on the Senate Legislative Calendar.

SURFACE TRANSPORTATION AND VETERANS HEALTH CARE CHOICE IMPROVEMENT ACT OF 2015

PUBLIC LAW 114-41 (H.R. 3236)

To provide an extension of federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, to provide resource flexibility to the Department of Veterans Affairs for health care services, and for other purposes.

Summary

H.R. 3236 provides a transfer from the General Fund of the United States Treasury to the Highway Trust Fund and extends federal surface transportation programs through October 29, 2015.

Legislative History

On July 28, 2015, H.R. 3236 was introduced by Congressman Bill Shuster (R-PA).

On July 29, 2015, H.R. 3236 was considered under the provision of rule H. Res. 388 and passed the House by 385–34–1 (Roll No. 486).

On July 30, 2015, H.R. 3236 was received in the Senate, read twice, considered, read the third time, and passed without amend-

ment by 91–4 (Record Vote No. 261) (consideration CR S6165–6166).

On July 31, 2015, H.R. 3236 was presented to the President and signed, becoming Public Law 114–41.

TO DESIGNATE THE “PFC MILTON A. LEE MEDAL OF HONOR
MEMORIAL HIGHWAY” IN THE STATE OF TEXAS

PUBLIC LAW 114–49 (H.R. 2559)

To designate the “PFC Milton A. Lee Medal of Honor Memorial Highway” in the State of Texas.

Summary

The segment of Interstate Route 10 between milepost 535 and milepost 545 at Kendall County, Texas, shall now be the “PFC Milton A. Lee Medal of Honor Memorial Highway”.

Legislative History

On May 21, 2015, H.R. 2559 was introduced by Congressman Lamar Smith (R–TX).

On June 15, 2015, H.R. 2559 was considered under the suspension of the rules.

On June 15, 2015, the House passed H.R. 2559 by 389–0 (Roll No. 365).

On June 16, 2015, H.R. 2559 was received in the Senate.

On August 5, 2015, H.R. 2559 passed the Senate by unanimous consent.

On August 6, 2015, H.R. 2559 was presented to the President.

On August 7, 2015, the bill was signed, becoming Public Law 114–49.

SURFACE TRANSPORTATION EXTENSION ACT OF 2015

PUBLIC LAW 114–73 (H.R. 3819)

To provide an extension of federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes.

Summary

H.R. 3819 extends federal surface transportation programs through November 20, 2015.

Legislative History

On October 23, 2015, H.R. 3819 was introduced by Congressman Bill Shuster (R–PA).

On October 27, 2015, H.R. 3819 was considered under suspension of the rules and passed by voice vote.

On October 28, 2015, H.R. 3819 passed the Senate without amendment by voice vote.

On October 29, 2015, H.R. 3819 was presented to the President and signed, becoming Public Law 114–73.

SURFACE TRANSPORTATION EXTENSION ACT OF 2015, PART II

PUBLIC LAW 114–87 (H.R. 3996)

To provide an extension of federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes.

Summary

H.R. 3996 extends federal surface transportation programs through December 4, 2015.

Legislative History

On November 16, 2015, H.R. 3996 was introduced by Congressman Bill Shuster (R–PA).

On November 16, 2015, H.R. 3996 was considered under suspension of the rules and passed by voice vote.

On November 19, 2015, H.R. 3996 passed the Senate without amendment by voice vote.

On November 19, 2015, H.R. 3996 was presented to the President.

On November 20, 2015, H.R. 3996 was signed by the President, becoming Public Law 114–87.

FIXING AMERICA’S SURFACE TRANSPORTATION ACT (FAST ACT)

PUBLIC LAW 114–94 (H.R. 22/H.R. 3763)

To authorize funds for federal-aid highways, highway safety programs, and transit programs, and for other purposes.

Summary

H.R. 3763 authorizes funds for federal surface transportation programs for fiscal years 2016–2020.

Legislative History

On October 20, 2015, H.R. 3763 was introduced Congressman Bill Shuster (R–PA).

On October 22, 2015, the Committee met in open markup session and ordered H.R. 3763 reported, as amended, by voice vote.

On October 29, 2015, H.R. 3763 was reported (H. Rept. 114–318), and placed on the Union Calendar (Calendar No. 241).

On July 30, 2015, H.R. 22 passed the Senate with an amendment by 65–34 (Record Vote No. 260).

On November 3, 2015, the Senate amendment to H.R. 22 was considered in the House pursuant to H. Res. 507 and rule XVII.

On November 5, 2015, the House agreed to the amendments en gros (including text of H.R. 3763) by 363–64 (Roll No. 623) and the Speaker appointed the following conferees: from the Committee on Transportation and Infrastructure: Shuster, Duncan of Tennessee, Graves of Missouri, Miller of Michigan, Crawford, Barletta, Farenthold, Gibbs, Denham, Ribble, Perry, Woodall, Katko, Babin, Hardy, Graves of Louisiana, DeFazio, Norton, Nadler, Brown of Florida, Eddie Bernice Johnson of Texas, Cummings, Larsen of Washington, Capuano, Napolitano, Lipinski, Cohen, and Sires.

On November 10, 2015, the Senate disagreed to the House amendment to the Senate amendment and agreed to a conference and appointed conferees: Inhofe, Thune, Hatch, Murkowski, Fischer, Barrasso, Cornyn, Boxer, Brown, Nelson, Wyden, Durbin, and Schumer.

On November 17, 2015, the Speaker appointed additional conferees:

From the Committee on Armed Services: Thornberry, Rogers (AL), and Sanchez, Loretta.

From the Committee on Energy and Commerce: Upton, Mullin, and Pallone.

From the Committee on Financial Services: Hensarling, Neugebauer, and Waters, Maxine.

From the Committee on the Judiciary: Goodlatte, Marino, and Lofgren.

From the Committee on Natural Resources: Thompson (PA), LaHood, and Grijalva.

From the Committee on Oversight and Government Reform: Mica, Hurd (TX), and Connolly.

From the Committee on Science, Space, and Technology: Smith (TX), Comstock, and Edwards.

From the Committee on Ways and Means: Brady (TX), Reichert, and Levin.

On November 18, 2015, the House and Senate held a formal conference meeting and Chairman Shuster was nominated as Chair of the conference.

On December 1, 2015, the conference report (H. Conf. Rept. 114–357) was filed.

On December 3, 2015, the conference report was considered under the provision of rule H. Res. 546 and the House agreed to the conference report by 359–65 (Roll No. 673).

On December 3, 2015, the Senate agreed to the conference report by 83–16 (Record Vote No. 331).

On December 4, 2015, H.R. 22 was presented to the President and was signed, becoming Public Law 114–94.

TO DIRECT THE SECRETARY OF TRANSPORTATION TO PROVIDE TO THE APPROPRIATE COMMITTEES OF CONGRESS ADVANCE NOTICE OF CERTAIN ANNOUNCEMENTS, AND FOR OTHER PURPOSES

PUBLIC LAW 114–322 (H.R. 5977)

ENACTED AS PART OF THE WIIN ACT

Summary

This bill requires DOT to provide the Committee on Transportation and Infrastructure and certain Senate committees with at least three days advance notice prior to announcing grant awards and credit assistance for transportation projects.

Legislative History

On September 9, 2016, H.R. 5977 was introduced by Congressman Bill Shuster (R–PA).

On September 14, 2016, the Committee met in open markup session and ordered H.R. 5977 reported by voice vote.

On September 19, 2016, H.R. 5977 was reported by the Committee (H. Rept. 114–753) and placed on the Union Calendar (Calendar No. 585).

On September 21, 2016, H.R. 5977 was considered under suspension of the rules and agreed to by recorded vote: 424–1 (Roll No. 539).

On September 22, 2016, H.R. 5977 was received in the Senate.

On December 8, 2016, the House passed S. 612, which included the text of H.R. 5977, by 360–61 (Roll No. 622).

On December 10, 2016, the Senate agreed to the House amendment to S. 612 by 78–21 (Roll No. 163).

On December 14, 2016, S. 612 was presented to the President.

On December 16, 2016, S. 612 was signed by the President becoming Public Law 114–322.

FAIRNESS TO VETERANS FOR INFRASTRUCTURE INVESTMENT ACT OF 2015

PENDING IN THE SENATE (H.R. 1694)

Summary

This bill amends the Moving Ahead for Progress in the 21st Century Act (MAP–21) to revise the requirement that ten percent of the award of contracts for federal-aid highway, federal public transportation, and highway safety research and development programs be set-aside for small businesses owned and controlled by socially and economically disadvantaged individuals. This bill modifies this set-aside to include veteran-owned small businesses.

Legislative History

On March 26, 2015, H.R. 1694 was introduced by Congressman Michael G. Fitzpatrick (R–PA).

On November 17, 2015, H.R. 1694 was considered under suspension of the rules and agreed to by recorded vote: 285–138 (Roll No. 631).

On November 18, 2015, H.R. 1694 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

SURFACE TRANSPORTATION REAUTHORIZATION BILL: LAYING THE FOUNDATION FOR U.S. ECONOMIC GROWTH AND JOB CREATION, PART I

On February 11, 2015, the Committee held a hearing entitled “Surface Transportation Reauthorization Bill: Laying the Foundation for U.S. Economic Growth and Job Creation, Part I.” The purpose of the hearing was to examine the reauthorization of federal surface transportation programs. The Committee heard testimony from DOT.

SURFACE TRANSPORTATION REAUTHORIZATION BILL: LAYING THE FOUNDATION FOR U.S. ECONOMIC GROWTH AND JOB CREATION, PART II

On March 17, 2015, the Committee held a hearing entitled “Surface Transportation Reauthorization Bill: Laying the Foundation for U.S. Economic Growth and Job Creation, Part II.” The purpose of the hearing was to further examine the reauthorization of federal surface transportation programs. The Committee heard testimony from representatives of the National Governors Association, the American Association of State Highway and Transportation Officials, and the National League of Cities.

THE FUTURE OF COMMERCIAL MOTOR VEHICLE SAFETY: TECHNOLOGY, SAFETY INITIATIVES, AND THE ROLE OF FEDERAL REGULATION

On April 29, 2015, the Subcommittee held a hearing entitled “The Future of Commercial Motor Vehicle Safety: Technology, Safety Initiatives, and the Role of Federal Regulation.” The purpose of the hearing was to review the status of commercial motor vehicle safety. The Subcommittee heard testimony from representatives of the Owner-Operator Independent Drivers Association, the American Trucking Associations, the Commercial Vehicle Safety Alliance, the United Motorcoach Association, and the International Brotherhood of Teamsters.

MEETING THE TRANSPORTATION NEEDS OF RURAL AMERICA

On June 24, 2015, the Subcommittee held a hearing entitled “Meeting the Transportation Needs of Rural America.” The purpose of the hearing was to review the status of rural transportation needs. The Subcommittee heard testimony from representatives of the American Association of State Highway and Transportation Officials, the National Association of Counties, The Fertilizer Institute, the Soy Transportation Coalition, and the American Bus Association.

IMPLEMENTING MOTOR CARRIER PROVISIONS OF THE FAST ACT

On April 13, 2016, the Subcommittee held a roundtable discussion entitled “Implementing Motor Carrier Provisions of the FAST Act.” The purpose of the roundtable was to discuss the implementation of the motor carrier provisions in the Fixing America’s Surface Transportation Act (FAST Act). The Subcommittee heard from representatives of the Federal Motor Carrier Safety Administration (FMCSA), American Trucking Associations, Owner-Operator Independent Drivers Association, Greyhound Lines, Inc., Commercial Vehicle Safety Alliance, and the Advocates for Highways and Auto Safety.

IMPROVING THE SAFETY AND RELIABILITY OF THE WASHINGTON METRO

On May 24, 2016, the Subcommittee held a hearing entitled “Improving the Safety and Reliability of the Washington Metro.” The purpose of the hearing was to examine the current state of the Washington Metro system. The Subcommittee heard testimony from Congressmen Steny H. Hoyer (D–MD), John Delaney (D–MD),

Gerry Connolly (D-VA), and representatives of the Washington Metropolitan Area Transit Authority, the Federal Transit Administration (FTA), and the Metropolitan Washington Council of Governments.

IMPLEMENTING THE INNOVATION PROVISIONS OF THE FAST ACT

On June 9, 2016, the Subcommittee held a roundtable discussion entitled “Implementing the Innovation Provisions of the FAST Act.” The purpose of the roundtable was to discuss the implementation of the innovation provisions of the FAST Act. The Subcommittee heard from representatives of Michigan’s Department of Transportation, Cubic Corporation, the Alliance of Automobile Manufacturers, and the Los Angeles County Metropolitan Transportation Authority.

IMPACT OF THE FAST ACT’S FREIGHT PROVISIONS

On September 22, 2016, the Subcommittee held a roundtable discussion entitled the “Impact of the FAST Act’s Freight Provisions.” The purpose of the roundtable was to discuss the impact of the freight provisions in the FAST Act. The Subcommittee heard from representatives of Pennsylvania’s Department of Transportation, the Maryland Port Administration, Smithfield Foods, Jet Express, Inc., and Amazon.

GETTING SMART ON AUTONOMOUS VEHICLES: OPPORTUNITIES AND CHALLENGES FOR TRANSPORTATION TRANSFORMATION

On December 6, 2016, the Subcommittee held a roundtable discussion entitled “Getting Smart on Autonomous Vehicles: Opportunities and Challenges for Transportation Transformation.” The purpose of the roundtable was to discuss the impact and challenges of autonomous vehicle technology on the Nation’s transportation system. The Subcommittee heard from representatives of DOT, the City of Pittsburgh, the American Trucking Associations, Self-Driving Coalition for Safer Streets, and the Insurance Institute for Highway Safety.

OVERSIGHT LETTERS

NON-EMERGENCY MEDICAL TRANSPORTATION

On October 3, 2013, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Nick J. Rahall, II (D-WV), Subcommittee on Highways and Transit Chairman Tom Petri (R-WI), Ranking Member Eleanor Holmes Norton (D-DC) transmitted a letter to the Comptroller General requesting that the GAO study the coordination of non-emergency medical transportation. On January 9, 2015, the GAO released its report (GAO-15-110). The report provided recommendations on how the coordination of these activities can be improved.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION HOURS OF SERVICE RULE

On March 31, 2014, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on

Highways and Transit Chairman Tom Petri (R–WI) wrote a letter to the Comptroller General requesting the GAO review the FMCSA’s study on its final rule making changes to regulations governing hours of service (HOS) for truck drivers. On July 29, 2015, the GAO released its review (GAO–15–641). The GAO found FMCSA’s conclusion in the study about the extent to which crash risk is reduced by the HOS rule may be overstated because the agency did not completely meet certain research standards.

USE OF INTELLIGENT TRANSPORTATION SYSTEMS BY TRANSIT AGENCIES

On January 7, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA) and Ranking Member Peter A. DeFazio (D–OR) wrote a letter to the Comptroller General requesting that GAO study the use of Intelligent Transportation Systems (ITS) applications by transit agencies. On June 21, 2016 GAO released report GAO–16–638 titled “Intelligent Transportation Systems: Urban and Rural Transit Providers Reported Benefits but Face Deployment Challenges.”

COMPREHENSIVE TRUCK SIZE AND WEIGHT

On March 25, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA) wrote a letter to the DOT requesting a timeline and expected completion date for the Comprehensive Truck Size and Weight Study that was required by the Moving Ahead for Progress in the 21st Century Act (MAP–21). In April 2016, the FHWA released its Final Comprehensive Truck Size and Weight Study required by MAP–21. The study did not include any recommended changes to current law governing truck size and weight due to a lack of sufficient data on the impacts of increased truck size and weight on infrastructure and safety.

FTA RESILIENCY GRANTS

On May 27, 2015, 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 review FTA’s application evaluation and selection processes for resiliency grant recipients of the Emergency Relief Program.

MAP–21 BRIDGE SAFETY CHANGES

On May 27, 2015, 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 review how the Federal Highway Administration (FHWA) and states are implementing changes made by MAP–21 to bridge projects in terms of how they are managed, funded, and prioritized. On November 30, 2015 GAO released report GAO–16–72R titled “Transportation Infrastructure: Information on

Bridge Conditions.” On September 14, 2016 GAO released a second report, GAO–16–779, titled “Highway Bridges: Linking Funding to Conditions May Help Demonstrate Impact of Federal Investment.”

MEDICAL CERTIFICATION FOR VETERAN MOTOR VEHICLE OPERATORS

On April 6, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA) along with Congressman Rob Woodall (R–GA) and Representative Timothy J. Walz (D–MN) wrote a letter to the FMCSA requesting an update to the implementation of section 5403 that was required by the FAST Act.

IMPLEMENTATION OF INNOVATION PROVISIONS

On July 12, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA) along with Congressman Garret Graves (R–LA) wrote a letter to the DOT to reiterate the congressional intent of the innovation provisions that were included in the FAST Act.

PERFORMANCE MEASURE ON GREENHOUSE GASES

On August 18, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA) along with 30 House Members wrote a letter to the DOT to request a performance measure on greenhouses gases be excluded from the final rule on “National Performance Management Measures; Assessing Performance of the National Highway System, Congestion Mitigation and Air Quality Improvement Program, and Freight Movement on the Interstate System.”

METROPOLITAN PLANNING ORGANIZATION COORDINATION AND PLANNING AREA REFORM

On August 24, 2016, 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 DOT to urge alteration or withdrawal of the proposed rule on “Metropolitan Planning Organization Coordination and Planning Area Reform.”

GORDIE HOWE INTERNATIONAL BRIDGE PROJECT

On October 3, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA) wrote a letter to the FHWA to request an update on the status of the Gordie Howe International Bridge project in Detroit, Michigan.

MINORITY OVERSIGHT LETTERS

TRIBAL SCHOOL ROUTES

On August 5, 2015, Ranking Member Peter A. DeFazio (D–OR), along with Congresswoman Ann Kirkpatrick (D–AZ), wrote a letter to the Comptroller General requesting that GAO study the condition of school routes in Indian country and investigate the impact of unpaved Indian roads on school attendance.

REVENUES FOR SURFACE TRANSPORTATION INFRASTRUCTURE

On October 9, 2015, Ranking Member Peter A. DeFazio (D–OR) wrote a letter to President Obama requesting that the President only agree to repeal the oil export ban if Congress agrees to include a user fee that generates revenue needed for surface transportation infrastructure. Ranking Member DeFazio proposed a small fee on a barrel of oil to preserve the user pay principle of highway funding.

DEPUTY ASSISTANT SECRETARY FOR TRIBAL AFFAIRS

On January 4, 2016, Ranking Member Peter A. DeFazio (D–OR) wrote a letter to President Obama requesting that the President appoint a qualified individual to serve as DOT's first Deputy Assistant Secretary (DAS) for Tribal Affairs. On May 12, 2016, DOT Secretary Anthony Foxx wrote to Ranking Member DeFazio to inform him that Kenneth Martin, an enrolled member of Bad River Band of Lake Superior Chippewa Indians, had been appointed DOT's DAS for Tribal Affairs.

SURFACE TRANSPORTATION SYSTEM FUNDING ALTERNATIVES PROGRAM IMPLEMENTATION

On January 7, 2016, Ranking Member Peter A. DeFazio (D–OR) and Highways and Transit Subcommittee Ranking Member Eleanor Holmes Norton (D–DC) wrote a letter to the DOT urging the Department to make the Surface Transportation System Funding Alternatives program a priority as they implement the FAST Act. This program provides grants to States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund.

BUY AMERICA

On March 17, 2016, Ranking Member Peter A. DeFazio (D–OR) wrote a letter to the Federal Transit Administration to urge a review of Buy America regulations under 49 CFR 661 to ensure these regulations accurately reflect the Congressional intent of Buy America.

TERRITORIAL HIGHWAY PROGRAM FORMULA

On March 18, 2016, Ranking Member Peter A. DeFazio (D–OR) wrote a letter to the Administrator of the Federal Highway Administration (FHWA) to seek additional information on the allocation formula used by FHWA to distribute funding under the Territorial Highway Program.

LIFE CYCLE COST ANALYSIS

On July 11, 2016, Ranking Member Peter A. DeFazio (D–OR) and Senate Committee on Environment and Public Works Chairman James Inhofe (R–OK) wrote a letter to the Administrator of the Federal Highway Administration (FHWA) to express support for consideration of project-level life-cycle cost analysis as FHWA develops a State Asset Management Plan rulemaking in accordance with Section 1106 of MAP–21.

5.9 GHZ WIRELESS SPECTRUM FOR CONNECTED VEHICLES

On July 20, 2016, Ranking Member Peter A. DeFazio (D–OR) wrote a letter to both the Department of Transportation (DOT) and the Federal Communications Commission (FCC) urging them to align Administration priorities around safety before establishing rules for the 5.9 GHz wireless spectrum and the use of Dedicated Short Range Communications (DSRC) in connected vehicles.

MEDICAL QUALIFICATIONS FOR COMMERCIAL MOTOR VEHICLE DRIVERS WITH DIABETES

On October 5, 2016, Ranking Member Peter A. DeFazio (D–OR) wrote a letter to the Administrator of the FMCSA urging the agency to complete its rulemaking regarding medical qualifications for commercial motor vehicle drivers with insulin-treated diabetes.

FUNDING FOR SURFACE TRANSPORTATION PROGRAMS UNDER A CONTINUING RESOLUTION

On November 28, 2016, Ranking Member Peter A. DeFazio (D–OR), Highways & Transit Subcommittee Ranking Member Eleanor Holmes Norton (D–DC), and Railroads, Pipelines, & Hazardous Materials Subcommittee Member Michael E. Capuano (D–MA) sent a letter to the leadership of the House Appropriations Committee and the Subcommittee on Transportation, Housing and Urban Development urging that a Continuing Resolution provide funding for highway, highway safety, and public transportation programs at the FY 2017 levels provided by the Fixing America’s Surface Transportation Act (FAST Act).

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) PRIAA FUNDS

On November 28, 2016, Ranking Member DeFazio (D–OR), Subcommittee Ranking Member Norton, Oversight and Government Reform Committee Ranking Member Cummings, and Subcommittee Ranking Member Connelly wrote a letter to the leadership of the House Appropriations Subcommittee on Transportation, Housing and Urban Development objecting to their fiscal year (FY) 2017 House report language that incorrectly implies that the Washington Metropolitan Area Transit Authority (WMATA) is mispending federal funds authorized by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

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, known as the New Starts Program. On April 28, 2016, the GAO publically released its report (GAO–16–495). The GAO found that FTA has implemented most of the key changes that MAP–21 made to this Program.

FASTLANE GRANT ASSESSMENT

Section 1105 of the FAST Act (P.L. 114–94) directs the Comptroller General 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. The report is due by September 8, 2017.

ALIGNMENT OF FEDERAL ENVIRONMENTAL REVIEWS

Section 1313 of the FAST Act (P.L. 114–94) directs the DOT OIG to complete a report on progress made by DOT and other federal agencies in coordinating environmental reviews and the impact of coordination on accelerating the environmental review and permitting process. The report is due by December 4, 2018.

ASSESSMENT OF PROGRESS ON ACCELERATING PROJECT DELIVERY

Section 1318 of the FAST Act (P.L. 114–94) directs 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. The assessment is to include recommendations for additional opportunities to streamline the process, including both regulatory and statutory changes, and best practices of other agencies that DOT should consider adopting. The report is due by December 4, 2017.

HIGHWAY TRUST FUND ADMINISTRATIVE EXPENDITURES

Section 1433 of the FAST Act (P.L. 114–94) directed the Comptroller General to submit a report on the administrative expenses of the FHWA funded from the Highway Trust Fund. On June 24, 2016, the GAO published its report (GAO–16–631). The GAO found that FHWA has effectively designed internal controls related to general operating expenses and has limited flexibility to reallocate administrative funds between operating expenses and certain other functions. Section 1433 also directs the Comptroller General to submit a follow-up report within five years after the first report is completed and every five years thereafter.

EFFECTIVENESS OF PUBLIC TRANSPORTATION CHANGES AND FUNDING

Section 3027 of the FAST Act (P.L. 114–94) requires the Comptroller General to examine and evaluate the impacts of MAP–21 on federal funding for certain public transportation programs. This review is due by June 4, 2017.

COMPLIANCE, SAFETY, ACCOUNTABILITY PROGRAM REFORM

Section 5221 of the FAST Act (P.L. 114–94) requires National Academies to complete a study of the FMCSA’s Compliance, Safety, Accountability (CSA) Program by June 4, 2017. Not later than October 4, 2017, the Administrator of the FMCSA is required to submit to the Committee a corrective action plan outlining how the agency will respond to deficiencies and opportunities for improve-

ment in the CSA Program. Finally, 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 by February 4, 2018.

MOTOR CARRIER SAFETY REPORTING SYSTEM FEASIBILITY

Section 5303 of the FAST Act (P.L. 114–94) requires the Comptroller General to report on the cost and feasibility of establishing a self-reporting system for commercial motor vehicle drivers or motor carriers with respect to en route equipment failures. On December 2, 2016, GAO published its (GAO–17–132) The GAO found that FMCSA has the statutory and regulatory authority to create a self-reporting system for commercial motor vehicle drivers or motor carriers, but such a system may not necessarily yield safety benefits and the costs to create it are unknown.

DELAYS IN GOODS MOVEMENT

Section 5501 of the FAST Act (P.L. 114–94) requires the DOT IG 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. The report is expected in the 115th Congress.

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. The study is required to be conducted by June 4, 2017.

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. The report is expected in the 115th Congress.

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. The report is due by December 4, 2017.

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 report is due by December 4, 2018.

HEARINGS HELD

Hearing entitled “The Future of Commercial Motor Vehicle Safety: Technology, Safety Initiatives, and the Role of Federal Regulation” (April 29, 2015) Committee Serial Number 114–15

Hearing entitled “Meeting the Transportation Needs of Rural America” (June 24, 2015) Committee Serial Number 114–24

Hearing entitled “Improving the Safety and Reliability of the Washington Metro” (May 24, 2016) Committee Serial Number 114–43

**SUBCOMMITTEE ON RAILROADS, PIPELINES, AND
HAZARDOUS MATERIALS**

U.S. HOUSE OF REPRESENTATIVES

114TH CONGRESS

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JANICE HAHN, California*

PETER A. DEFAZIO, OREGON (*ex officio*)

* Janice Hahn resigned from the U.S. House of Representatives on December 4, 2016.

Legislative Activities

SURFACE TRANSPORTATION EXTENSION ACT OF 2015

PUBLIC LAW 114–73 (H.R. 3819)

To provide an extension of federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes.

Summary

H.R. 3819 included provisions to extend the deadline for installation of Positive Train Control (PTC) technology on rail routes carrying passengers or poisonous or toxic-by-inhalation hazardous materials from December 31, 2015 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.

Legislative History

On October 23, 2015, H.R. 3819 was introduced by Congressman Bill Shuster (R–PA).

On October 27, 2015, H.R. 3819 was considered under suspension of the rules and passed by voice vote.

On October 28, 2015, H.R. 3819 passed the Senate without amendment by voice vote.

On October 29, 2015, H.R. 3819 was presented to the President and signed, becoming Public Law 114–73.

SURFACE TRANSPORTATION REAUTHORIZATION AND REFORM ACT OF
2015

FIXING AMERICA'S SURFACE TRANSPORTATION ACT OF 2015

PUBLIC LAW 114-94 (H.R. 3763/H.R. 22)

To authorize funds for federal-aid highways, highway safety programs, and transit programs, and for other purposes.

Summary

The Fixing America's Surface Transportation Act of 2015 (FAST Act) reauthorizes the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network for the next five years. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and maintains a strong commitment to safety. The FAST Act contained, the Passenger Rail Reform and Investment Act of 2015 (PRRIA 2015), in Title XI, and the Hazardous Material Transportation Safety Improvement Act of 2015, in Title VII. Additionally, Title III of the FAST Act provided \$199 million from the Mass Transit Account of the Highway Trust Fund for grants to public transit agencies and state and local governments to assist them with the costs of installing PTC.

Title XI of the Fixing America's Surface Transportation Act of 2015 (FAST), the Passenger Rail Reform and Investment Act of 2015 (PRRIA 2015), reauthorized Amtrak, Amtrak's Office of the Inspector General, and the NEC Commission through fiscal year 2020. It also authorized a new grant program for federal-state partnerships to bring the NEC back to a state-of-good-repair. PRRIA 2015 fundamentally changed the authorization structure of Amtrak by providing funding by service—the NEC and 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, and provided new procedures for Amtrak to follow when preparing and submitting a request for federal grants. Similarly, PRRIA 2015 required Amtrak's accounting to be more transparent. PRRIA 2015 also significantly advanced the efforts of the NEC Commission by empowering it to act as a true planner and convener of the states, commuter railroads, and Amtrak. Additionally, PRRIA 2015 reformed Amtrak's food and beverage service, made significant changes to reform the Railroad Rehabilitation and Improvement Financing (RRIF) loan program, and allowed for more private sector participation in stations, rights-of-way, and operations.

PRRIA 2015 also contained provisions to improve freight and passenger rail safety, including requiring all states to develop highway-rail grade crossing safety action plans; requiring carriers to ensure compliance with speed limits on curves and bridges and in tunnels; requiring the Secretary to evaluate track inspection regulations on high-density commuter rail lines; and requiring intercity

passenger and commuter railroads to install audio and image recording devices.

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 emergency 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 incidents. The Act also directs 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.

Legislative History

On October 20, 2015, H.R. 3763 was introduced by Congressman Bill Shuster (R-PA).

On October 22, 2015, the Committee met in open markup session and ordered H.R. 3763 reported, as amended, by voice vote.

On October 29, 2015, H.R. 3763 was reported to the House (H. Rept. 114-318), and was placed on the Union Calendar (Calendar No. 241).

On July 30, 2015, H.R. 22 passed the Senate with an amendment by 65-34 (Record Vote No. 260).

On November 3, 2015, the Senate amendment to H.R. 22 was considered in the House pursuant to H. Res. 507 and rule XVII.

On November 5, 2015, the House agreed to the amendments en gros (including text of H.R. 3763) by 363-64 (Roll No. 623) and the Speaker appointed the following conferees: from the Committee on Transportation and Infrastructure: Shuster, Duncan of Tennessee, Graves of Missouri, Miller of Michigan, Crawford, Barletta, Farenthold, Gibbs, Denham, Ribble, Perry, Woodall, Katko, Babin, Hardy, Graves of Louisiana, DeFazio, Norton, Nadler, Brown of Florida, Eddie Bernice Johnson of Texas, Cummings, Larsen of Washington, Capuano, Napolitano, Lipinski, Cohen, and Sires.

On November 10, 2015, the Senate disagreed to the House amendment to the Senate amendment and agreed to a conference and appointed conferees: Inhofe, Thune, Hatch, Murkowski, Fischer, Barrasso, Cornyn, Boxer, Brown, Nelson, Wyden, Durbin, and Schumer.

On November 17, 2015, the Speaker appointed additional conferees:

From the Committee on Armed Services: Thornberry, Rogers (AL), and Sanchez, Loretta.

From the Committee on Energy and Commerce: Upton, Mullin, and Pallone.

From the Committee on Financial Services: Hensarling, Neugebauer, and Waters, Maxine.

From the Committee on the Judiciary: Goodlatte, Marino, and Lofgren.

From the Committee on Natural Resources: Thompson (PA), LaHood, and Grijalva.

From the Committee on Oversight and Government Reform: Mica, Hurd (TX), and Connolly.

From the Committee on Science, Space, and Technology: Smith (TX), Comstock, and Edwards.

From the Committee on Ways and Means: Brady (TX), Reichert, and Levin.

On November 18, 2015, the House and Senate held a formal conference meeting and Chairman Shuster was nominated as Chair of the conference.

On December 1, 2015, the conference report (H. Conf. Rept. 114–357) was filed.

On December 3, 2015, the conference report was considered under the provision of rule H. Res. 546 and the House agreed to the conference report by 359–65 (Roll No. 673).

On December 3, 2015, the Senate agreed to the conference report by 83–16 (Record Vote No. 331).

On December 4, 2015, H.R. 22 was presented to the President and was signed, becoming Public Law 114–94.

PASSENGER RAIL REFORM AND INVESTMENT ACT OF 2015

PUBLIC LAW 114–94 (H.R. 749)—ENACTED AS PART OF FAST ACT

To reauthorize federal support for passenger rail programs, and for other purposes.

Summary

H.R. 749, the Passenger Rail Reform and Investment Act of 2015 (PRRIA 2015), reauthorized Amtrak, Amtrak’s Office of the Inspector General, and the NEC Commission through fiscal year 2020. PRRIA 2015 fundamentally changed the authorization structure of Amtrak by providing funding by service—the NEC and 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. Funds may be transferred between accounts upon notification to the Amtrak Board of Directors. The Act also reformed Amtrak’s operations, budgeting, and planning processes to reflect the lines-of-business approach, and provided new procedures for Amtrak to follow when preparing and submitting a request for federal grants. Similarly, PRRIA 2015 required Amtrak’s accounting to be more transparent. PRRIA 2015 also significantly advanced the efforts of the NEC Commission by empowering it to act as a true planner and convener of the states, commuter railroads, and Amtrak. PRRIA 2015 reformed Amtrak’s food and beverage service, made significant changes to the RRIF loan program, and allowed for more private sector participation in stations, rights-of-way, and operations.

Legislative History

On February 5, 2015, H.R. 749 was introduced by Congressman Bill Shuster (R-PA).

On February 12, 2015, the Committee met in open markup session with a quorum present and ordered H.R. 749 report by voice vote.

On February 26, 2015, H.R. 749 was reported (H. Rept. 114–30) and placed on the Union Calendar (Calendar No. 20).

On March 4, 2015, H.R. 749 was considered under a rule and passed, as amended, by 316–101 (Roll No. 112).

On March 9, 2015, H.R. 749 was received in the Senate, read twice, and referred to the Committee on Commerce, Science, and Transportation.

Many of the provisions of H.R. 749 were incorporated in Title XI of the FAST Act, P.L. 114–94 (H.R. 22).

RESPONSE ACT OF 2016

PUBLIC LAW 114–321 (S. 546)

Summary

The RESPONSE Act establishes a temporary subcommittee under the FEMA’s National Advisory Council to provide recommendations and advice regarding emergency responder training related to hazardous materials incidents involving railroads. The subcommittee is composed of members from various government agencies, including the Federal Railroad Administration, Pipeline and Hazardous Materials Safety Administration, and FEMA. Additionally, the subcommittee will include non-governmental members, including those from effected industries, technical experts, and emergency responder training providers. The subcommittee will recommend improvement to emergency responder training. The RESPONSE Act requires subcommittee review of emergency responder training, including access to training challenges to obtaining appropriate training course content related to rail hazardous materials incidents; strategies to integrate data regarding the flow of hazardous materials by rail and other relevant data.

Legislative History

On February 24, 2016, S. 546 was introduced by Senator Heidi Heitkamp (D-ND).

On March 4, 2015, the Senate Committee on Homeland Security and Governmental Affairs met in open markup session and ordered S. 546 report by voice vote, as amended.

On July 21, 2015, S. 546 was reported (S. Rept. 114–85) and placed on the Senate Legislative Calendar under Orders (Calendar No. 155).

On May 9, 2016, S. 546 passed the Senate with an amendment by unanimous consent.

On May 10, 2016, S. 546 was received in the House and referred to the Committee.

On September 14, 2016, the Committee met in open markup session and ordered S. 546 reported by voice vote with an amendment.

On November 14, 2016, S. 546 was reported to the House (H. Rept. 114–808), and was placed on the Union Calendar (Calendar No. 632).

On November 29, 2016, S. 546 was considered under suspension of the rules and passed by voice vote.

December 10, 2016, the Senate agreed to the House amendment and pass S. 546 by unanimous consent.

On December 14, 2016, S. 546 was presented to the President.

On December 16, 2016, S. 546 was signed by the President, becoming Public Law 114–321.

SURFACE TRANSPORTATION BOARD REAUTHORIZATION ACT OF 2015

PUBLIC LAW 114–110 (S. 808)

A bill to establish the Surface Transportation Board as an independent establishment, and for other purposes.

Summary

The Surface Transportation Board Reauthorization Act of 2015 reauthorized the STB for the first time since the agency was created in 1995. The Act established the STB as a wholly independent federal agency; expanded the STB's membership from three to five Board Members; gave the STB authority to investigate issues of national or regional significance on its own initiative; and reauthorized the agency through fiscal year 2020. The act also directed the STB to modify its voluntary arbitration process, including increases in the maximum damage awards, and made other changes to improve the STB's efficiency and responsiveness.

Legislative History

On March 19, 2015, S. 808 was introduced in the Senate by Senator John Thune (R–SD).

On June 18, 2015, S. 808 passed the Senate by unanimous consent.

On December 10, 2015, S. 808 was considered under suspension of the rules and passed by a voice vote.

On December 18, 2015, S. 808 was presented to the President and signed, becoming Public Law 114–110.

PROTECTING OUR INFRASTRUCTURE OF PIPELINES AND ENHANCING SAFETY ACT OF 2016

PUBLIC LAW 114–183 (S. 2276/H.R. 4937)

Summary

The Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES) reauthorizes PHMSA's pipeline safety program through fiscal year 2020. The PIPES Act ensures the agency finishes out the 2011 Act requirements and reforms PHMSA to be a more dynamic, data-driven regulator.

The PIPES Act requires PHMSA to set federal minimum safety standards for underground natural gas storage facilities, establish revised safety standards for liquefied natural gas facilities, and increases inspection requirements for certain underwater oil pipelines. It provides PHMSA with emergency order authority, tailored

to the pipeline sector, to impose emergency restriction, prohibitions, and safety measures on owners and operators of pipeline facilities to abate imminent hazards, taking into account public health and safety, network, and customer impacts. The PIPES Act ensures that pipeline operators receive timely post-inspection information from PHMSA to allow them to maintain and improve their safety efforts, and ensures that product composition information is quickly provided to first responders after an incident. The Act also provides for a number of assessments of the current safety program, including the effectiveness of integrity management programs; and the use of technology to improve damage prevention; and the latest innovations in pipeline materials, corrosion prevention technology, and training.

Legislative History

On April 14, 2016, H.R. 4937 was introduced by Congressman Jeff Denham (R-CA).

On April 20, 2016, the Committee met in open markup session and ordered H.R. 4937 to be reported by voice vote with an amendment.

On November 14, 2016, was reported (H. Rept. 114-807) and placed on the Union Calendar (Calendar No. 631).

On November 10, 2015, S. 2276 was introduced by Senator Deb Fischer (R-NE).

On March 3, 2016, S. 2276 passed the Senate, with an amendment, by unanimous consent.

On June 8, 2016, S. 2276 was considered under suspension of the rules and agreed to, as amended, by voice vote.

On June 13, 2016, the Senate agreed to the House amendment to the Senate bill by unanimous consent.

On June 16, 2016, S. 2276 was presented to the President.

On June 22, 2016, S. 2276 was signed by the president, becoming Public Law 114-183.

KEYSTONE XL PIPELINE APPROVAL ACT

VETOED BY THE PRESIDENT (S. 1)

To approve the Keystone XL Pipeline.

Summary

The Keystone XL Pipeline Approval Act authorizes TransCanada Keystone Pipeline, L.P. to construct, connect, operate, and maintain the pipeline and cross-border facilities specified in TransCanada's May 4, 2014 application to the Department of State, and allows for any subsequent route revision through Nebraska. It deems the Final Supplemental Environmental Impact Statement issued by the Secretary of State in January 2014 regarding the pipeline to fully satisfy NEPA and any law that requires federal agency consultation or review, including the Endangered Species Act of 1973. It declares that any applicable federal permit or authorization issues before enactment remain in effect, and it restricts legal challenges of a federal agency action regarding the pipeline. Lastly, it directs the Department of Energy's (DOE) Office of Energy Efficiency and Renewable Energy to act as the lead fed-

eral agency for coordinating and disseminating information on existing federal programs and assistance that may be used to help initiate, develop, and finance energy efficiency, renewable energy, and energy retrofitting projects for schools.

Legislative History

On January 6, 2015, S. 1 was introduced by Senator John Hoeven (R–ND).

On January 29, 2015, S. 1 passed the Senate with amendments 62–36 (Record Vote No. 49).

On February 11, 2015, S. 1 was considered under a rule and passed the House 270–152 (Roll No. 75).

On February 24, 2015, S. 1 was presented to the President and vetoed.

On March 4, 2015, the Senate failed to override the President’s veto with 62 yeas and 37 nays (Record Vote No. 68).

KEYSTONE XL PIPELINE ACT

H.R. 3

PENDING IN THE SENATE

To approve the Keystone XL Pipeline.

Summary

H.R. 3 authorizes TransCanada Keystone Pipeline, L.P. to construct, connect, operate, and maintain the pipeline and cross-border facilities specified by TransCanada Corporation in its May 4, 2012 application to the Department of State, and deems approved any subsequent route revision within the State of Nebraska. The bill determines the Final Supplemental Environmental Impact Statement regarding the pipeline issued by the Secretary of State in January 2014 fully satisfies the National Environmental Policy Act of 1969 and any law that requires federal agency consultation or review, including the Endangered Species Act of 1973. H.R. 3 also maintains in effect any applicable federal permit or authorization issued before enactment of this act. The bill grants original and exclusive jurisdiction, except for review in the Supreme Court, to the United States Court of Appeals for the District of Columbia Circuit over any civil action for the review of a federal agency action regarding the pipeline and related facilities. It declares that it does not alter any federal, state, or local process or condition in effect on the date of enactment of this act that is necessary to secure access from an owner of private property to construct the pipeline and cross-border facilities.

Legislative History

On January 6, 2015, H.R. 3 was introduced by Congressman Kevin Cramer (R–ND).

On January 9, 2015, H.R. 3 was considered under a rule and passed the House by 266–153–1 (Roll No. 16).

On January 12, 2015, H.R. 3 was received in the Senate, read twice, and placed on the Senate Legislative Calendar under General Orders (Calendar No. 3).

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

HOW THE CHANGING ENERGY MARKETS WILL AFFECT U.S. TRANSPORTATION

On February 3, 2015, the Subcommittee held a hearing on how the changing energy markets will affect transportation in the United States. The Subcommittee heard testimony on issues related to the Nation's energy renaissance and what the growth in production means for the transportation system. The Subcommittee received testimony from energy, pipeline, railroad, and railcar manufacturer stakeholders regarding their investment and views of the nexus between energy production, private infrastructure investment, and safety.

OVERSIGHT OF ONGOING RAIL, PIPELINE, AND HAZMAT RULEMAKINGS

On April 14, 2015, the Subcommittee held an oversight hearing on rail, pipeline, and hazmat rulemakings. The Subcommittee received testimony from FRA, PHMSA, and the National Transportation Safety Board (NTSB) on matters relating to current railroad, pipeline, and hazardous material rulemakings.

THE 35TH ANNIVERSARY OF THE STAGGERS RAIL ACT: RAILROAD DEREGULATION PAST, PRESENT, AND FUTURE

On May 13, 2015, the Subcommittee held a hearing on the 35th anniversary of the Staggers Rail Act and railroad deregulation. The Subcommittee heard testimony from representatives of STB, the American Chemistry Council, the Association of American Railroads, and the American Short Line and Regional Railroad Association, as well as a professor of economics at Georgetown University.

OVERSIGHT OF THE AMTRAK ACCIDENT IN PHILADELPHIA

On June 2, 2015, the Committee held an oversight hearing on the Amtrak accident in Philadelphia. The Committee heard testimony from representatives from NTSB, FRA, Amtrak, and the Brotherhood of Locomotive Engineers and Trainmen.

THE STATE OF POSITIVE TRAIN CONTROL IMPLEMENTATION IN THE UNITED STATES

On June 24, 2015, the Subcommittee held a hearing on the state of PTC implementation in the United States. The Subcommittee received testimony on the status of implementing PTC on the freight and passenger rail network by the December 31, 2015, deadline.

INNOVATIONS IN PIPELINE TECHNOLOGY

On July 28, 2015, the Subcommittee participated in a roundtable on innovations in pipeline technology. The purpose of the roundtable was to examine innovative technologies that improve the safety and efficiency of the pipeline network of the United States. Participants included representatives from Marathon Pipe Line, the Pipeline Research Council International, General Electric, and NTSB.

REAUTHORIZATION OF THE U.S. DEPARTMENT OF TRANSPORTATION'S
PIPELINE SAFETY PROGRAM

On February 25, 2016, the Subcommittee held a hearing on reauthorizing the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011. The Subcommittee received testimony on the status of the 2011 act mandates, as well as the need for a reauthorization of PHMSA's pipeline safety program.

CONTINUED OVERSIGHT OF THE CALIFORNIA HIGH-SPEED RAIL
PROJECT

On August 29, 2016, the Subcommittee received testimony regarding the status of the California High-Speed Rail Project. The project is the largest in the High-Speed Intercity Passenger Rail (HSIPR) program administered by FRA.

OVERSIGHT LETTERS

CALIFORNIA HIGH SPEED RAIL

On November 26, 2013, Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R-CA), sent a letter to GAO regarding California High Speed Rail grant agreements and concerns regarding the financial and oversight risks associated with the California High Speed Rail Project. The letter requested that GAO address questions related to whether the California High Speed Rail Authority was violating, or on the verge of violating, its grant agreements with the Federal government, along with other questions. GAO provided responses in a letter (B-325583) on December 18, 2015.

FEDERAL RAILROAD ADMINISTRATION'S HIGH SPEED RAIL GRANT
AGREEMENTS

On December 3, 2013, Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R-CA), sent a letter to the DOT IG regarding FRA's High Speed Rail Grant Agreements. The letter requested that the DOT IG assess FRA's policies and procedures for negotiating and amending high speed rail grant agreements as well as evaluate FRA's oversight procedures for ensuring grant agreement terms are met. The DOT IG responded with a letter (ST-2015-08) on April 1, 2015.

On March 6, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR), along with Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R-CA) and Ranking Member Michael E. Capuano (D-MA) sent a letter to the Secretary of DOT and the Director of OMB, regarding DOT's rule-making process on enhancing the safety of the transportation of flammable liquids. The letter expressed concerns that focusing on complex operational requirements in the development of the DOT's final rule could lead to further delays in finalizing the rule.

POSITIVE TRAIN CONTROL IMPLEMENTATION UPDATE PART 1

On April 14, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A.

DeFazio (D–OR), along with Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R–CA) and Ranking Member Michael E. Capuano (D–MA), sent a letter to the Comptroller General requesting that the GAO complete a follow-up study to a 2013 report, titled “Positive Train Control: Additional Authorities Could Benefit Implementation” to update Congress on the status of the railroads’ implementation of PTC. On September 16, 2015, GAO released its report, entitled “Positive Train Control: Additional Oversight Needed As Most Railroads Do Not Expect to Meet 2015 Implementation Deadline” (GAO–15–739).

POSITIVE TRAIN CONTROL IMPLEMENTATION UPDATE PART 2

On August 17, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA) and Ranking Member Peter A. DeFazio (D–OR), along with Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R–CA) and Ranking Member Michael E. Capuano (D–MA), sent a letter to the Comptroller General requesting to be added to an inquiry by Senator Bill Nelson (R–FL), Senator Roy Blunt (R–MO), and Senator Clare McCaskill (D–MO) requesting the GAO to perform a follow-up study to the report “Positive Train Control: Additional Authorities Could Benefit Implementation” to update Congress on the status of the railroads’ implementation of PTC.

AMTRAK CHIEF EXECUTIVE OFFICER SEARCH

On February 2, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA), along with Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R–CA), sent a letter to the Board of Directors of Amtrak recommending that, as they search for a replacement for Amtrak’s Chief Executive Officer, the next CEO be a leader with the vision and management skills necessary to implement the reforms required in the FAST Act.

SURFACE TRANSPORTATION BOARD’S (STB) ONGOING PROCEEDINGS

On September 30, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA), along with Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R–CA), sent a letter to the STB Chairman, Vice Chairman, and Commissioner regarding its ongoing proceedings affecting the economic regulation of railroads. The letter recommended that the STB focus on fulfilling its obligations under the STB Reauthorization Act of 2015, instead of independently moving forward with a number of new regulatory initiatives.

MINORITY OVERSIGHT LETTERS

FAILURE OF PHMSA TO ADDRESS PIPELINE AND HAZARDOUS MATERIALS SAFETY ISSUES

On January 22, 2015, Committee on Transportation and Infrastructure Ranking Member DeFazio sent a letter to the Secretary of Transportation expressing serious concerns with the repeated failure of the U.S. Department of Transportation to address long-

standing and undisputed pipeline and hazardous materials safety issues, including the transportation of flammable liquids by rail, such as crude oil and ethanol.

DOT IG AUDIT OF PHMSA'S PIPELINE AND HAZARDOUS MATERIALS
SAFETY PROGRAMS

On February 3, 2015, Committee on Transportation and Infrastructure Ranking Member DeFazio sent a letter to the U.S. Department of Transportation Inspector General (IG) requesting an audit of the Pipeline and Hazardous Materials Safety Administration's (PHMSA) pipeline and hazardous materials safety programs. On October 18, 2016, the IG released its final report which found serious issues with the implementation of critical congressional mandates and National Transportation Safety Board and IG recommendations regarding pipeline and hazardous materials safety.

DOT IG IMPEDIMENTS TO PROSECUTION OF PIPELINE SAFETY
VIOLATIONS

On February 26, 2015, Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Capuano sent a letter to the DOT IG requesting an overview of any challenges or impediments the IG has experienced to successful prosecution of criminal pipeline safety violations as defined in the current statute at 49 U.S.C. 60123, and any recommendations for addressing these challenges or impediments.

GAO EXAMINATION OF EMERGENCY RESPONSE CAPABILITIES

On March 12, 2015, Committee on Transportation and Infrastructure Ranking Member DeFazio sent a letter to GAO requesting an examination of emergency response capabilities to handle crude oil transportation by rail. On November 17, 2016, the GAO released the final examination which found that emergency responders lack crucial training and information on trains transporting hazardous materials, including crude oil and ethanol.

RISKS ASSOCIATED WITH THE TRANSPORTATION OF LITHIUM
BATTERIES BY AIR

On April 24, 2015, Ranking Member DeFazio sent a letter to the Secretary of Transportation urging the Secretary to address risks associated with the transport of lithium batteries by air at an international aviation working group meeting scheduled for April 27 in Montreal, Canada. The meeting, held by the Dangerous Goods Panel of the International Civil Aviation Organization (ICAO), was held to analyze a technical working paper that reported "the uncontrollability of lithium battery fires can ultimately negate the capability of current aircraft cargo fire suppression systems, and can lead to a catastrophic failure of the airframe."

PHMSA'S OUTSTANDING CONGRESSIONAL MANDATES AND OPEN NTSB
AND IG RECOMMENDATIONS

On April 29, 2015, Subcommittee Ranking Member Capuano sent a letter to the Secretary of Transportation raising concerns with outstanding congressional mandates and open NTSB and IG rec-

ommendations on pipelines and hazardous materials safety, and the failure of PHMSA to fill vacancies and consider views of General Public representatives on the Gas and Liquid Pipeline Advisory Committees.

BAN ON THE TRANSPORT OF BULK SHIPMENTS OF LITHIUM-ION
BATTERIES ON PASSENGER AIRCRAFT

On October 20, 2015, Committee on Transportation and Infrastructure Ranking Member DeFazio sent a letter to the Secretary of Transportation to press DOT to call for a ban on transport of bulk shipments of lithium-ion batteries on passenger aircraft at the October 19–30 meeting of the International Civil Aviation Organization (ICAO) Dangerous Goods Panel. In the letter, DeFazio urged DOT to call for a temporary, but absolute ban until research can establish whether or not lithium-ion batteries can be transported safely on passenger airliners.

HOSTILE TAKEOVER OF NORFOLK SOUTHERN CORPORATION

On January 6, 2016, Committee on Transportation and Infrastructure Ranking Members DeFazio and Capuano sent a letter to the STB expressing concerns regarding reports of a potential hostile takeover or acquisition of the Norfolk Southern Corporation by the Canadian Pacific Railway, Ltd.

FAILURE OF PHMSA TO ISSUE FINAL RULE ON OIL SPILL RESPONSE
PLANS

On January 21, 2016, Committee on Transportation and Infrastructure Ranking Member DeFazio sent a letter to the Secretary of Transportation urging the Secretary to issue a Final Rule requiring railroads transporting flammable liquids to develop and implement comprehensive spill response plans. The letter also raises concerns with the Secretary's letter to the Committee that a Final Rule will not be completed until June 2017, in violation of the Consolidated Appropriations Act, 2016 (P.L. 114–113) which requires you to finalize the rulemaking within one year of the date of enactment of the Act, or not later than December 18, 2016.

ENBRIDGE'S VIOLATIONS OF THE CLEAN WATER ACT

On March 9, 2016, Committee on Transportation and Infrastructure Ranking Member DeFazio and Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Capuano sent a letter to the Attorney General of the United States and the Administrator of the Environmental Protection Agency urging them to finalize and seek the maximum penalties against Enbridge for Clean Water Act violations stemming from the 2010 oil pipeline spill in Marshall, Michigan.

STB'S PROPOSED RULEMAKING FOR ON-TIME PERFORMANCE

On April 13, 2016, Committee on Transportation and Infrastructure Ranking Member DeFazio sent a letter to the STB in opposition to the Board's notice of proposed rulemaking and policy statement on on-time performance, which would have significantly delayed train travel in Oregon.

IMPACTS OF THE CRUDE OIL TRAIN DERAILMENT IN THE COLUMBIA GORGE

On June 10, 2016, Committee on Transportation and Infrastructure Ranking Member DeFazio and Congressman Greg Walden (R-OR) sent a letter to the Secretary of Transportation regarding concerns about the impacts of a crude oil train derailment in and around the Columbia River Gorge and the transportation of crude-by-rail, in general.

BNSF'S JUSTIFIED PRICE DIFFERENTIAL FOR TRANSPORT OF CRUDE OIL

On July 8, 2016, Committee on Transportation and Infrastructure Ranking Member DeFazio sent a letter to STB urging the Board to dismiss a formal complaint filed by the American Fuel & Petrochemical Manufacturers against BNSF Railway Company (BNSF). In the letter, Ranking Member DeFazio stated his strong support for BNSF's price differential for the transportation of crude oil in unjacketed DOT-111 tank cars of \$1,000 more per car for a given origin/destination pair and route.

CYBERSECURITY OF PIPELINE CONTROL SYSTEMS

On August 9, 2016, Committee on Transportation and Infrastructure Ranking Member DeFazio and Congressman Dan Lipinski (D-IL) sent a letter to GAO requesting an evaluation of the cybersecurity of oil and natural gas pipeline control systems.

COMMENTS ON PHMSA'S NPRM ON HIGH-HAZARD FLAMMABLE TRAINS

On October 6, 2016, Committee on Transportation and Infrastructure Ranking Member DeFazio submitted comments regarding the pending Notice of Proposed Rulemaking (NPRM) entitled "Hazardous Materials: Oil Spill Response Plans and Information Sharing for High-Hazard Flammable Trains," published by the Pipeline and Hazardous Materials Safety Administration (PHMSA) in the Federal Register on July 29, 2016 (Docket No. PHMSA-2014-0105 (HM-251B)).

NEW JERSEY TRANSIT DERAILMENT IN HOBOKEN

On October 14, 2016, Committee on Transportation and Infrastructure Ranking Member DeFazio and Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Capuano sent a letter to the Secretary of Transportation outlining concerns regarding safety at New Jersey Transit. The letter also requested a copy of the Federal Railroad Administration's most recent comprehensive safety audit of New Jersey Transit.

PHMSA'S FAILURES TO IMPLEMENT CONGRESSIONAL MANDATES

On October 18, 2016, Committee on Transportation and Infrastructure Ranking Member DeFazio sent a letter to the Secretary of Transportation regarding concerns with the results of a recent IG audit outlining PHMSA's failures to implement congressional mandates and NTSB and IG recommendations.

COMPREHENSIVE SAFETY EXAMINATION OF COLONIAL PIPELINE
COMPANY

On November 2, 2016, Committee on Transportation and Infrastructure Ranking Member DeFazio and Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Capuano sent a letter to PHMSA requesting a comprehensive safety examination of Colonial Pipeline Company, its liquid pipeline system, and the company's management as it relates to the maintenance and integrity operations of the system.

OVERSIGHT WITHIN LEGISLATION

GAO STUDY ON ACCEPTANCE OF CLASSIFICATION EXAMINATIONS

Section 7207 of the FAST Act (P.L. 114-94), requires GAO to conduct a study on acceptance of classifications examinations. The GAO report, "Hazardous Materials Transportation: Better Guidance and Planning Could Enhance DOT's Explosives Classification Oversight" (GAO-16-715) was issued on July 28, 2016.

EMERGENCY RESPONSE

Section 7303 of the FAST Act (P.L. 114-94), directs GAO to conduct a study to determine whether limitations or weaknesses exist in the emergency response information carried by train crews transporting hazardous materials. The GAO report (GAO-17-130) was issued on December 2, 2016.

STUDY AND TESTING OF ELECTRONICALLY CONTROLLED PNEUMATIC
BRAKES

Section 7311 of the FAST Act (P.L. 114-94), requires GAO to conduct an independent evaluation of ECP brake systems, pilot program data, and DOT's research and analysis on the costs, benefits, and effects of ECP brake systems. The GAO report (GAO 17-122) was issued on October 12, 2016.

AMTRAK BOARDING PROCEDURES

Section 11213 of the FAST Act (P.L. 114-94), requires the Amtrak IG to evaluate Amtrak's boarding procedures for passengers and compare those to the procedures of commuter railroads in order to make recommendations to improve Amtrak's boarding procedures. The Amtrak IG report (OIG-A-2016-011) was issued on September 7, 2016.

AMTRAK INSPECTOR GENERAL

Section 11314 of the FAST Act (P.L. 114-94), directs the Amtrak IG to determine whether current expenditures or procurements involving Amtrak's fulfillment of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) utilize competitive, market-driven provisions that are applicable throughout the entire term of such related expenditures or procurements. The Amtrak IG report (OIG-A-2016-008) was issued on June 8, 2016.

STUDY ON THE USE OF LOCOMOTIVE HORNS AT HIGHWAY RAIL GRADE
CROSSINGS

Section 11403 of the FAST Act (P.L. 114–94), requires GAO to conduct a study and submit a report to Congress evaluating the effectiveness of the final rule issued on August 17, 2006, entitled “Use of Locomotive Horns at Highway-Rail Grade Crossings.” The GAO report has no statutory deadline.

REPORT ON LEVERAGING RRIF

Section 11611 of the FAST Act (P.L. 114–94), requires GAO to submit a report that analyzes how the Railroad Rehabilitation and Improvement Financing Program can be used to improve passenger rail infrastructure. GAO published its report (GAO–16–714R) on July 13, 2016.

REVISED CONTRACTS FOR MULTIPLE ORIGINS AND DESTINATIONS

Section 14 of the Surface Transportation Board Reauthorization Act of 2015 (P.L. 114–110) directed GAO to complete a study of rail contracts containing multiple origins and destinations. GAO published its report (GAO–17–166) on December 7, 2016.

NATURAL GAS INTEGRITY MANAGEMENT REVIEW

Section 4 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES) (P.L. 114–183) requires GAO to submit a report regarding the integrity management programs for gas pipeline facilities required under section 60109(c) of title 49, United States Code. The GAO report is expected in the 115th Congress.

HAZARDOUS LIQUID INTEGRITY MANAGEMENT REVIEW

Section 5 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES) (P.L. 114–183) directs GAO to submit a report regarding the integrity management programs for hazardous liquid pipeline facilities, as regulated under sections 195.450 and 195.452 of title 49, Code of Federal Regulations. The GAO report is expected in the 115th Congress.

STUDY OF MATERIALS AND CORROSION PREVENTION IN PIPELINE
TRANSPORTATION

Section 21 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES) (P.L. 114–183) requires GAO to submit a study on materials, training, and corrosion prevention technologies for gas and hazardous liquid pipeline facilities. The GAO report is expected in the 115th Congress.

STATE PIPELINE SAFETY AGREEMENTS

Section 24 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES) (P.L. 114–183) requires GAO to complete a study on State pipeline safety agreements made pursuant to section 60106 of title 49, United States Code. The study will focus on the estimated staff and resources used by fed-

eral, state, and/or local authorities, as well as PHMSA. The GAO report is expected in the 115th Congress.

PIPELINE ODORIZATION STUDY

Section 28 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES) (P.L. 114–183) requires GAO to submit a report that assesses the feasibility, costs, and benefits of odorizing all combustible gas in pipeline transportation and the effects of odorization on manufacturers, agriculture, and other end users. The report will also assess the public health and safety impacts of odorization. The GAO report is expected in the 115th Congress.

WORKFORCE MANAGEMENT

Section 9 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES) (P.L. 114–183) requires the DOT IG to submit a review of Pipeline and Hazardous Materials Safety Administration staff resource management. The DOT IG review is expected in the 115th Congress.

PIPELINE SAFETY TECHNICAL ASSISTANCE GRANTS

Section 20 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES) (P.L. 114–183) requires the DOT IG to submit a report evaluating the grant program, including a list of recipients, an analysis of compliance, an evaluation of the competitive selection process, and an evaluation of PHMSA to oversee grant funds and procedures for such oversight. The DOT IG report is expected in the 115th Congress.

RESEARCH AND DEVELOPMENT

Section 22 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES) (P.L. 114–183) requires the DOT IG to submit a report regarding the Pipeline and Hazardous Materials Safety Administration’s research and development program carried out under section 12 of the Pipeline Safety Improvement Act of 2002. The DOT IG report is expected in the 115th Congress.

EFFECTS OF PROPOSALS FOR RATES FROM MULTIPLE ORIGINS AND DESTINATIONS

Section 14 of the Surface Transportation Board Reauthorization Act of 2015 (P.L. 114–110) requires GAO to conduct and submit a study of rail transportation contract proposals containing multiple origin-to-destination movements. The GAO report is expected in the 115th Congress.

HEARINGS HELD

Hearing entitled “How the Changing Energy Markets Will Affect U.S. Transportation” (February 3, 2015) Committee Serial Number 114–3

Hearing entitled “Oversight of the Ongoing Rail, Pipeline, and Hazmat Rulemakings” (April 14, 2015) Committee Serial Number 114–12

Hearing entitled “The 35th Anniversary of the Staggers Rail Act: Railroad Deregulation Past, Present, and Future” (May 13, 2015) Committee Serial Number 114–16

Hearing entitled, “Oversight of the Amtrak Accident in Philadelphia.” (June 2, 2015) Committee Serial Number 114–19

Hearing entitled “The State of Positive Train Control Implementation in the United States” (June 24, 2015) Committee Serial Number 114–23

Hearing entitled “Reauthorization of the U.S. Department of Transportation’s Pipeline Safety Program” (February 25, 2016) Committee Serial Number 114–35

Field hearing entitled “Continued Oversight of the California High-Speed Rail Project” (August 29, 2016) Committee Serial Number 114–50

**SUBCOMMITTEE ON WATER RESOURCES AND
ENVIRONMENT**

U.S. HOUSE OF REPRESENTATIVES

114TH CONGRESS

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Legislative Activities

TO REAUTHORIZE THE NATIONAL ESTUARY PROGRAM, AND FOR
OTHER PURPOSES

PUBLIC LAW 114–162 (S. 1523/H.R. 944)

To reauthorize the National Estuary Program, and for other purposes.

Summary

H.R. 944 amends the Federal Water Pollution Control Act (commonly known as the Clean Water Act) to modify the National Estuary Program by requiring the EPA to make competitive awards to address urgent and challenging issues that threaten the economic and ecological well-being of coastal areas. The bill reauthorizes through fiscal year 2020 grants to develop, implement, and monitor comprehensive conservation and management plans for estuaries. A certain portion of the allocation of appropriations must be used for the competitive awards.

Legislative History

On February 12, 2015, H.R. 944 was introduced by Congressman Frank A. LoBiondo (R–NJ).

On April 15, 2015, the Committee met in open markup session and ordered H.R. 944 favorably reported by a voice vote.

On May 8, 2015, H.R. 944 was reported (H. Rept. 114–104), and was placed on the Union Calendar (Calendar No. 73).

On June 1, 2015, H.R. 944 was considered under suspension of the rules and passed by voice vote.

On June 2, 2015, H.R. 944 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

On June 8, 2015, S. 1523 was introduced by Senator Sheldon Whitehouse (D–RI).

On August 5, 2015, the Senate Committee on Environment and Public Works ordered the bill reported without amendment favorably, the Committee was discharged and S. 1523 passed the Senate by unanimous consent.

On September 8, 2015, S. 1523 was received in the House and held at the desk.

On October 29, 2015, the Senate Committee on Environment and Public Works filed a written report, S. Rept. 114–161.

On April 26, 2016, the House considered S. 1523 under suspension of the rules, as amended agreed to by voice vote.

On May 12, 2016, Senate agreed to the House amendment to the Senate bill by unanimous consent.

On May 18, 2016, S. 1523 was presented to the President.

May 20, 2016, S. 1523 was signed by the President, becoming Public Law 114–162.

TO PROVIDE FUNDS TO THE ARMY CORPS OF ENGINEERS TO HIRE VETERANS AND MEMBERS OF THE ARMED FORCES TO ASSIST THE CORPS WITH CURATION AND HISTORIC PRESERVATION ACTIVITIES, AND FOR OTHER PURPOSES

PUBLIC LAW 114–189 (H.R. 3114)

To provide funds to the Corps to hire veterans and members of the Armed Forces to assist the Corps with curation and historic preservation activities, and for other purposes.

Summary

H.R. 3114 directs the Corps, using available funds, to carry out a Veterans’ Curation Program to hire veterans and members of the Armed Forces to assist in carrying out curation and historic preservation activities.

Legislative History

On July 20, 2015, H.R. 3114 was introduced by Congresswoman Grace F. Napolitano (D–CA).

On July 23, 2015, the Committee met in open markup session and ordered H.R. 3114 favorably reported, as amended, by a voice vote.

On September 8, 2015, H.R. 3114 was reported, as amended, (H. Rept. 114–249), placed on the Union Calendar (Calendar No. 188).

On November 16, 2015, H.R. 3114 was considered under suspension of the rules.

On November 17, H.R. 3114 passed the House 422–3 (Roll No. 632).

On November 18, 2015, H.R. 3114 was received in the Senate, was read twice, and referred to the Committee on Environment and Public Works.

On May 18, 2016, H.R. 3114 was reported without written report by the Committee on Environment and Public Works and placed on

Senate Legislative Calendar under General Orders. Calendar No. 472.

On June 23, 2016, H.R. 3114 passed Senate by unanimous consent.

On June 29, 2016, H.R. 3114 was presented to the President.

On July 6, 2016, H.R. 3114 was signed by the President, becoming Public Law 114–189.

WATER RESOURCES DEVELOPMENT ACT OF 2016/WATER
INFRASTRUCTURE IMPROVEMENTS FOR THE NATION ACT

PUBLIC LAW 114–322 (H.R. 5303/S. 612)

Summary

This bill revises or authorizes the Corps water resources development projects, feasibility studies, and relationships with nonfederal project sponsors. It establishes a process to de-authorize projects with an aggregate estimated federal cost to complete of at least \$10 billion.

Legislative History

On May 23, 2016, H.R. 5303 was introduced by Congressman Bill Shuster (R–PA).

On May 25, 2016, H.R. 5303 was considered in open markup session and ordered reported, as amended, by voice vote.

On September 22, 2016, H.R. 5303 was reported. (H. Rept. 114–785, Part I) and placed on the Union Calendar, Calendar No. 613.

On September 27, 2016, H.R. 5303 was considered under a rule. On September 28, 2016, H.R. 5303 passed by 399–25 (Roll No. 572).

On September 29, 2016, H.R. 5303 was received in the Senate.

On December 8, 2016, S. 612 was considered under a rule.

On December 8, 2016, S. 612, as amended, passed 360–61 (Roll No. 622).

On December 8, 2016, the House amendment to S. 612 was laid before the Senate.

On December 10, 2016, the Senate agreed to the House amendment to S. 612 78–21. (Record Vote Number: 163).

On December 14, 2016, S. 612 was presented to the President.

On December 16, 2016, S. 612 was signed by the President, becoming Public Law 114–322.

GREAT LAKES RESTORATION INITIATIVE ACT OF 2015

PUBLIC LAW 114–322 (H.R. 223)

ENACTED AS PART OF WIIN ACT

Summary

This bill amends the Federal Water Pollution Control Act to authorize the Environmental Protection Agency’s Great Lakes Restoration Initiative for fiscal years 2016 thru 2020.

Legislative History

On January 8, 2015, H.R. 223 was introduced by Congressman David P. Joyce (R–OH).

On March 2, 2016, H.R. 223 was considered in an open markup session and ordered H.R. 223 reported, as amended, by voice vote.

On April 26, 2016, H.R. 223 was considered under suspension of the rules and agreed to, as amended, by voice vote.

On April 27, 2016, H.R. 223 was received in the Senate, read twice, and placed on the Senate Legislative Calendar (Calendar No. 439).

On December 8, 2016, S. 612 was considered under a rule.

On December 8, 2016, S. 612, as amended, passed 360–61 (Roll No. 622).

On December 8, 2016, the House amendment to S. 612 was laid before the Senate.

On December 10, 2016, the Senate agreed to the House amendment to S. 612 78–21. (Record Vote Number: 163).

On December 14, 2016, S. 612 was presented to the President.

On December 16, 2016, S. 612 was signed by the President, becoming Public Law 114–322.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2017

PUBLIC LAW 114–92 (H.R. 4909/S. 2943)

To authorize appropriations for fiscal year 2017 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

Summary

H.R. 4909 authorizes appropriations for fiscal year 2017 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year. H.R. 4909 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Aviation, the Subcommittee on Coast Guard and Maritime Transportation, the Subcommittee on Economic Development and Public Buildings, and the Subcommittee on Water Resources and Environment. The Committee worked with the Committee on Armed Services to clear provisions in H.R. 4909 within the Committee’s jurisdiction.]

Legislative History

On April 12, 2016, H.R. 4909 was introduced by Congressman Mac Thornberry (R–TX).

On May 4, 2016, H.R. 4909 was reported by the Committee on Armed Services (H. Rept. 114–537).

On May 12, 2016, a supplemental report (H. Rept. 114–537, Part II) was filed.

On May 18, 2016, H.R. 4909 was considered under a rule and passed by a vote of 277–147 (Roll No. 216).

On May 26, 2016, H.R. 4909 was received in the Senate, read twice and placed on Senate Legislative Calendar under General Orders. Calendar No. 502.

On May 18, 2016, S. 2493 was introduced in the Senate by Senator John McCain (R-AZ).

May 18, 2016, the Senate committee on Armed Services order S. 2493 reported with a written report. (S. Rept. 114–255).

On June 14, 2016, S. 2493 passed the Senate with amendments by 85–13. Record Vote Number: 98.

On July 8, 2016, the House struck all after the enacting clause and inserted in lieu thereof the provisions H.R. 4909 and passed S. 2393 as amended without objection.

On July 8, 2016, the House insisted upon its amendment, and requested a conference.

On July 8, 2016, the Speaker appointed conferees:

Committee on Armed Services for consideration of the Senate bill and the House amendment, and modifications committed to conference: Thornberry, Forbes, Miller (FL), Wilson (SC), LoBiondo, Bishop (UT), Turner, Kline, Rogers (AL), Franks (AZ), Shuster, Conaway, Lamborn, Wittman, Gibson, Hartzler, Heck (NV), Stefanik, Smith (WA), Sanchez, Loretta, Davis (CA), Langevin, Larsen (WA), Cooper, Bordallo, Courtney, Tsongas, Garamendi, Johnson (GA), Speier, and Peters.

Permanent Select Committee on Intelligence for consideration of matters within the jurisdiction of that committee under clause 11 of rule X: Nunes, Pompeo, and Schiff.

Committee on Education and the Workforce for consideration of secs. 571–74 and 578 of the Senate bill, and secs. 571, 573, 1098E, and 3512 of the House amendment, and modifications committed to conference: Walberg, Guthrie, and Scott (VA).

Committee on Energy and Commerce for consideration of secs. 3112 and 3123 of the Senate bill, and secs. 346, 601, 749, 1045, 1090, 1095, 1673, 3119A, and 3119C of the House amendment, and modifications committed to conference: Latta, Johnson of Ohio, and Pallone.

Committee on Foreign Affairs for consideration of secs. 828, 1006, 1007, 1050, 1056, 1089, 1204, 1211, 1221–23, 1231, 1232, 1242, 1243, 1247, 1252, 1253, 1255–58, 1260, 1263, 1264, 1271–73, 1276, 1283, 1301, 1302, 1531–33, and 1662 of the Senate bill, and secs. 926, 1011, 1013, 1083, 1084, 1098K, 1099B, 1099C, 1201, 1203, 1214, 1221–23, 1227, 1229, 1233, 1235, 1236, 1245, 1246, 1250, 1259A–59E, 1259J, 1259L, 1259P, 1259Q, 1259U, 1261, 1262, 130103, 1510, 1531–33, 1645, 1653, and 2804 of the House amendment, and modifications committed to conference: Royce, Zeldin, and Engel.

Committee on Homeland Security for consideration of secs. 564 and 1091 of the Senate bill, and secs. 1097, 1869, 1869A, and 3510 of the House amendment, and modifications committed to conference: McCaul, Donovan, and Thompson (MS).

Committee on the Judiciary for consideration of secs. 829J, 829K, 944, 963, 1006, 1023–25, 1053, 1093, 1283, 3303, and 3304 of the Senate bill, and secs. 598, 1090, 1098H, 1216, 1261, and 3608 of the House amendment, and modifications committed to conference: Goodlatte, Issa, and Conyers.

Committee on Natural Resources for consideration of secs. 601, 2825, subtitle D of title XXVIII, and sec. 2852 of the Senate bill, and secs. 312, 601, 1090, 1098H, 2837, 2839, 2839A, subtitle E of

title XXVIII, secs. 2852, 2854, 2855, 2864–66, title XXX, secs. 3508, 7005, and title LXXIII of the House amendment, and modifications committed to conference: Cook, Hardy, and Grijalva.

Committee on Oversight and Government Reform for consideration of secs. 339, 703, 819, 821, 829H, 829I, 861, 944, 1048, 1054, 1097, 1103–07, 1109–13, 1121, 1124, 1131–33, 1135, and 1136 of the Senate bill, and secs. 574, 603, 807, 821, 1048, 1088, 1095, 1098L, 1101, 1102, 1104–06, 1108–11, 1113, 1259C, and 1631 of the House amendment, and modifications committed to conference: Chaffetz, Russell, and Cummings.

Committee on Science, Space, and Technology for consideration of sec. 874 of the Senate bill and secs. 1605, 1673, and title XXXIII of the House amendment, and modifications committed to conference: Smith (TX), Weber (TX), and Johnson, E. B.

Committee on Small Business for consideration of secs. 818, 838, 874, and 898 of the Senate bill, and title XVIII of the House amendment, and modifications committed to conference: Chabot, Knight, and Velázquez.

Committee on Transportation and Infrastructure for consideration of secs. 541, 562, 601, 961, 3302–07, 3501, and 3502 of the Senate bill, and secs. 343, 601, 731, 835, 1043, 1671, 3119C, 3501, 3504, 3509, 3512, and title XXXVI of the House amendment, and modifications committed to conference: Hunter, Rouzer, and Maloney, Sean.

Committee on Veterans' Affairs for consideration of secs. 706, 755, and 1431 of the Senate bill, and secs. 741, 1421, and 1864 of the House amendment, and modifications committed to conference: Roe (TN), Bost, and Takano.

Committee on Ways and Means for consideration of sec. 1271 of the Senate bill, and modifications committed to conference: Brady (TX), Reichert, and Levin.

On July 14, 2016, S. 2493 was laid before Senate by unanimous consent, disagreed to the House amendments, agreed to the request for conference, and appointed conferees: McCain, Inhofe, Sessions, Wicker, Ayotte, Fischer, Cotton, Rounds, Ernst, Tillis, Sullivan, Lee, Graham, Cruz, Reed, Nelson, McCaskill, Manchin, Shaheen, Gillibrand, Blumenthal, Donnelly, Hirono, Kaine, King, and Heinrich made in Senate.

On November 30, 2016, the Conference report (H. Rept. 114–840) was filed.

On December 2, 2016, the House passed the conference report 375–34 (Roll no. 600).

On December 7 and 8, 2016, the conference report was considered by the Senate and passed 92–7 (Record Vote Number 159).

On December 14, 2016, S. 2493 was presented to the President. On December 23, 2016, S. 2943 was signed by the President.

A JOINT RESOLUTION PROVIDING FOR CONGRESSIONAL DISAPPROVAL UNDER CHAPTER 8 OF TITLE 5, UNITED STATES CODE, OF THE RULE SUBMITTED BY THE CORPS OF ENGINEERS AND THE ENVIRONMENTAL PROTECTION AGENCY RELATING TO THE DEFINITION OF “WATERS OF THE UNITED STATES” UNDER THE FEDERAL WATER POLLUTION CONTROL ACT

VETOED BY THE PRESIDENT (S.J. RES. 22)

Summary

This joint resolution nullifies the rule submitted by the Corps and EPA relating to the definition of “waters of the United States” under the Clean Water Act and published on June 29, 2015.

Legislative History

On September 17, 2015, S.J. Res. 22 was introduced by Senator Joni Ernst (R-IA).

On November 4, 2015, S.J. Res. 22 passed the Senate by recorded vote 53–44 (Recorded Vote No. 297).

On January 13, 2016, S.J. Res. 22 was considered in the House and agreed to 253–166 (Roll No. 45)

On January 19, 2016, S.J. Res. 22 was presented to the President.

On January 20, 2016, S.J. Res. 22 was vetoed by the President.

REDUCING REGULATORY BURDENS ACT OR ZIKA VECTOR CONTROL ACT

PENDING IN THE SENATE (H.R. 897)

Summary

This bill amends the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Federal Water Pollution Control Act to prohibit the EPA or a state from requiring a permit under the Clean Water Act for a discharge from a point source into navigable waters of a pesticide authorized for sale, distribution, or use under FIFRA, or a residue resulting from the application of the pesticide. Point source pollution is waste discharged from a distinct place, such as a pipe, channel, or tunnel. The bill also establishes exemptions for the following discharges containing a pesticide or pesticide residue: (1) a discharge resulting from the application of a pesticide in violation of FIFRA that is relevant to protecting water quality, if the discharge would not have occurred but for the violation or the amount of pesticide or pesticide residue contained in the discharge is greater than would have occurred without the violation; (2) stormwater discharges regulated under the National Pollutant Discharge Elimination System (NPDES); and (3) discharges regulated under NPDES of manufacturing or industrial effluent or treatment works effluent and discharges incidental to the normal operation of a vessel, including a discharge resulting from operations concerning ballast water held in ships to increase stability or vessel biofouling prevention.

Legislative History

On February 11, 2015, H.R. 897 was introduced by Congressman Bob Gibbs (R-OH).

On March 19, 2015, H.R. 897 was considered in open markup session and ordered reported by voice vote.

On May 17, 2016, H.R. 897 was considered in the House under suspension of the rules, and was not agreed to by recorded vote 262–259 (Roll No. 199).

On May 24, 2016, H.R. 897 was considered in the House and agreed to by recorded vote 258–156 (Roll No. 237).

On July 14, 2016, H.R. 897 was received in the Senate, read twice, and placed on the Senate Legislative Calendar (Calendar No. 570).

FOREIGN SPILL PROTECTION ACT OF 2015

PENDING IN THE SENATE (H.R. 1684)

Summary

This bill amends the Oil Pollution Act of 1990 to make foreign facilities that are located offshore and outside the boundary of the exclusive economic zone (EEZ) liable for removal costs and damages that result from oil spills that reach (or threaten to reach) navigable waters, adjoining shorelines, or the EEZ. Specifically, the following parties may be held liable: (1) the owners or operators of the foreign facilities, 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

On March 26, 2015, H.R. 1684 was introduced by Congressman Carlos Curbelo (R-FL).

On April 26, 2016, H.R. 1684 was considered under suspension of the rules and agreed to, as amended, by voice vote.

On April 27, 2016, H.R. 1684 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

REGULATORY INTEGRITY PROTECTION ACT OF 2015

PENDING IN THE SENATE (H.R. 1732)

To preserve existing rights and responsibilities with respect to waters of the United States, and for other purposes.

Summary

H.R. 1732 requires the Secretary of the Army and the Administrator of the EPA to withdraw the proposed rule entitled “Definition of ‘Waters of the United States’ under the Clean Water Act” (CWA) and any final rule based on such proposed rule. The Secretary of the Army and the Administrator of the EPA shall then develop a new proposed rule to define the term “waters of the United States” as used in the Federal Water Pollution Control Act (33 U.S.C. 1251 et seq.).

Legislative History

On April 13, 2015, H.R. 1732 was introduced by Committee Chairman Bill Shuster (R-PA).

On April 15, 2015, the Committee met in open markup session and ordered H.R. 1732 favorably reported, as amended, by 36–22.

On April 27, 2015, H.R. 1732 was reported (H. Rept. 114–93) and was placed on the Union Calendar (Calendar No. 66).

On May 12, 2015, H.R. 1732 was considered under a rule and passed 261–155 (Roll No. 219).

On May 13, 2015, H.R. 1732 was received in the Senate.

SPORTSMEN’S HERITAGE AND RECREATIONAL ENHANCEMENT ACT OF
2015 (SHARE ACT)

PENDING IN THE SENATE (H.R. 2406)

Summary

This bill revises a variety of existing programs to expand access to, and opportunities for, hunting, fishing, and recreational shooting. H.R. 2406 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Economic Development, Public Buildings, and Emergency Management and Water Resources and Environment.

Legislative History

On May 19, 2015, H.R. 2406 was introduced by Congressman Robert J. Wittman (R-VA).

On February 26, 2016, H.R. 2406 was considered in the House and agreed to by recorded vote: 242–161 (Roll No. 101)

On March 1, 2016, H.R. 2406 was received in the Senate, read twice, and referred to the Senate Committee on Energy and Natural Resources.

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

IMPACTS OF THE PROPOSED WATERS OF THE UNITED STATES RULE ON
STATE AND LOCAL GOVERNMENTS

On February 4, 2015, the Committee held a joint hearing with the Senate Committee on Environment and Public Works to review a joint EPA and Corps proposed rulemaking to redefine the regulatory term “waters of the United States” under the CWA. The Committee heard testimony from the EPA, the Corps, State of Oklahoma, the National Association of State Departments of Agriculture, National Association of Counties, Clear Creek County, Colorado, and New York State Environmental Protection Bureau.

THE PRESIDENT’S FISCAL YEAR 2016 BUDGET: ADMINISTRATION
PRIORITIES FOR THE U.S. ENVIRONMENTAL PROTECTION AGENCY

On March 18, 2015, the Subcommittee held a hearing to review the EPA’s fiscal year 2016 budget request, as well as administration priorities for consideration by the Subcommittee as part of its

legislative and oversight agenda for the first session of the 114th Congress. The Subcommittee heard testimony from EPA.

A REVIEW OF THE PRESIDENT'S FISCAL YEAR 2016 BUDGET REQUEST FOR THE UNITED STATES ARMY CORPS OF ENGINEERS AND TENNESSEE VALLEY AUTHORITY

On April 22, 2015, the Subcommittee held a hearing to review the fiscal year 2016 budget requests for the Corps and the Tennessee Valley Authority (TVA), as well as the administration's priorities for consideration in the Subcommittee's legislative and oversight agenda for the first session of the 114th Congress. The Subcommittee heard testimony from the Corps and TVA.

ONE-YEAR ANNIVERSARY AFTER ENACTMENT: IMPLEMENTATION OF THE WATER RESOURCES REFORM AND DEVELOPMENT ACT OF 2014

On June 10, 2015, the Subcommittee held a hearing to review the progress of implementation of the Water Resources Reform and Development Act of 2014 (WRRDA 2014). The Subcommittee heard testimony from the Corps.

HELPING REVITALIZE AMERICAN COMMUNITIES THROUGH THE BROWNFIELDS PROGRAM

On July 22, 2015, the Subcommittee held a hearing to review stakeholder opinions on the Brownfields Program. The Subcommittee heard testimony from EPA, Ohio Environmental Protection Agency, the U.S. Conference of Mayors, TRC Companies, Inc., National Ground Water Association, and Maryland Commission on Environmental Justice and Sustainability.

THE GREAT LAKES RESTORATION INITIATIVE: A REVIEW OF THE PROGRESS AND CHALLENGES IN RESTORING THE GREAT LAKES

On September 30, 2015, the Subcommittee held a hearing to review the EPA's Great Lakes Restoration Initiative program. The Subcommittee heard testimony from the EPA, GAO, Natural Resource Conservation Service, Great Lakes Commission, U.S. Conference of Mayors, Great Lakes Metro Chambers Coalition, Ohio Agribusiness Association, and Healing Our Waters—Great Lakes Coalition.

ABANDONED MINES IN THE UNITED STATES AND OPPORTUNITIES FOR GOOD SAMARITAN CLEANUPS

On October 21, 2015, the Subcommittee held a hearing to review the problem of abandoned mines in the United States and opportunities to remediate abandoned mines through non-federal participation. The Subcommittee heard testimony from EPA, Interstate Mining Compact Commission, National Association of Abandoned Mine Land Programs, National Mining Association, Keystone Policy Center, Trout Unlimited, and Earthworks.

THE IMPORTANCE OF PORT, WATERWAY, FLOOD CONTROL, AND ECOSYSTEM RESTORATION IMPROVEMENTS TO THE NATION'S ECONOMY: CONCEPTS FOR THE NEXT WATER RESOURCES DEVELOPMENT ACT

On November 13, 2015, the Subcommittee held a roundtable in New Orleans, Louisiana, to review federal and non-federal activities related to the planning, construction, operation, and maintenance of the Nation's water resources infrastructure. The roundtable also served as an initiation of the Water Resources Development Act 2016 process. The Subcommittee heard testimony from Louisiana Coastal Protection and Restoration Authority, president of St. John Parish, Louisiana, National Association of Flood and Stormwater Management Agencies, National Waterways Conference, American Association of Port Authorities, Waterways Council, Inc., and Greater New Orleans, Inc.

BUILDING UPON SUCCESS: PRIORITIES FOR THE WATER RESOURCES DEVELOPMENT ACT OF 2016

On February 2, 2016, the Subcommittee held a roundtable policy discussion to examine stakeholder priorities for the next Water Resources Development Act, legislation that authorizes the Corps to carry out navigation, flood control, shoreline protection, hydropower, dam safety, water supply, recreation, and environmental restoration and protection activities throughout the Nation. The Subcommittee heard testimony from the National Waterways Conference, National Association of Flood and Stormwater Management Agencies, American Association of Port Authorities, American Shore and Beach Preservation Association, American Society of Civil Engineers, Waterways Council, Inc., Pacific Northwest Waterways Association, and the deputy mayor of city services of Los Angeles, California.

A REVIEW OF UNITED STATES ARMY CORPS OF ENGINEERS REPORTS TO CONGRESS ON FUTURE WATER RESOURCES DEVELOPMENT AND CHIEF'S REPORTS

On February 24, 2016, the Subcommittee held a hearing to review 23 pending Corps Chief's Reports that had been submitted to Congress since the passage of WRRDA 2014 and the process the Corps undertakes when developing its projects and activities authorized by Congress that benefit the Nation. The Subcommittee heard testimony from the Corps.

A REVIEW OF RECENTLY COMPLETED UNITED STATES ARMY CORPS OF ENGINEERS CHIEF'S REPORTS, PART 2

On May 17, 2016, the Subcommittee held a hearing to review the four Chief's Reports and six Post-Authorization Change Reports submitted to Congress since the last Subcommittee hearing on Chief's Reports on February 24, 2016, and the process the Corps undertakes when developing its projects and activities authorized by Congress that benefit the Nation. The Subcommittee heard testimony from the Corps.

FEDERAL MARITIME NAVIGATION PROGRAMS: INTERAGENCY
COOPERATION AND TECHNOLOGICAL CHANGE

On September 7, 2016, the Subcommittee held a joint hearing with the Subcommittee on Coast Guard and Maritime Transportation to review federal maritime navigation programs. The Subcommittee heard testimony from the Coast Guard, the Corps, and NOAA.

A REVIEW OF RECENTLY COMPLETED UNITED STATES ARMY CORPS OF
ENGINEERS CHIEF'S REPORTS, PART 3

On September 15, 2016, the Subcommittee held a hearing to review the two Chief's Reports and two Post-Authorization Change Reports submitted to Congress since the last Subcommittee hearing on Chief's Reports on May 17, 2016, and the process the Corps undertakes when developing its projects and activities authorized by Congress that benefit the Nation. The Subcommittee heard testimony from the Corps.

OVERSIGHT LETTERS

DAM SAFETY

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' dam safety/cost-sharing issues, such as differences between the Corps' dam safety assurance program and its dam safety rehabilitation program, who typically pays the non-federal cost-share and how those non-federal cost-shares are delineated, and how the Corps determines whether a dam safety project is to be carried out using construction or operation and maintenance funds and how that determination impacts the overall cost-share. On December 10, 2015, GAO released report GAO-16-106 entitled "Army Corps of Engineers: Actions Needed to Improve Cost Sharing for Dam Safety Repairs".

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. The GAO report is expected in the 115th Congress.

"REPORT TO CONGRESS ON FUTURE WATER RESOURCES
DEVELOPMENT" RESPONSE

On April 21, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Assistant Secretary of the Army (Civil Works) expressing concerns with the contents of the first annual report submitted pursuant to section 7001 of WRRDA

2014. The letter presented a series of questions in order to guide improvements to future annual reports pursuant to the requirements of section 7001.

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. The GAO report is expected in the 115th Congress.

U.S. DEPARTMENT OF AGRICULTURE ENVIRONMENTAL QUALITY INCENTIVES PROGRAM

On August 4, 2015, Subcommittee on Water Resources and Environment Chairman Bob Gibbs (R-OH) wrote a letter to the Comptroller General requesting GAO conduct a study to answer questions regarding funding and management of the Department of Agriculture's Environmental Quality Incentives Program (EQIP). The purpose of the request was to better understand how EQIP, which is a voluntary program that provides financial and technical assistance to agricultural producers to plan and implement conservation practices for reducing pollution from agricultural land, is helping to improve water quality in our Nation's waters. The GAO report is expected in the 115th Congress.

SECTION 319 PROGRAM

On August 17, 2015, Subcommittee on Water Resources and Environment Chairman Bob Gibbs (R-OH) wrote a letter to the Comptroller General requesting GAO conduct a study to determine if EPA properly addressed GAO's recommendations in a May 2012 report on implementation of the section 319 program, and to determine if the funds being appropriated to the program are being effectively used to address nonpoint source issues and improve water quality around the Nation. On July 14, 2016, GAO released report GAO-16-697R entitled "Environmental Protection Agency: Status of Efforts to Address Nonpoint Source Water Pollution through the Section 319 Program".

SECTION 404(C) PERMITTING

On November 20, 2015, Subcommittee on Water Resources and Environment Chairman Bob Gibbs (R-OH) wrote a letter to the EPA requesting information on section 404(c) permitting process and EPA's use of section 404(c) veto authority. The purpose of this request was to further understand how the agency's actions will impact the many activities dependent upon section 404 permits. The requested documents were received.

EPA'S USE OF SOCIAL MEDIA PLATFORMS

On February 19, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee on Water Resources and Environment Chairman Bob Gibbs (R-OH) wrote a letter to Director of OMB requesting information of GAO's

legal opinion concerning EPA's use of social media platforms. This letter furthered the Subcommittee's oversight activities related to the final waters of the United States rule. The requested documents were not received.

REVIEW OF REGIONAL WATER QUALITY IMPROVEMENT EFFORTS—
COLUMBIA RIVER BASIN

On June 16, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Comptroller General requesting GAO to review the federal water quality improvement and ecosystem restoration efforts in the Columbia River Basin. The GAO report is expected in the 115th Congress.

REVIEW OF REGIONAL WATER QUALITY IMPROVEMENT EFFORTS—SAN
FRANCISCO BAY

On June 16, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Comptroller General requesting GAO to review the federal water quality improvement and ecosystem restoration efforts in the San Francisco Bay. The GAO report is expected in the 115th Congress.

REVIEW OF REGIONAL WATER QUALITY IMPROVEMENT EFFORTS—
PUGET SOUND

On June 16, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Comptroller General requesting GAO to review the federal water quality improvement and ecosystem restoration efforts in the Puget Sound. The GAO report is expected in the 115th Congress.

REVIEW OF REGIONAL WATER QUALITY IMPROVEMENT EFFORTS—LONG
ISLAND SOUND

On June 16, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Comptroller General requesting GAO to review the federal water quality improvement and ecosystem restoration efforts in the Long Island Sound. The GAO report is expected in the 115th Congress.

REVIEW OF UNITED STATES ARMY CORPS OF ENGINEERS SELECTED
ACTIVITIES

On December 21, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Senate Committee on Environment and Public Works Chairman James Inhofe (R-OK) wrote a letter to the Comptroller General requesting GAO conduct a review of several sections of the Water Resources Development Act of 2016, Public Law 114-322. These include reviews of the Corps' activities related to the management of the federal dredge fleet, the management of the Inland Waterways Trust Fund, the geographic diversity of Corps projects, the permitting for shellfish aquaculture, the effectiveness of environmental infrastructure

projects authorized under section 219 of the Water Resources Development Act of 1992 (Public Law 102-580), the methodology and performance metrics used by the Corps of Engineers to calculate benefit-to-cost ratios to evaluate construction projects, the modernization of the Saint Lawrence Seaway Development Corporation, the implementation and effectiveness of the Columbia River Basin restoration program authorized under section 5010 of the Water Resources Development Act of 2016, and the implementation and effectiveness of Corps' watercraft inspection stations.

MINORITY OVERSIGHT LETTERS

REGIONAL WATERSHED BILLS PENDING BEFORE THE SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

On March 1, 2016, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) and Subcommittee on Water Resources and Environment Ranking Member Grace Napolitano (D-CA) wrote a letter to Committee Chairman Bill Shuster (R-PA) and Subcommittee Chairman Bob Gibbs (R-OH) requesting that the Committee hold hearings on, and immediately mark up, regional watershed bills pending before the Subcommittee on Water Resources and Environment, including; H.R. 1140, the "San Francisco Bay Restoration Act"; H.R. 2469, the "Columbia River Basin Restoration Act of 2015; H.R. 2930, the "Long Island Sound Restoration and Stewardship Act"; and H.R. 3630, the "Promoting United Government Efforts to Save Our Sound Act."

TENNESSEE VALLEY AUTHORITY PENSION SYSTEM MODIFICATIONS

On April 11, 2016, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) wrote a letter to the President and Chief Executive Officer of the Tennessee Valley Authority, expressing concerns with, and requesting information about, a Tennessee Valley Authority Retirement System Board of Directors' plan to modify the pension systems of more than 30,000 federal employees. A response was received on April 22, 2016.

TENNESSEE VALLEY AUTHORITY COAL ASH IMPOUNDMENT SITE CLOSURE PLANS

On August 18, 2016, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) wrote a letter to the President and Chief Executive Officer of Tennessee Valley Authority, expressing concerns with, and requesting information about, a June 2016 TVA Record of Decision detailing TVA's plants to close TVA coal ash impoundment sites. A response was received on September 19, 2016.

REQUEST FOR LEGISLATIVE HEARING ON VESSEL DISCHARGE LEGISLATION

On September 7, 2016, Subcommittee on Water Resources and Environment Ranking Member Grace Napolitano (D-CA) wrote a letter to Committee Chairman Bill Shuster (R-PA) requesting that the Committee hold a legislative hearing on Title XXXVI of H.R. 4909, the "National Defense Authorization Act of 2017." This title,

known as the Vessel Incidental Discharge Act or VIDA, was included in H.R. 4909.

OVERSIGHT WITHIN LEGISLATION

AQUATIC INVASIVE SPECIES

Section 1039 of WRRDA 2014 (P.L. 113–121) requires the GAO to carry out an assessment of the costs incurred by federal agencies in combating aquatic invasive species and the funding provided to the agencies for these activities. On November 30, 2015, GAO released report GAO–16–49 entitled “Aquatic Invasive Species: Additional Steps Could Help Measure Federal Progress in Achieving Strategic Goals.”

RESERVOIR OPERATIONS

Section 1046 of WRRDA 2014 (P.L. 113–121) requires the GAO to carry out a review of the Corps’ reservoir project operations to ensure greater efficiencies related to flood, drought, and storm conditions. On July 26, 2016, GAO released report GAO–16–685 entitled “Army Corps of Engineers: Additional Steps Needed for Review and Revision of Water Control Manuals.”

INLAND WATERWAY TRUST FUND REVENUE COLLECTION

Section 2003 of WRRDA 2014 (P.L. 113–121) requires the GAO to review the efficiency of revenue collection related to the fuel tax charged on commercial operators on the Nation’s inland waterway system, to determine if current methods result in full compliance with the law.

On July 29, 2016, GAO released report GAO–16–682 entitled “Inland Waterways Fuel Tax: Additional Data Could Enhance IRS’s Efforts to Ensure Taxpayer Compliance.”

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. The GAO report is expected in the 115th Congress.

LEVEE SAFETY

Section 3016 of WRRDA 2014 (P.L. 113–121) requires the GAO to carry out a review of opportunities to better align federal programs to provide incentives promoting shared responsibility for levee safety. On July 26, 2016, GAO released report GAO–16–709 entitled “Army Corps and FEMA Have Made Little Progress in Carrying Out Required Activities.”

MANAGEMENT OF FLOOD, DROUGHT, AND STORM DAMAGE

Section 3024 of WRRDA 2014 (P.L. 113–121) requires the GAO to review the Corps’ policies and practices related to water resources management in response to floods, storms, and droughts to ensure it is taking appropriate measures to prepare for and respond to these extreme events. On July 22, 2015, GAO released re-

port GAO-15-660 entitled “Army Corps of Engineers: Efforts to Assess the Impact of Extreme Weather Events.”

MISSOURI RIVER

Section 4003 of WRRDA 2014 (P.L. 113-121) requires the GAO to review the progress made by federal agencies in snowpack and soil moisture monitoring and associated data collection in the Missouri River Basin. On June 9, 2015, GAO released report GAO-15-558R entitled “Missouri River Basin: Agencies’ Progress Improving Water Monitoring is Limited.”

HEARINGS HELD

Hearing entitled “The President’s Fiscal Year 2016 Budget: Administration Priorities for the U.S. Environmental Protection Agency” (March 18, 2015) Committee Serial Number 114-9

Hearing entitled “A Review of the President’s Fiscal Year 2016 Budget Request for the United States Army Corps of Engineers and Tennessee Valley Authority” (April 22, 2015) Committee Serial Number 114-14

Hearing entitled “One-Year Anniversary after Enactment: Implementation of the Water Resources Reform and Development Act of 2014” (June 10, 2015) Committee Serial Number 114-20

Hearing entitled “Helping Revitalize American Communities Through the Brownfields Program” (July 22, 2015) Committee Serial Number 114-25

Hearing entitled “The Great Lakes Restoration Initiative: A Review of the Progress and Challenges in Restoring the Great Lakes” (September 30, 2015) Committee Serial Number 114-27

Hearing entitled “Abandoned Mines in the United States and Opportunities for Good Samaritan Cleanups” (October 21, 2015) Committee Serial Number 114-29

Hearing entitled “A Review of United States Army Corps of Engineers Reports to Congress on Future Water Resources Development and Chief’s Reports” (February 24, 2016) Committee Serial Number 114-34

Hearing entitled “A Review of Recently Completed United States Army Corps of Engineers Chief’s Reports, Part 2” (May 17, 2016) Committee Serial Number 114-41

Hearing entitled “A Review of Recently Completed United States Army Corps of Engineers Chief’s Reports, Part 3” (September 15, 2016) Committee Serial Number 114-52

OVERSIGHT PLAN OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 114TH CONGRESS

SUBCOMMITTEE ON AVIATION

1. Implementation of the FAA Modernization and Reform Act of 2012. The “FAA Modernization and Reform Act of 2012” (FMRA) was signed into law on February 14, 2012. FMRA authorizes funding for, reforms, and revises the safety programs, air traffic control modernization (NextGen) efforts, and operations of the FAA through fiscal year 2015. This law also contains over 100 deadlines for Federal government action, including: rulemakings, program

implementations, plans, studies, and task force actions. The Subcommittee will continue to closely oversee FAA's efforts to implement the mandates contained in the FMRA and to improve aviation safety.

Per the Subcommittee's request, GAO conducted a review of the FAA's progress in carrying out recommendations developed from section 312 and 313 of the FMRA concerning the FAA's attempts to streamline and reduce regional inconsistencies of interpretation for its certification processes. GAO issued a report as testimony entitled "Issues Related to Domestic Certification and Foreign Approval of U.S. Aviation Products" on January 21, 2015.

The Subcommittee also requested that GAO examine FAA's progress in implementing Section 812 of FMRA 2012, in the report, "Improved Tracking of Results Needed to Provide Confidence in Benefits of Streamlining Activities" which was publicly released on February 26, 2015.

2. Safety Programs. The Subcommittee held several safety hearings and will continue its oversight of aviation safety. Maintaining a safe and efficient aviation system is critical to the aviation industry, passengers, the American economy, job creation, and American competitiveness in the global marketplace. Issues that may be addressed include: regional airline safety, general aviation safety, key safety treaties, the safe integration of UAS, pilot and controller training, ways to reduce losses of separation between aircraft, the FAA's enforcement and certification activities, and FAA's voluntary reporting and data sharing and assessment programs.

On January 21, 2015, the Committee held a hearing to discuss FAA's aircraft and flight standards certification processes. The Committee heard testimony from industry representatives, GAO, NTSB, and FAA.

On March 24, 2015, the Subcommittee held a hearing to examine options for reforming ATC operations at the FAA. The Subcommittee heard testimony from DOT IG; a former ATO official; the FAA MAC; a former White House National Economic Council, DOD, and Public Buildings Service official; a representative of A4A; NATCA; and the Reason Foundation.

On March 30, 2015, the Subcommittee held a roundtable discussion to discuss aviation safety issues and policies as the Committee on Transportation and Infrastructure works toward the reauthorization of the FAA. Participants included the NTSB, DOT IG, the Regional Airline Association, AOPA, and a representative of the Families of Continental Flight 3407.

On June 10, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittee Chairman on Aviation Frank LoBiondo (R-NJ) wrote a letter to the DOT IG requesting review of FAA's ATC hiring programs and practices. The letter specifically requested that the DOT IG look closely at the Biographical Assessment to address allegations of systemic cheating on this test.

On July 8, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster and Ranking Member Peter A. DeFazio (D-OR), and Subcommittee on Aviation Chairman Frank A. LoBiondo (R-NJ) and Ranking Member Rick Larsen (D-WA), requested

that GAO provide a study of the risks, challenges, and potential mitigations of unauthorized small UAS operations to the NAS.

Per the Subcommittee's request, GAO reviewed FAA's progress in integrating UAS into the NAS, in a report entitled, "FAA Continues Progress toward Integration into the National Airspace" that was publicly released on August 17, 2015.

Per the Subcommittee's request, DOT IG conducted an audit entitled, "FAA Delays in Establishing a Pilot Records Database Limit Air Carriers' Access to Background Information," that was publicly released on August 20, 2015.

On December 8, 2015, the Subcommittee held a roundtable discussion on issues related to air traffic controller hiring, staffing and training plans. Participants included the FAA, DOT IG, and NATCA.

On June 15, 2016 the Subcommittee held a hearing on issues related to air traffic controller hiring, staffing and training plans. Participants included the FAA, DOT IG, Southwest Airlines, and NATCA.

3. National Transportation Safety Board. Authorization for the NTSB expired on September 30, 2008. An NTSB reauthorization bill, H.R. 4714, passed the House in 2010 but was not enacted. Reauthorization of the NTSB may be considered in the 114th Congress.

4. Oversight of the Office of the Secretary. The Office of the Secretary within the DOT inherited several aviation functions when the Civil Aeronautics Board was abolished. These functions include 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. Many of these functions have a dramatic impact on the aviation industry, competition, and job creation. Hearings may be held to evaluate various DOT programs and policies affecting aviation, including slots, essential air service, air carrier alliances, aviation consumer issues, international air service, key safety treaties, and the European Union's Emissions Trading Scheme.

5. Oversight of the Commercial Space Industry. The mission of the Office of the FAA's 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.

On June 22, 2016, the subcommittee held a hearing to explore issues related to the FAA's oversight of the commercial space transportation industry. The Subcommittee heard testimony from the FAA, members of the Commercial Space Transportation Advisory Committee, the director of civil aviation issues of the GAO, and the chief technology officer of World View Enterprises.

6. Evaluation of FAA's Air Traffic Control Modernization. Since the early 1980's, the FAA has been working to modernize the air traffic control system and is currently implementing NextGen. FAA states that NextGen will result in greater airspace system effi-

ciency; 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 often 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 streamline implementation of the NextGen program.

On February 25, 2015, the Subcommittee held a roundtable discussion on issues related to FAA's modernization and operation of the national airspace. Participants represented the DOT IG, A4A, AOPA, Honeywell, NATCA, and the Reason Foundation.

On March 24, 2015, the Subcommittee held a hearing to examine options for reforming ATC operations at the FAA. The Subcommittee heard testimony from DOT IG; a former ATO official; the FAA MAC; a former White House National Economic Council, DOD, and Public Buildings Service official; a representative of A4A; NATCA; and the Reason Foundation.

Per the Subcommittee's request, DOT IG conducted an audit entitled "FAA Has Not Effectively Deployed Controller Automation Tools That Optimize Benefits of Performance-Based Navigation" that assesses FAA's progress in developing and deploying new systems for NextGen, released on August 20, 2015.

Per the Subcommittee's request, GAO conducted a review of FAA's actions to achieve the interoperability of NextGen with other countries' Air Traffic Management (ATM) modernization efforts. The report, entitled, "Improved Risk Analysis Could Strengthen FAA's Global Interoperability Efforts" was publicly released on August 28, 2015.

Per the Committee's request, GAO reviewed FAA's cybersecurity efforts in a report entitled, "FAA Needs a More Comprehensive Approach to Address Cybersecurity as Agency Transitions to NextGen" which was publicly released on April 14, 2015.

Per the Committee's request, the DOT IG conducted a review of the Congressional reforms to FAA, "FAA Reforms Have Not Achieved Expect Cost, Efficiency and Modernization Outcomes," which was publicly released on January 15, 2016.

The DOT IG is currently conducting an audit on ERAM as well as an audit on Crisis Response and Management.

7. Airline Financial Position and Customer Service. Much of the last decade has been a difficult one for the airline industry. The cumulative impacts of 9/11, the severe acute respiratory syndrome (SARS) outbreak, spikes in fuel prices, and the global recession have taken their toll, although the industry has been profitable over the last few years. Moreover, over the next decade, the FAA predicts that air traffic operations will increase. When the economy improves, passenger complaints about delays, cancellations, overbooking, customer service, and transparency in airfares and ancillary fees charged by airlines may rise again as passenger traffic rebounds. 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.

On May 21, 2015, the Subcommittee participated in a roundtable discussion on issues related to airport financing and development. Participants included the FAA, Ventura County Department of Airports, Moody's Investors Service, Southwest Airlines, and Tampa International Airport.

Pursuant to Section 112 of FMRA 2012, the GAO released a report on January 12, 2015, that examined potential effects of an increased Passenger Facility Charge (PFC) cap along with alternative PFC collection methods. The report is entitled, "Raising Passenger Facility Charges Would Increase Airport Funding, but Other Effects Less Certain."

Per the Committee's request, GAO released a report entitled "FAA Should Implement Additional Risk-Management Practices in Forecasting Aviation Activity" on March 16, 2016.

SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

1. Coast Guard Budget. The Coast Guard is currently functioning under a continuing resolution for fiscal year 2017 which expires April 28, 2017. The continuing resolution provides funding for all Coast Guard accounts and activities at the fiscal year 2016 levels minus 0.496 percent. On February 8, 2016, the President signed into law H.R. 4188, the Coast Guard Authorization Act of 2015, which authorized \$9.1 billion for fiscal years 2016 and 2017.

During the 114th Congress, the Subcommittee held hearings on the President's fiscal year 2016 and 2017 budget requests and considered legislation to authorize the Coast Guard. The Subcommittee explored ways to implement cost savings at the Service by leveraging efficiencies and eliminating waste, fraud, abuse, and mismanagement.

On February 25, 2015, the Subcommittee held a hearing to examine the fiscal year 2016 budget requests for the Coast Guard, FMC and MARAD. The Subcommittee heard testimony from the Commandant and Master Chief Petty Officer of the Coast Guard, the Administrator of MARAD, and the Chairman of the FMC.

On March 15, 2016, the Subcommittee held a hearing to examine the fiscal year 2017 budget requests for the Coast Guard, FMC, and MARAD. The Subcommittee heard testimony from the Commandant and Master Chief Petty Officer of the Coast Guard, the Administrator of MARAD, and the Chairman of the FMC.

2. Coast Guard Acquisition. The Coast Guard is currently undergoing a major recapitalization of their 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.

In the 114th Congress, the Subcommittee continued to closely review the program, as well as any changes to the program which may be 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.

On July 23, 2013, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA), Congressman Frank A. LoBiondo (R-NJ), and Congressman Rick Larsen (D-WA) sent a letter to the Secretary of Defense requesting the Department begin the transfer of 14 C-27J aircraft from the Air Force to the Coast Guard. The letter noted the transfer had the potential to provide up to \$826 million in cost avoidance over the recapitalization program of record. The Subcommittee received this report on March 26, 2015 (GAO-15-325).

On May 14, 2015, the Subcommittee held a hearing regarding the status of the Coast Guard's current acquisition program and examined the program's sustainability given the current budgetary climate. The Subcommittee heard testimony from the Coast Guard, GAO, and the Navy League of the United States.

On January 22, 2016, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) sent a letter to the Comptroller General requesting that the GAO review the Coast Guard's maintenance plans for both the National Security (NSC) Cutter and Fast Response Cutter (FRC). Specifically, the Committee asked that GAO look at the Coast Guard's plans for acquiring spare parts for the cutters, if planned maintenance is on schedule, and if all maintenance plans will reflect adequate funding.

On February 3, 2016, the held a hearing on the Status of Coast Guard Cutter Acquisition Programs. The Subcommittee will head testimony from the Coast Guard, CRS, GAO.

On February 17, 2016, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) sent a letter to the Coast Guard Commandant, Admiral regarding a January 2016 GAO report that highlighted deficiencies and mechanical problems with the NSC that will require retrofitting across the entire fleet. The Committee has requested that the Coast Guard respond with what steps are currently being taken to mitigate the identified problems as well as a cost estimate and timeline for such fixes.

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 competing missions. Since September 11, 2001, the Coast Guard has placed increasing emphasis on the Service's homeland security efforts which have had varying effects on levels of effort among its other missions. Security-related missions such as ports, waterways, and coastal security and migrant interdiction have seen dramatic increases from pre-September 11, 2001 levels. However, resources and man-hours devoted to missions such as drug interdiction and fisheries law enforcement are well below pre-September 11, 2001 levels.

In the 114th Congress, the Subcommittee conducted oversight of the Coast Guard's mission balance to ensure the Service reviews its many missions, makes decisions about which missions it cannot afford to undertake, and plan its resources allocation among its many missions appropriately.

On March 18, 2015, the Subcommittee and the Committee on Armed Services, Subcommittee on Seapower and Projection Forces held a joint hearing to review the latest unified maritime security strategy and examine how the Nation's three Sea Services intend to implement the updated policy. The Subcommittees heard testimony from the Navy, Marine Corps, and the Coast Guard.

On April 15, 2015, the Subcommittee held a hearing to examine how the Coast Guard allocates hours and resources among its multiple statutory missions, as well as how the Service measures mission performance. The Subcommittee heard testimony from the Coast Guard's Deputy Commandant for Operations.

On May 21, 2015, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA) sent a letter to the Comptroller General requesting that the GAO review the Coast Guard's mission performance requirements. Specifically, the letter asks how the Coast Guard sets its annual performance goals and the extent to which the service is meeting its goals across its missions.

On June 16, 2015, the Subcommittee held a hearing to examine the federal government's efforts to confront transnational drug smuggling and stem the flow of illegal drugs to the United States. The Subcommittee heard testimony from the Coast Guard and Southern Command.

On June 14, 2016, Subcommittee held a hearing on Coast Guard Mission Needs and Resources Allocation. The Subcommittee heard testimony from the Coast Guard and GAO.

On September 7, 2016, the Subcommittees on Coast Guard and Maritime Transportation and Water Resources and Environment held a joint hearing to examine federal maritime navigation programs. The Subcommittees heard from the Coast Guard, the Corps, and NOAA.

4. Maritime Domain Awareness. The effort to know what is happening at all times on the waters of the United States and aboard the vessels that transit them is known as Maritime Domain Awareness (MDA). The successful implementation of MDA is critical to maritime safety and security.

The Coast Guard relies on several new and developing technologies to assist in implementing MDA. The Subcommittee is concerned with the ability and desire of the Coast Guard to assess new technologies in order to acquire maritime domain awareness information more efficiently and accurately.

In the 114th Congress, the Subcommittee continued its oversight of the Service's, assessment, development and implementation of MDA technologies to ensure the best system is fielded in a timely manner and at the best price for the taxpayer. It will also examine the costs imposed on maritime users as part of the MDA program, and examine methods to reduce those costs.

On June 26, 2013, the Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Subcommittees on

Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) sent a letter to the Comptroller General requesting a GAO study on what steps the Coast Guard is taking to implement Rotational Crewing Requirements on the National Security Cutter to achieve additional days at sea for the NSCs. The Subcommittee received the report from the GAO on March 6, 2015.

On March 18, 2015, the Subcommittee and the Committee on Armed Services, Subcommittee on Seapower and Projection Forces held a joint hearing to review the latest unified maritime security strategy and examine how the Nation's three Sea Services intend to implement the updated policy. The Subcommittees heard testimony from the Navy, the Marine Corps, and the Coast Guard.

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On June 16, 2015, the Subcommittee held a hearing to examine the federal government's efforts to confront transnational drug smuggling and stem the flow of illegal drugs to the United States. The Subcommittee heard testimony from the Coast Guard and Southern Command.

On October 27, 2015, the Subcommittee held a hearing on the Prevention of and Response to the Arrival of a Dirty Bomb at a U.S. Port. The Subcommittee heard from the Coast Guard, the Domestic Nuclear Detection Office, Customs and Border Protection, GAO, Sandia National Laboratories, Los Alamos National Laboratory, the American Association of Port Authorities, and the George J. Kostas Research Institute for Homeland Security.

On October 28, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Comptroller General requesting a study on improving the performance and functions carried out by the Coast Guard's National Vessel Documentation Center and how to best reduce backlogs and balance the workload between commercial and recreational certificates of documentation.

On July 7, 2016, the Subcommittee held a joint hearing with the Committee on Homeland Security, Subcommittee on Border and Maritime Security to examine the efforts of the Department of Homeland Security to prevent nuclear smuggling in United States Ports (U.S.). The Subcommittees heard from the Coast Guard, the Domestic Nuclear Detection Office, Customs and Border Protection, National Nuclear Security Administration, GAO, Los Alamos National Laboratories, the Maryland Port Administration, and the Lake Carriers' Association.

On July 12, 2016, the Subcommittee held a hearing on Coast Guard Arctic Implementation Capabilities. The Subcommittee received testimony from the Coast Guard, GAO, the Navy, CRS, the Shipbuilders Council of America, and the Center for Strategic and International Studies.

5. Coast Guard Prevention and Response Activities. During the 114th Congress we will mark the fifth anniversary of the DEEP-WATER HORIZON oil spill and the tenth anniversary of Hurricane Katrina. The Coast Guard played major roles in response to both

of these events. The Service was the Federal On Scene Coordinator for DEEPWATER HORIZON, and the National Incident Commander was a Coast Guard Admiral. The Service also plays a major role in the prevention of oil spills. The Service rescued more than 30,000 Louisiana residents from Katrina's flood waters. The environmental assessment and cleanup from DEEPWATER HORIZON continues and economic consequences of the spill are still being calculated.

In the 114th Congress, the Subcommittee continued to conduct oversight on lesson's learned in response to these crises, and on the capacity of the Coast Guard's prevention and response capabilities today. Oil spills, natural disasters, and mass migration events, all tax the Coast guard prevention and response systems and capabilities. The Subcommittee will continue to conduct oversight on Coast Guard prevention and response programs.

On April 15, 2015, the Subcommittee held a hearing to examine how the Coast Guard allocates hours and resources among its multiple statutory missions, as well as how the Service measures mission performance. The Subcommittee heard testimony from the Coast Guard's Deputy Commandant for Operations.

On June 16, 2015, the Subcommittee held a hearing to examine the federal government's efforts to confront transnational drug smuggling and stem the flow of illegal drugs to the United States. The Subcommittee heard testimony from the Coast Guard and Southern Command.

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On July 7, 2016, the Subcommittee held a joint hearing with the Subcommittee on Border and Maritime Security to examine the efforts of the DHS to prevent nuclear smuggling in United States Ports (U.S.). The Subcommittees heard from the Coast Guard, the Domestic Nuclear Detection Office, Customs and Border Protection, National Nuclear Security Administration, GAO, Los Alamos National Laboratories, the Maryland Port Administration, and the Lake Carriers' Association

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 and often carry agricultural products and other raw materials. However, the Maritime Administration has found these routes are carrying only about 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.

The revitalization of our marine highways has the potential to reduce congestion on our highways and create new maritime indus-

try jobs for Americans. The Subcommittee will continue to examine ways to expand the use of short sea shipping in the 114th Congress.

7. Ballast Water and Incidental Discharges. 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 EPA under the Clean Water Act, as well as the Coast Guard under the National Invasive Species Act and an international convention. In addition, over 25 states have put in place regulations to govern ballast water and other incidental discharges. The requirements of some of these states conflict with requirements in other states. This is severely complicating vessel operations, driving up costs, threatening jobs, and impeding the flow of commerce along our coast, Great Lakes, and inland rivers.

The Subcommittee worked with the Subcommittee on Water Resources and Environment to conduct oversight of this issue in the 114th Congress. The Subcommittee worked to set a single nationwide standard that ensures the efficient movement of maritime commerce, defends seafaring and port jobs, and protects the environment.

On April 14, 2016, the Subcommittee held a hearing on Maritime Transportation Safety and Stewardship Programs. The Subcommittee heard from the Coast Guard, the Transportation Research Board of the National Academies of Sciences, Engineering, and Medicine, the American Waterways Operators, the International Cruise Victims Association, Inc., the Agriculture Transportation Coalition, and the National Association of Waterfront Employers.

On April 29, 2016, 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 Coast Guard Commandant regarding the Service’s decision to reject the most probable number (MPN) as an equivalent method for testing the efficacy of ballast water management systems (BWMS) that use ultraviolet light to render organisms unable to reproduce. The letter requests more information from the Coast Guard regarding actions being taken to issue an equivalency determination for the MPN method and clarifications on how the Coast Guard interprets relevant statutes and regulations regarding ballast water discharge standards.

8. FMC and MARAD Budget. The Subcommittee has jurisdiction over FMC and the non-defense related programs of MARAD. The FMC is responsible for the economic regulation of 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 industry.

The Subcommittee continued to conduct oversight of the FMC and MARAD in the 114th Congress. The Subcommittee will explore ways to promote job growth in the domestic fleet while reducing costs at both agencies.

On February 25, 2015, the Subcommittee held a hearing to examine the fiscal year 2016 budget requests for the Coast Guard,

FMC, and MARAD. The Subcommittee heard testimony from the Commandant and Master Chief Petty Officer of the Coast Guard, the Administrator of MARAD, and the Chairman of the FMC.

On March 15, 2016, the Subcommittee held a hearing to examine the fiscal year 2017 budget requests for the Coast Guard, FMC, and MARAD. The Subcommittee heard testimony from the Commandant and Master Chief Petty Officer of the Coast Guard, the Administrator of MARAD, and the Chairman of the FMC.

On both March 3 and September 22, 2016, the Subcommittee held roundtable discussions with the Coast Guard, Navy, and Industry stakeholders to better identify ways and come up solutions for former military mariners to obtain Coast Guard mariner credentials once they leave military service. These listening also aimed to promote greater awareness of private sector opportunities in the Merchant Marine available to military veterans should be promoted. These discussions looked at present impediments limiting opportunities for military veterans and discussed options to improve the transferability and alignment of military experience to Coast Guard civilian maritime credentials and strategies to expand access to job opportunities in the civilian Merchant Marine.

SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS,
AND EMERGENCY MANAGEMENT

1. 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 to apply the new process to the courthouses on its 5-Year Courthouse Plan. The Judiciary completed the process in late 2014. The Subcommittee will continue its oversight of the authorization of new Federal courthouses, encourage the full implementation of courtroom sharing formulae, and place strict requirements on any proposed courthouses to minimize overbuilding and reduce costs. The Subcommittee will also closely oversee the progress made on courthouses already authorized to ensure they are constructed within the limitations placed upon them by the Committee and to ensure they stay below or within budget. The Subcommittee will also ensure that courthouse construction projects include credible judgeship projections; courtroom sharing in a robust and efficient fashion in accordance with the empirical courtroom use data collected by the Federal Judicial Center; and faithful adherence by the General Services Administration (GSA) to congressionally authorized square-footage limitations, as well as dollar limitations, when executing projects.

a. GSA MANAGEMENT OF FEDERAL REAL PROPERTY—On February 9, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA), and Ranking Member André Carson (D-IN) sent a letter to the Comptroller General requesting that the GAO review GSA's man-

agement of federal real property assets. The letter asked for a review of the use of independent leasing authorities, lease-to-own options for federal buildings, and lower-cost alternatives for courthouse security.

2. Leasing. During the 113th Congress, 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.

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 previous years, the Committee also found similar mismanagement by other agencies in which poor decisions on leases resulted in taxpayer dollars being wasted. And, more recently, questions about how the Department of Veterans Affairs (VA) has used its leasing authority has 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.

a. OPPORTUNITIES FOR TAXPAYER SAVINGS: FEDERALLY LEASED OFFICE SPACE IN THE NATIONAL CAPITAL REGION—On February 6, 2015, the Subcommittee held a roundtable policy discussion to examine the unusual number of leases expiring in the National Capital Region over the next five years, the status of replacement leases, and opportunities to reduce the amount of space and the costs to the taxpayer. Participants included GSA, the Department of Justice, DHS, HHS, and private sector experts.

b. OPPORTUNITIES FOR TAXPAYER SAVINGS: FEDERALLY LEASED OFFICE SPACE IN GSA'S SOUTHEAST REGION—On March 16, 2015, the Subcommittee held a field roundtable policy discussion in Atlanta, Georgia, to examine the unusual number of leases expiring in GSA's Southeast Region over the next five years, the status of replacement leases, and opportunities to reduce the amount of leased space and the costs to the taxpayer. Participants included the GSA, SSA, IRS, Centers for Disease Control and Prevention, FBI, and a private sector expert.

c. OPPORTUNITIES FOR TAXPAYER SAVINGS: FEDERALLY LEASED OFFICE SPACE IN GSA'S NORTHEAST REGION—On June 23, 2015, the Subcommittee held a field roundtable policy discussion in New York, New York, to examine the unusual number of leases expiring in the GSA's Northeast Region over the next five years, the status of replacement leases, and opportunities to reduce

the amount of space and the costs to the taxpayer. Participants included GSA, DHS, SSA, and the IRS.

d. **SAVING TAXPAYER DOLLARS BY REDUCING FEDERAL OFFICE SPACE COSTS**—On March 1, 2016, the Subcommittee held a hearing to examine and conduct oversight of major GSA construction projects funded or proposed to be funded from the GSA Federal Buildings Fund, GSA's authorities to carry out real estate transactions for the federal government, and options for reducing federal office space costs and saving taxpayer dollars. The hearing specifically reviewed FBI Consolidation, and the Federal Courthouse Construction Program. The Subcommittee heard testimony from the Judicial Conference of the United States, GSA, FBI, and Congressman Steny H. Hoyer (D-MD).

e. **INDEPENDENT LEASING AUTHORITIES: INCREASING OVERSIGHT AND REDUCING COSTS OF SPACE LEASED BY FEDERAL AGENCIES**—On July 6, 2016, the Subcommittee held a hearing to examine GAO's reports on federal agencies with leasing authorities independent of GSA and the use and potential taxpayer benefits of options to purchase real estate negotiated in GSA lease agreements. The Subcommittee heard testimony from the GAO, the Pension Benefit Guaranty Corporation, GSA, and the Smithsonian Institution.

f. **DEPARTMENT OF VETERANS AFFAIRS LEASES: IS THE VA OVER-PAYING FOR LEASED MEDICAL FACILITIES?**—On September 28, 2016, the Subcommittee held a hearing to examine GAO's report on the VA's leasing for health care facilities and alignment of its practices with those of the GSA. The hearing explored the findings of that report, the progress and timing on the VA lease prospectuses to be submitted to the Committee, and efforts to ensure the costs associated with the facilities are managed appropriately. The Subcommittee heard testimony from the GAO, the VA, and GSA.

g. **DEPARTMENT OF VETERANS AFFAIRS LEASING**—On April 9, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA), Ranking Member André Carson (D-IN), and other members sent a letter to the Comptroller General requesting that the GAO review the VA's management of leased real property assets.

h. **LEASING SUPPORT SERVICE DRAFT SOLICITATION**—On April 14, 2015, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA) sent a letter to the Acting General Services Administrator requesting GSA increase transparency in the evaluation and award processes under the final Leasing Support Service solicitation.

i. **H.R. 4487, THE PUBLIC BUILDINGS REFORM AND SAVINGS ACT OF 2016**—H.R. 4487 directs the GSA to establish and conduct a leasing pilot program through 2021 to reduce costs of leased space and significantly reduce or eliminate the backlog of expiring leases over the next five years. Authorizes the GSA to submit prospectuses for leases and projects to Congress for approval and to include certain costs associated with agency relocation and buildout. The bill provides for approval by congressional resolution

of any expenses associated with administering an acquisition by exchange, including services with a fair market value of \$2.85 million or more. The bill requires GSA to justify the need for new or replacement building space, including an explanation of why such space could not be consolidated into owned or leased space, and to notify the House Committee on Transportation and Infrastructure and the Senate Committee on Environment and Public Works if the cost, scope, or size of any project changes by five percent or more. The bill terminates the authority for any lease or project unless it is initiated not later than five years after congressional authorization. The bill was introduced by Congressman Lou Barletta on February 8, 2016, and marked up by the Committee on March 2, 2016. On May 23, 2016, the bill was considered in the House under suspension of the Rules and agreed to by voice vote. It is pending in the Senate.

3. 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. Office of Management and Budget 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 Congress, the Subcommittee held roundtables on how Public-Private Partnerships (P3s) could be used as alternative methods of financing space. In addition, the Committee established a Public Private Partnership Panel that explored the use of P3s across various types of infrastructure, including public buildings. The P3 Panel recommended, among other things: 1) Review and modify budgetary scoring rules for commercially-leased office space to enable operating lease treatment of long-term leases and fixed-priced, below market purchase options; and 2) Fully utilize existing lease authorities and 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." That directive requires agencies to reduce their amount of office and warehouse space to fiscal year 2012 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 generate 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.

a. **SAVING TAXPAYER DOLLARS IN FEDERAL REAL ESTATE: REDUCING THE GOVERNMENT'S SPACE FOOTPRINT**—On June 16, 2015, the Subcommittee held a hearing to examine the issue of underutilized and vacant federal properties, costs to the taxpayer of such properties, challenges to selling or disposing of unneeded real property, and methods by which the federal government can reduce its space footprint and save taxpayer dollars by addressing those challenges. Participants included GSA, OMB, and Congressman Jeff Denham (R-CA) and Congressman Jason Chaffetz (R-UT).

b. **BORDER STATION CONSTRUCTION: MINIMIZING COSTS AND LEVERAGING PRIVATE DOLLARS**—On May 18, 2016, the Subcommittee held a hearing to examine and conduct oversight of construction and upgrades at land ports of entry. The hearing focused on GSA's and CBP's current and planned land ports of entry projects authorized by the Committee, as well as how non-federal and private dollars can be leveraged, including through the Public-Private Partnership pilot program established in the Consolidated Appropriations Act on 2014. The Subcommittee heard testimony from GSA, DHS, the Coalition for America's Gateways and Trade Corridors, and the Border Trade Alliance.

c. **GSA MANAGEMENT OF FEDERAL REAL PROPERTY**—On February 9, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), Ranking Member Peter A. DeFazio (D-OR), Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA), and Ranking Member André Carson (D-IN) sent a letter to the Comptroller General requesting that the GAO review the GSA's management of federal real property assets. The letter asked for a review of the use of independent leasing authorities, lease-to-own options for federal buildings, and lower-cost alternatives for courthouse security.

d. **SOUTHEAST FEDERAL CENTER GROUND LEASE AGREEMENT**—On February 8, 2016, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA), and Congresswoman Eleanor Holmes Norton (D-DC) sent a letter to the Public Building Service Commissioner requesting clarification on ground lease agreements between the GSA and Forest City Washington.

e. **H.R. 4465, THE FEDERAL ASSETS SALE AND TRANSFER ACT OF 2016**—H.R. 4465 establishes a Public Buildings Reform Board to identify opportunities for the federal government to significantly reduce its inventory of civilian real property and reduce costs. The bill was introduced by Congressman Jeff Denham (R-CA) on February 4, 2016, and marked up by the Committee on March 2, 2016. On May 23, 2016, the bill was considered in the

House under suspension of the Rules and agreed to by voice vote. It is pending in the Senate.

4. 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.

a. COMMITTEE RESOLUTIONS—During the 114th Congress the Committee continued to cut waste and lower the cost of federal property and leases. In calendar years 2015 and 2016, the Committee approved 101 GSA resolutions resulting in a total saving of \$1,286,362,418.

b. FEDERAL TRADE COMMISSION CONSOLIDATION—On July 13, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA), and Congressman John L. Mica (R-FL) sent a letter to the Public Building Service Commissioner regarding a prospectus for the Herbert C. Hoover building included in GSA's fiscal year 2016 Capital Investment and Leasing Program. The letter requested a housing plan for the prospectus that includes the relocation of FTC headquarters from the Apex Building to the Herbert C. Hoover building.

5. Federal Protective Service (FPS). As a part of the Homeland Security Act of 2002, the FPS was transferred from the Public Buildings Service of GSA to DHS. 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.

a. H.R. 4487, THE PUBLIC BUILDINGS REFORM AND SAVINGS ACT OF 2016—H.R. 4487 authorizes DHS contract security personnel to carry firearms and to detain individuals, and directs DHS to establish training standards for security personnel. DHS is also directed to report on the personnel needs of the Federal Protective Service, and the best method of funding for the FPS. The bill was introduced by Congressman Lou Barletta (R-PA) on February 8, 2016, and marked up by the Committee on March 2, 2016. On May 23, 2016, the bill was considered in the House under suspension of the Rules and agreed to by voice vote. It is pending in the Senate.

6. Major Development Projects. The construction of the DHS' headquarters is a multi-billion dollar Federal construction project that, when completed, will relocate much of DHS operations in the District of Columbia area into one campus located at the historic St. Elizabeths Hospital site in the Southeast quadrant of the District. While the Coast Guard headquarters has been completed, additional work is planned. In addition, various DHS components remain in leased space until the phased construction is completed. The Subcommittee plans to continue close oversight of this major project and its associated leases to guard against waste, and ensure

jobs are maintained and/or created accordingly throughout the project.

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 proposed new FBI headquarters and the redevelopment of Federal Triangle South. In addition, the redevelopment of the Old Post Office is ongoing. 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.

a. **ST. ELIZABETHS RESOLUTION**—The Committee approved two GSA Resolutions in the 114th Congress authorizing the DHS headquarters consolidation program at St. Elizabeths. Resolution PDC-0002-WA16 and Resolution PDC-0002-WA17 were approved by the Committee on July 23, 2015 and May 25, 2016, respectively. These resolutions authorize projects to consolidate the DHS headquarters at the St. Elizabeths site, improving space utilization and reducing costs.

7. **Architect of the Capitol (AOC)**. The subcommittee will continue ongoing oversight of projects being undertaken by the AOC pursuant to the Master Plan for the Capitol Complex. Consistent oversight will ensure proper prioritization and cost savings.

a. **CAPITAL CONCERTS AUDIT**—On September 8, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Committee on House Administration Chairman Candice Miller (R-MI) sent a letter to the Comptroller General requesting that the GAO audit all concerts hosted by Capital Concerts, Inc. in the Capitol Buildings or Capitol Grounds for the previous three years.

8. **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. In addition, the Smithsonian is currently in the process of constructing the National Museum of African American History and Culture. Continued oversight of the construction is important to ensure the project stays within budget and on schedule.

a. **INDEPENDENT LEASING AUTHORITIES: INCREASING OVERSIGHT AND REDUCING COSTS OF SPACE LEASED BY FEDERAL AGENCIES**—On July 6, 2016, the Subcommittee held a hearing to examine the GAO's reports on federal agencies with leasing authorities independent of the GSA and the use and potential taxpayer benefits of options to purchase real estate negotiated in GSA lease agreements. The Subcommittee heard testimony from the GAO, the Pension Benefit Guaranty Corporation, the GSA, and the Smithsonian Institution.

9. **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.

a. H.R. 1473, THE JOHN F. KENNEDY CENTER REAUTHORIZATION ACT OF 2015—H.R. 1473 authorizes appropriations through Fiscal Year 2020 for maintenance, repair, and security, and capital projects for the John F. Kennedy Center for the Performing Arts. The bill was introduced by Congressman Lou Barletta (R-PA) on March 19, 2015, and referred to the Subcommittee. The bill was marked up by the Committee on April 15, 2015.

10. 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 114th Congress, continued oversight will be needed as states continue to be impacted by and recover from prior disasters, such as Hurricane Sandy. 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 initiate a 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 declarations and spending have increased, which agencies provide assistance and how that money is spent, what guidance or controls are in place for the effective use of assistance, and what the appropriate role for the Federal Government is.

a. REBUILDING AFTER THE STORM: LESSENING IMPACTS AND SPEEDING RECOVERY—On January 27, 2015, the Subcommittee held a hearing to launch an assessment of the rising costs of disasters, the cost effectiveness of disaster assistance, strategies to reduce disaster losses, and the appropriate roles of government and the private sector; and to consider reforms to save lives through improved alerts and warning systems and search and rescue. The Subcommittee heard testimony from FEMA, CRS, the National Emergency Managers Association, and the International Association of Fire Chiefs.

b. WHAT IS DRIVING THE INCREASING COSTS AND RISING LOSSES FROM DISASTERS?—On March 18, 2015, the Subcommittee held a roundtable policy discussion to examine and discuss data related to disaster costs, the trends observed over time, and the projections for the future given the policies in place today. Participants included FEMA, CRS, GAO, and experts from academia and the private sector.

c. PACIFIC NORTHWEST SEISMIC HAZARDS: PLANNING AND PREPARING FOR THE NEXT DISASTER—On May 19, 2015, the Subcommittee held a hearing to assess FEMA's role in earthquake hazard preparedness, mitigation, response, and recovery; and to examine the efforts of the Pacific Northwest and seismic hazard experts to reduce disaster impacts and build stronger communities. The Subcommittee received testimony from FEMA and leaders in engineering and seismology.

d. **THE STATE OF PENNSYLVANIA AND FEMA REGION III ARE LEADERS IN MITIGATING DISASTER COSTS AND LOSSES**—On May 28, 2015, the Subcommittee held a field roundtable policy discussion in Philadelphia, Pennsylvania, to examine disaster costs and losses, focusing on hazards impacting Pennsylvania and the region, and to identify best practices for mitigating and avoiding disaster impacts. Participants included representatives from FEMA, the State of Pennsylvania, the University of Pennsylvania, and city and county officials.

e. **FEDERAL DISASTER ASSISTANCE: ROLES, PROGRAMS AND COORDINATION**—On June 17, 2015, the Subcommittee held a roundtable policy discussion to examine and discuss federal disaster assistance programs, the requirements and effectiveness of those programs, and coordination among various agencies and stakeholders. Participants included FEMA, the Corps, HUD, FTA, GAO, and experts from state and local government.

f. **WORKSHOP ON MITIGATION AND THE COMMUNITY RATING SYSTEM**—On September 2, 2015, the Subcommittee held a field workshop in Sunbury, Pennsylvania, to examine how local communities can implement flood mitigation measures and take advantage of the Community Rating System to reduce risk and loss and drive down costs. The workshop featured presentations from FEMA, the Pennsylvania Emergency Management Agency, Dauphin County, the Pennsylvania State Association of Township Supervisors, and SEDA-Council of Governments regarding their lessons learned, the resources available, and how to address challenges and limitations.

g. **EARTHQUAKE EARLY WARNING IN THE PACIFIC NORTHWEST: PREPARING FOR THE BIG ONE**—On September 22, 2015, the Subcommittee held a field roundtable policy discussion in Eugene, Oregon, to discuss earthquake resiliency programs and efforts, the Shake Alert earthquake early warning system, and next steps for developing an offshore earthquake early warning system. Participants included representatives from FEMA, the United States Geological Service, NOAA, Oregon State University, and University of Oregon.

h. **BLACKOUT! ARE WE PREPARED TO MANAGE THE AFTERMATH OF A CYBER-ATTACK OR OTHER FAILURE OF THE ELECTRICAL GRID?**—On April 14, 2016, the Subcommittee held a hearing to explore the risks, vulnerabilities and consequences of a prolonged, widespread power outage. The hearing was intended to clarify the primary federal roles, authorities and resources available to help communities after such a disaster, particularly at the local level, and to assess the efforts and coordination among the participants in the electrical power sector, including planning, preparedness and mitigation efforts, response and recovery capabilities, information sharing, and standards setting. The Subcommittee heard testimony from FEMA, the Department of Energy, DHS's National Protection and Programs Directorate, CRS, the North American Electric Reliability Corporation, and a representative from the electrical industry.

i. **CONTROLLING THE RISING COST OF FEDERAL RESPONSES TO DISASTER**—On May 12, 2016, the Subcommittee held a hearing to examine and discuss data related to disaster

costs, the trends observed over time, and the projections for the future. The hearing surveyed current policies, including current federal disaster assistance programs and their requirements and effectiveness, and explored potential solutions and the principles that should be driving solutions to lower the overall costs of disasters and to help avoid devastating losses. The Subcommittee heard testimony from FEMA, National Emergency Management Association, National Institute of Building Sciences, National Association of Counties, and the Build Strong Coalition.

j. AN EXAMINATION OF FEMA'S LIMITED ROLE IN LOCAL LAND USE DEVELOPMENT DECISIONS—On September 21, 2016, the Full Committee held a hearing to examine FEMA's role and authorities under the National Flood Insurance Program, their impact on local land-use development decisions, and the national implications of those decisions. The Subcommittee heard testimony from FEMA, the State of Oregon, and public and private stakeholders.

k. REVIEW OF FEDERAL DISASTER MITIGATION PROGRAMS—On February 2, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) sent a letter to the Comptroller General asking to be included as co-requesters in a GAO review initiated by Senator Sheldon Whitehouse (D-RI) and Senator Jack Reed (D-RI) on federal disaster mitigation programs, specifically resilience efforts in Hurricane Sandy recovery, FEMA hazard mitigation efforts, and HUD's Community Development Block Grant-Disaster Relief.

l. PROVISIONS OF THE FY2016 HOMELAND SECURITY APPROPRIATIONS BILL—On March 25, 2015, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA) and Ranking Member André Carson (D-IN) sent a letter to the Committee on Appropriations, Subcommittee on Homeland Security Chairman John R. Carter (R-TX) and Ranking Member Lucille Roybal-Allard (D-CA) regarding provisions of the fiscal year 2016 Department of Homeland Security Appropriations bill. The letter requested that the bill prohibit funding the Principal Federal Officer position during a Stafford Act declaration, and that the bill fund Emergency Management Performance Grant program at current levels.

m. REVIEW OF FEMA'S PUBLIC ASSISTANCE GRANT PROGRAM—On December 15, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR), and Senate Committee on Homeland Security and Government Affairs Chairman Ron Johnson (R-WI) and Ranking Member Tom Carper (D-DE) sent a letter to the Comptroller General requesting that the GAO review FEMA's ability to effectively and efficiently administer the Public Assistance Grant Program, and what steps FEMA is taking to address program challenges.

n. PROVISIONS OF THE FY2017 HOMELAND SECURITY APPROPRIATIONS BILL—On March 23, 2016, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA) and Ranking Member André Carson (D-IN) sent a letter to the Committee on Appropriations, Sub-

committee on Homeland Security Chairman John R. Carter (R-TX) and Ranking Member Lucille Roybal-Allard (D-CA) regarding provisions of the fiscal year 2017 DHS Appropriations bill. The letter requested that the bill prohibit funding the Principal Federal Officer position during a Stafford Act declaration, and that the bill fund Emergency Management Performance Grant program at current levels.

o. PROVISIONS OF THE FISCAL YEAR 2017 DHS APPROPRIATIONS BILL—On March 23, 2016, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta (R-PA) and Ranking Member André Carson (D-IN) sent a letter to the Committee on Appropriations, Subcommittee on Homeland Security Chairman John R. Carter (R-TX) and Ranking Member Lucille Roybal-Allard (D-CA) regarding provisions of the fiscal year 2017 DHS Appropriations bill. The letter requested that the bill fund the Pre-disaster Mitigation Program at current levels.

p. DISASTER ASSISTANCE AVAILABLE TO TRIBES—On April 18, 2015, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR), sent a letter to the Comptroller General requesting that the GAO review how certain sections of the Sandy Recovery Improvement Act of 2013 have affected Indian tribes.

q. PUBLIC LAW 114-143 (S.1180/H.R. 1472), THE INTEGRATED PUBLIC ALERT AND WARNING SYSTEM MODERNIZATION ACT OF 2015—P.L. 114-143 modernizes the integrated public alert and warning system to help ensure that under all conditions the President, federal agencies, and state, tribal, and local governments can alert and warn the civilian population in areas endangered by natural disasters, acts of terrorism, and other man-made disasters or threats to public safety. H.R. 1472 was introduced by Congressman Lou Barletta (R-PA) on March 19, 2015, and was marked up by the Committee on April 15, 2015. S. 1180 was introduced by Senator Ron Johnson (R-WI) on May 4, 2015, and passed the Senate on July 9, 2015. The bill was passed by the House on March 21, 2016, and signed by the President on April 11, 2016, becoming Public Law 114-143.

r. H.R. 1471, THE FEMA DISASTER REFORM ACT OF 2015—H.R. 1471 reauthorizes the FEMA through fiscal year 2018, reauthorizes and clarifies the Urban Search and Rescue Response System, and includes policy changes that result in more efficient and effective implementation of disaster assistance and mitigation programs. H.R. 1471 was introduced by Congressman Lou Barletta (R-PA) on March 19, 2015, and was marked up by the Committee on April 15, 2015. On February 29, 2016, the bill was considered in the House under suspension of the rules and agreed to by voice vote. It is pending in the Senate. On December 7, 2016, S. 2971, the National Urban Search and Rescue Response System was considered under suspension of the rules, amended and agreed to by 405-7. The Senate agreed to the House amendment by Unanimous Consent. S. 2791 was presented to the President on December 14, 2016.

s. S. 612, WATER INFRASTRUCTURE IMPROVEMENTS FOR THE NATION ACT (WIIN)—Sec. 5002 of the Act reauthorizes the

Denali commission through 2021. THE DAM REHABILITATION AND REPAIR ACT OF 2015 was enacted as Sec. 5006 and amends the National Dam Safety Program Act to add a dam rehabilitation program to provide grants to high hazard potential dams. S. 612 was considered under a rule, amended and passed 360–61 on December 8, 2016. The bill was then laid before the Senate. On December 10, the Senate agreed to the House amendment to S. 612, 78–21, and on December 14, it was presented to the President.

SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

1. Moving Ahead for Progress in the 21st Century Act (MAP–21) Implementation. MAP–21 reauthorized federal surface transportation programs for the first time since 2005. Enacted in July 2012, MAP–21 represents an investment in the Nation’s transportation infrastructure that translates into safer travel, more efficient commerce, faster project approval and delivery, and the creation of thousands of jobs. To inform the Members’ discussion regarding drafting the next surface transportation reauthorization bill, the Subcommittee’s oversight activities in the 114th Congress continued to focus on implementation of MAP–21, specifically in the following areas: streamlining project delivery, performance and accountability, transportation planning, New Starts program, transit safety oversight, public transportation emergency relief program, and research and transportation technologies activities.

Activities

On May 27, 2015, 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 the GAO review the FTA’s application evaluation and selection processes for grant recipients of the Emergency Relief Program.

Also on May 27, 2015, 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 the GAO review how the FHWA and states are implementing changes made by MAP–21 to bridge projects in terms of how they are managed, funded, and prioritized.

On August 18, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA) along with 30 Representatives wrote a letter to the DOT to request a performance measure on greenhouses gases be excluded from the final rule on “National Performance Management Measures; Assessing Performance of the National Highway System, Congestion Mitigation and Air Quality Improvement Program, and Freight Movement on the Interstate System.”

2. 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. Projections showed that the cash balances in the HTF's Highway Account and Mass Transit Account would drop below prudent levels sometime in fiscal year 2015. The Subcommittee monitored the status and solvency of the HTF, and its ability to fully fund the programs authorized under MAP-21 and to meet future surface transportation investment needs.

Activities

On December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed by the President. The FAST Act ensures that the HTF can meet its obligations through fiscal year 2020.

3. Regulatory Oversight.

a. Compliance, Safety, Accountability Program. The FMCSA CSA Program uses existing safety data collected by FMCSA and state agencies to target enforcement activities at truck and bus companies based on crash risk, as measured by a history of safety violations. In February 2014, GAO issued a report identifying serious flaws with the methodology and data quality of the Safety Measurement System, a key component of the CSA program, and made recommendations to the DOT. The FAST Act requires FMCSA to implement a corrective action plan to address deficiencies in the CSA program identified by GAO and the National Academies. The FAST Act requires FMCSA to remove from its website the CSA scores of certain motor carriers until the Inspector General of the DOT certifies that the corrective action plan has been implemented. On the date of enactment of the FAST Act, FMCSA removed the CSA scores from its website. The Subcommittee continued to monitor FMCSA's progress in carrying out the FAST Act mandates to reform the CSA program.

Activities

On April 29, 2015, the Subcommittee held a hearing entitled "The Future of Commercial Motor Vehicle Safety: Technology, Safety Initiatives, and the Role of Federal Regulation." The purpose of the hearing was to review the status of commercial motor vehicle safety. The Subcommittee heard testimony from representatives of the Owner-Operator Independent Drivers Association, the American Trucking Associations, the Commercial Vehicle Safety Alliance, the United Motorcoach Association, and the International Brotherhood of Teamsters.

On April 13, 2016, the Subcommittee held a roundtable discussion entitled "Implementing Motor Carrier Provisions of the FAST Act." The purpose of the roundtable was to discuss the implementation of the motor carrier provisions in the FAST Act. The Subcommittee heard from representatives of the FMCSA, American Trucking Associations, Owner-Operator Independent Drivers Association, Greyhound Lines, Inc., Commercial Vehicle Safety Alliance, and the Advocates for Highways and Auto Safety.

b. Hours of Service (HOS). On December 27, 2011, FMCSA issued a final rule revising the HOS requirements for commercial

truck drivers. The HOS rule limits a truck driver's work week to 70 hours, 11 hours of daily driving time, a maximum driving window of 14 consecutive hours, and stipulates that drivers cannot drive after working eight hours without first taking a break of at least 30 minutes. In addition, the rule requires truck drivers to take a "34-hour restart" in order to restart the clock on their work week. The "34-hour restart" provision must overlap during two periods between 1:00 a.m. and 5:00 a.m. The HOS rule became effective on July 1, 2013. In a March 31, 2014, letter to the Comptroller General, Committee on Transportation and Infrastructure Chairman Bill Shuster (R-PA) requested GAO to evaluate and report to the Committee on the validity of the key assumptions, data, and methodology used by the FMCSA in its Regulatory Impact Analysis (RIA), which was completed as part of the agency's HOS rule-making. The GAO issued its report on July 29, 2015. In the fiscal year 2015 Omnibus, Consolidated and Further Continuing Appropriations Act (P.L. 113-235), Congress temporarily suspended the 34-hour restart provision contained in the 2011 rule until September 30, 2015, or upon submission of the report required by the Secretary on the impact of this provision, whichever comes later. The Consolidated Appropriations Act for fiscal year 2016 (P.L. 114-113) continued the suspension and further stipulated that the report had to demonstrate that the proposed rule improved safety, operator fatigue, and driver health and longevity before the rule could be implemented. However, P.L. 114-113 also provides that if the report does not meet the aforementioned criteria, drivers' ability to use the 34-hour restart will be suspended in its entirety. The Further Continuing and Security Assistance Appropriations Act, 2017 (P.L. 114-223) includes language to make clear that in the absence of a report demonstrating the required improvements, the modifications made to the 34-hour restart in 2011 would be permanently suspended. The Secretary has yet to provide the report to Congress. The Subcommittee continued to monitor the effectiveness and impacts of the HOS rule.

Activities

On April 29, 2015, the Subcommittee held a hearing entitled "The Future of Commercial Motor Vehicle Safety: Technology, Safety Initiatives, and the Role of Federal Regulation." The purpose of the hearing was to review the status of commercial motor vehicle safety. The Subcommittee heard testimony from representatives of the Owner-Operator Independent Drivers Association, the American Trucking Associations, the Commercial Vehicle Safety Alliance, the United Motorcoach Association, and the International Brotherhood of Teamsters.

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c. National Roadside Survey. The National Highway Traffic Safety Administration (NHTSA) conducts a national roadside survey to gather information and data about alcohol and drug impaired driving in the United States every ten years. The 2013 study drew criticism from local law enforcement agencies and individual citizens among others. Specifically, concerns were raised about whether it was clear to the public that participation in the survey was voluntary, that law enforcement personnel on scene were off-duty, and whether participants were subject to arrest.

Activities

On December 4, 2015, the FAST Act was signed by the President. The FAST Act requires NHTSA to ensure that participants understand that the survey is voluntary. The Subcommittee continued to monitor NHTSA's implementation of the FAST Act.

4. Fiscal Year 2016 and 2017 Budget Requests. The Subcommittee reviewed and evaluated the administration's fiscal year 2016 and 2017 budget requests for the Office of the Secretary of Transportation, FHWA, the FTA, FMCSA, and NHTSA.

SUBCOMMITTEE ON RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS

1. DOT Fiscal Year 2016 and 2017 Budgets. The Subcommittee will review and evaluate the fiscal year 2016 and 2017 budget proposals for the FRA, Amtrak, STB, the Railroad Retirement Board, the National Mediation Board, and the PHMSA.

2. Reauthorization of the FRA's Rail Infrastructure Programs. The FRA administers several rail infrastructure programs, including the Railroad Rehabilitation and Improvement Financing (RRIF) loan program, the High-Speed Intercity Passenger Rail (HSIPR) program, and the Rail Line Relocation and Improvement Capital Grant (RLR) program. RRIF is a direct and guaranteed loan program for rail and rail-intermodal infrastructure projects with \$35 billion in loan authority. The HSIPR program is a consolidation of two capital grant programs authorized in the Passenger Rail Investment and Improvement Act of 2008 (PRIIA)—the intercity passenger rail service grants to states, and the high-speed rail corridor development grants. These programs were appropriated a total of \$10.1 billion and many of the projects are entering into the construction phase. The Subcommittee will conduct oversight of these rail infrastructure programs and the ongoing construction of projects throughout the country as grantees begin to build-out their projects.

On February 3, 2015, the Subcommittee held a hearing on how the changing energy markets will affect transportation in the United States. The Subcommittee heard testimony on issues related to the Nation's energy renaissance and what the growth in production means for the transportation system of the United States. The Subcommittee received testimony from energy, pipeline, railroad, and railcar manufacturer stakeholders regarding their investment and views of the nexus between energy production, private infrastructure investment, and safety.

On December 3, 2013, Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R-CA) requested

that the DOT OIG assess FRA's policies and procedures for negotiating and amending HSIPR grant agreements, and evaluate FRA's oversight procedures for ensuring grant agreement terms are met. Chairman Denham's request was made because of concerns about FRA's agreement to allow the expenditure of Federal funds for the California high speed rail project in advance of required state matching funds. On April 1, 2015, the DOT released its report, making 5 recommendations to FRA to improve its stewardship of Federal funds, including better documentation of policy and procedures, and an amendment to Agency policy to establish a process for defining and assessing risk prior to executing amendments.

On December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed by the President. Title XI of the FAST Act reauthorized FRA's rail infrastructure programs.

3. Reauthorization of Amtrak. The Amtrak Reform and Accountability Act of 1997 fundamentally altered the statutory status of Amtrak, a corporation, by freeing Amtrak from a variety of detailed statutory restrictions governing the company's route system, capital structure, labor relations, and corporate governance. In 2008, PRIIA established more reforms and operational improvements along with authorizing appropriations for Amtrak capital grants, operating grants, and the Amtrak Inspector General. The Subcommittee continues to oversee Amtrak's performance and expenditure of its federal subsidy to ensure taxpayers receive a return on their investment in the corporation.

On December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed by the President. Title XI of the FAST Act reauthorized Amtrak and the Amtrak Inspector General.

4. Pipeline Safety Programs. The Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 reauthorized federal pipeline safety programs through fiscal year 2015. It provided for enhanced safety and reliability in pipeline transportation and ensures regulatory certainty, which will help create a positive environment for job development. The Subcommittee will continue to conduct oversight of the Office of Pipeline Safety at PHMSA regarding implementation of the act.

On February 3, 2015, the Subcommittee held a hearing on how the changing energy markets will affect transportation in the United States. The Subcommittee heard testimony on issues related to the Nation's energy renaissance and what the growth in production means for the transportation system of the United States. The Subcommittee received testimony from energy, pipeline, railroad, and railcar manufacturer stakeholders regarding their investment and views of the nexus between energy production, private infrastructure investment, and safety.

On April 14, 2015, the Subcommittee held an oversight hearing on rail, pipeline, and hazardous materials rulemakings. The Subcommittee received testimony from the FRA, PHMSA, and the NTSB on matters relating to current railroad, pipeline, and hazardous material rulemakings.

On July 28, 2015, the Subcommittee participated in a roundtable on innovations in pipeline technology. The purpose of the roundtable was to examine innovative technologies that improve the safety and efficiency of the United States pipeline network. Partici-

pants included representatives from Marathon Pipe Line, the Pipeline Research Council International, General Electric, and the NTSB.

On February 25, 2016, the Subcommittee held a hearing on reauthorizing the Pipeline Safety Act of 2011. The Subcommittee received testimony on the status of the 2011 Act mandates, as well as the need for a reauthorization of PHMSA's pipeline safety program.

On June 22, 2016, H.R. 4937, the Protecting our Infrastructure of Pipelines and Enhancing Safety (PIPES) Act of 2016 was signed into law. The PIPES Act is a four-year reauthorization of the Pipeline and Hazardous Materials Safety Administration's (PHMSA) pipeline safety programs. H.R. 4937 improves pipeline safety, enhances the quality and timeliness of agency rulemakings, and promotes better usage of data and technology to improve pipeline safety. The PIPES Act requires PHMSA to set Federal minimum safety standards for underground natural gas storage facilities, and allows states to go above those standards for intrastate facilities. It also revises liquefied natural gas facilities, and improves the agency's data collection through an information sharing system, establish an integrated pipeline safety database, and improving damage prevention. H.R. 4937 improves safety by authorizing emergency order authority that is tailored to the pipeline sector, taking into account public health and safety, network, and customer impacts. Additionally, it ensures that pipeline operators receive timely post-inspection information from PHMSA to allow them to maintain and improve their safety efforts.

5. Hazardous Materials Safety Programs. MAP-21 reauthorized PHMSA's hazardous materials safety programs. MAP-21 secured regulatory reforms, enhanced hazardous materials safety and enforcement, and improved training, data collection, and research. As PHMSA's Office of Hazardous Materials Safety continues implementation of MAP-21, the Subcommittee will conduct oversight on that progress.

On February 3, 2015, the Subcommittee held a hearing on how the changing energy markets will affect transportation in the United States. The Subcommittee heard testimony on issues related to the Nation's energy renaissance and what the growth in production means for the transportation system of the United States. The Subcommittee received testimony from energy, pipeline, railroad, and railcar manufacturer stakeholders regarding their investment and views of the nexus between energy production, private infrastructure investment, and safety.

On April 14, 2015, the Subcommittee held an oversight hearing on rail, pipeline, and hazmat rulemakings. The Subcommittee received testimony from the FRA, PHMSA, and the NTSB on matters relating to current railroad, pipeline, and hazardous material rulemakings.

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line Research Council International, General Electric, and the NTSB.

On December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed by the President. Title VII of the FAST Act reauthorized hazardous materials safety programs.

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 permitting programs under the CWA, including how the EPA and the Corps implement these programs in conjunction with the states. 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, and permitting of discharges of dredged or fill materials under the CWA section 404 permit program. Oversight also will include an examination of federal and state policies and efforts to address the presence of nutrients in waters under the CWA and other federal statutes, science and data quality issues, and continued efforts to improve the management of combined and sanitary sewer overflows, stormwater, and nonpoint source pollution.

In addition, 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; 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.

IMPACTS OF THE PROPOSED WATERS OF THE UNITED STATES RULE ON
STATE AND LOCAL GOVERNMENTS

On February 4, 2015, the Committee held a joint hearing with the Senate Committee on Environment and Public Works to review a joint EPA and the Corps proposed rulemaking to redefine the regulatory term “waters of the United States” under the CWA. The Committee heard testimony from the EPA, the Corps, State of Oklahoma, the National Association of State Departments of Agriculture, National Association of Counties, Clear Creek County, Colorado, and New York State Environmental Protection Bureau.

THE PRESIDENT’S FISCAL YEAR 2016 BUDGET: ADMINISTRATION
PRIORITIES FOR THE U.S. ENVIRONMENTAL PROTECTION AGENCY

On March 18, 2015, the Subcommittee held a hearing to review the EPA’s fiscal year 2016 budget request, as well as administration priorities for consideration by the Subcommittee as part of its legislative and oversight agenda for the first session of the 114th Congress. The Subcommittee heard testimony from EPA.

SECTION 319 PROGRAM

On August 17, 2015, Subcommittee on Water Resources and Environment Chairman Bob Gibbs (R–OH) wrote a letter to the Comptroller General requesting GAO conduct a study to determine if the EPA properly addressed GAO’s recommendations in a May 2012 report on implementation of the section 319 program, and to determine if the funds being appropriated to the program are being effectively used to address nonpoint source issues and improve water quality around the Nation. On July 14, 2016, GAO released report GAO–16–697R entitled “Environmental Protection Agency: Status of Efforts to Address Nonpoint Source Water Pollution through the Section 319 Program”.

SECTION 404(C) PERMITTING

On November 20, 2015, Subcommittee on Water Resources and Environment Chairman Bob Gibbs (R–OH) wrote a letter to the EPA requesting information on section 404(c) permitting process and EPA’s use of section 404(c) veto authority. The purpose of this request was to further understand how the agency’s actions will impact the many activities dependent upon section 404 permits. The requested documents were received.

EPA’S USE OF SOCIAL MEDIA PLATFORMS

On February 19, 2016, Committee on Transportation and Infrastructure Chairman Bill Shuster (R–PA) and Subcommittee on Water Resources and Environment Chairman Bob Gibbs (R–OH) wrote a letter to Director of OMB requesting information of GAO’s legal opinion concerning EPA’s use of social media platforms. This letter furthered the Subcommittee’s oversight activities related to the final waters of the United States rule. The requested documents were not received.

REVIEW OF REGIONAL WATER QUALITY IMPROVEMENT EFFORTS—
COLUMBIA RIVER BASIN

On June 16, 2016, Committee on Transportation and infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Comptroller General requesting GAO to review the federal water quality improvement and ecosystem restoration efforts in the Columbia River Basin. The GAO report is expected in the 115th Congress.

REVIEW OF REGIONAL WATER QUALITY IMPROVEMENT EFFORTS—SAN
FRANCISCO BAY

On June 16, 2016, Committee on Transportation and infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Comptroller General requesting GAO to review the federal water quality improvement and ecosystem restoration efforts in the San Francisco Bay. The GAO report is expected in the 115th Congress.

REVIEW OF REGIONAL WATER QUALITY IMPROVEMENT EFFORTS—
PUGET SOUND

On June 16, 2016, Committee on Transportation and infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Comptroller General requesting GAO to review the federal water quality improvement and ecosystem restoration efforts in the Puget Sound. The GAO report is expected in the 115th Congress.

REVIEW OF REGIONAL WATER QUALITY IMPROVEMENT EFFORTS—LONG
ISLAND SOUND

On June 16, 2016 Committee on Transportation and infrastructure Chairman Bill Shuster (R-PA) and Ranking Member Peter A. DeFazio (D-OR) wrote a letter to the Comptroller General requesting GAO to review the federal water quality improvement and ecosystem restoration efforts in the Long Island Sound. The GAO report is expected in the 115th Congress.

2. Army Corps of Engineers Water Resources Program. The Subcommittee will review efforts to improve the efficiency and effectiveness of the organization, management, and mission of the civil works program of the Corps, including the selection, planning, and implementation of water resources projects; financing of harbor and inland waterways infrastructure, and utilization of large, medium, and small harbors; the backlog of uninitiated Corps construction 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, and consistent implementation of the agency's regulatory programs, including those pertaining to wetlands (including the 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, including those that were intended to streamline the project planning and project delivery process.

Continued investments in our Nation's infrastructure will create 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.

The Subcommittee initiated a study to be carried out by GAO to review water storage pricing at Corps facilities.

AQUATIC INVASIVE SPECIES

Section 1039 of the Water Resources Reform and Development Act of 2014 (WRRDA 2014) (P.L. 113–121) requires GAO to carry out an assessment of the costs incurred by federal agencies in combating aquatic invasive species and the funding provided to the agencies for these activities. On November 30, 2015, GAO released report GAO–16–49 entitled “Aquatic Invasive Species: Additional Steps Could Help Measure Federal Progress in Achieving Strategic Goals”.

RESERVOIR OPERATIONS

Section 1046 of WRRDA 2014 (P.L. 113–121) requires the GAO to carry out a review of Corps' reservoir project operations to ensure greater efficiencies related to flood, drought, and storm conditions. On July 26, 2016, GAO released report GAO–16–685 entitled “Army Corps of Engineers: Additional Steps Needed for Review and Revision of Water Control Manuals”.

INLAND WATERWAY TRUST FUND REVENUE COLLECTION

Section 2003 of WRRDA 2014 (P.L. 113–121) requires the GAO to review the efficiency of revenue collection related to the fuel tax charged on commercial operators on the Nation's inland waterway system, to determine if current methods result in full compliance with the law. On July 29, 2016, GAO released report GAO–16–682 entitled “Inland Waterways Fuel Tax: Additional Data Could Enhance IRS's Efforts to Ensure Taxpayer Compliance”.

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. The GAO report is expected in the 115th Congress.

LEVEE SAFETY

Section 3016 of WRRDA 2014 (P.L. 113–121) requires the GAO to carry out a review of opportunities to better align federal programs to provide incentives promoting shared responsibility for levee safety. On July 26, 2016, GAO released report GAO–16–709 entitled “Army Corps and FEMA Have Made Little Progress in Carrying Out Required Activities”.

MANAGEMENT OF FLOOD, DROUGHT, AND STORM DAMAGE

Section 3024 of WRRDA 2014 (P.L. 113–121) instructed GAO to review the Corps' policies and practices related to water resources

management in response to floods, storms, and droughts to ensure it is taking appropriate measures to prepare for and respond to these extreme events. On July 22, 2015, GAO released report GAO-15-660 entitled “Army Corps of Engineers: Efforts to Assess the Impact of Extreme Weather Events”.

MISSOURI RIVER

Section 4003 of WRRDA 2014 (P.L. 113-121) requires GAO to review the progress made by federal agencies in snowpack and soil moisture monitoring and associated data collection in the Missouri River Basin. On June 9, 2015, GAO released report GAO-15-558R entitled “Missouri River Basin: Agencies’ Progress Improving Water Monitoring is Limited”.

DAM SAFETY

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’ dam safety/cost-sharing issues, such as differences between the Corps’ dam safety assurance program and its dam safety rehabilitation program, who typically pays the non-federal cost-share and how those non-federal cost-shares are delineated, and how the Corps determines whether a dam safety project is to be carried out using construction or operation and maintenance funds and how that determination impacts the overall cost-share. On December 10, 2015, GAO released report GAO-16-106 entitled “Army Corps of Engineers: Actions Needed to Improve Cost Sharing for Dam Safety Repairs”.

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 relocation 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. The GAO report is expected in the 115th Congress.

A REVIEW OF THE PRESIDENT’S FISCAL YEAR 2016 BUDGET REQUEST FOR THE UNITED STATES ARMY CORPS OF ENGINEERS AND TENNESSEE VALLEY AUTHORITY

On April 22, 2015, the Subcommittee held a hearing to review the fiscal year 2016 budget requests for the Corps and Tennessee Valley Authority (TVA), as well as the administration’s priorities for consideration in the Subcommittee’s legislative and oversight agenda for the first session of the 114th Congress. The Subcommittee heard testimony from the Corps and TVA.

ONE-YEAR ANNIVERSARY AFTER ENACTMENT: IMPLEMENTATION OF
THE WATER RESOURCES REFORM AND DEVELOPMENT ACT OF 2014

On June 10, 2015, the Subcommittee held a hearing to review the progress of implementation of WRRDA 2014. The Subcommittee heard testimony from the Corps.

THE IMPORTANCE OF PORT, WATERWAY, FLOOD CONTROL, AND ECOSYSTEM RESTORATION IMPROVEMENTS TO THE NATION'S ECONOMY: CONCEPTS FOR THE NEXT WATER RESOURCES DEVELOPMENT ACT

On November 13, 2015, the Subcommittee held a roundtable in New Orleans, Louisiana, to review federal and non-federal activities related to the planning, construction, operation, and maintenance of the Nation's water resources infrastructure. The roundtable also served as an initiation of the Water Resources Development Act 2016 process. The Subcommittee heard testimony from Louisiana Coastal Protection and Restoration Authority, president of St. John Parish, Louisiana, National Association of Flood and Stormwater Management Agencies, National Waterways Conference, American Association of Port Authorities, Waterways Council, Inc., and Greater New Orleans, Inc.

A REVIEW OF UNITED STATES ARMY CORPS OF ENGINEERS REPORTS TO CONGRESS ON FUTURE WATER RESOURCES DEVELOPMENT AND CHIEF'S REPORTS

On February 24, 2016, the Subcommittee held a hearing to review 23 pending Corps Chief's Reports that had been submitted to Congress since the passage of WRRDA 2014 and the process the Corps undertakes when developing its projects and activities authorized by Congress that benefit the Nation. The Subcommittee heard testimony from the Army (Civil Works) and the Corps.

A REVIEW OF UNITED STATES ARMY CORPS OF ENGINEERS REPORTS TO CONGRESS ON FUTURE WATER RESOURCES DEVELOPMENT AND CHIEF'S REPORTS, PART 2

On May 17, 2016, the Subcommittee held a hearing to review the four Chief's Reports and six Post-Authorization Change Reports submitted to Congress since the last Subcommittee hearing on Chief's Reports on February 24, 2016, and the process the Corps undertakes when developing its projects and activities authorized by Congress that benefit the Nation. The Subcommittee heard testimony from the Corps.

FEDERAL MARITIME NAVIGATION PROGRAMS: INTERAGENCY COOPERATION AND TECHNOLOGICAL CHANGE

On September 7, 2016, the Subcommittee held a joint hearing with the Subcommittee on Coast Guard and Maritime Transportation to review federal maritime navigation programs. The Subcommittee heard testimony from the Coast Guard, the Corps, and NOAA.

A REVIEW OF UNITED STATES ARMY CORPS OF ENGINEERS REPORTS TO CONGRESS ON FUTURE WATER RESOURCES DEVELOPMENT AND CHIEF'S REPORTS, PART 3

On September 15, 2016, the Subcommittee held a hearing to review the two Chief's Reports and two Post-Authorization Change Reports submitted to Congress since the last Subcommittee hearing on Chief's Reports on May 17, 2016 and the process the Corps undertakes when developing its projects and activities authorized by Congress that benefit the Nation. The Subcommittee heard testimony from the Corps.

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 and the process of assessing natural resources damages.

In addition, the Subcommittee will review the liability, financing, and settlement mechanisms and procedures under the current Superfund program, including implementation of the Small Business Liability Relief and Brownfields Revitalization Act. This will include evaluating the need for additional liability 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.

HELPING REVITALIZE AMERICAN COMMUNITIES THROUGH THE
BROWNFIELDS PROGRAM

On July 22, 2015, the Subcommittee held a hearing to review stakeholder opinions on the Brownfields Program. The Subcommittee heard testimony from EPA, Ohio Environmental Protection Agency, U.S. Conference of Mayors, TRC Companies, Inc., National Ground Water Association, and Maryland Commission on Environmental Justice and Sustainability.

ABANDONED MINES IN THE UNITED STATES AND OPPORTUNITIES FOR
GOOD SAMARITAN CLEANUPS

On October 21, 2015, the Subcommittee held a hearing to review the problem of abandoned mines in the United States and opportunities to remediate abandoned mines through non-federal participation. The Subcommittee heard testimony from EPA, Interstate Mining Compact Commission, National Association of Abandoned Mine Land Programs, National Mining Association, Keystone Policy Center, Trout Unlimited, and Earthworks.

4. Tennessee Valley Authority. The Subcommittee will review the management of the TVA and its programs, including its energy program and operations in the current marketplace 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 just over \$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 will revisit TVA's debt reduction activities and variables that impact their debt reduction strategies.

A REVIEW OF THE PRESIDENT'S FISCAL YEAR 2016 BUDGET REQUEST
FOR THE UNITED STATES ARMY CORPS OF ENGINEERS AND TENNESSEE VALLEY AUTHORITY

On April 22, 2015, the Subcommittee held a hearing to review the fiscal year 2016 budget requests for the Corps and TVA, as well as the administration's priorities for consideration in the Subcommittee's legislative and oversight agenda for the first session of the 114th Congress. The Subcommittee heard testimony from the Corps and TVA.

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. The GAO report is expected in the 115th Congress.

TENNESSEE VALLEY AUTHORITY PENSION SYSTEM MODIFICATIONS

On April 11, 2016, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) wrote a letter to the President and Chief Executive Officer of the Tennessee Valley Authority, expressing concerns with, and requesting information about, a Tennessee Valley Authority Retirement System Board of Directors' plan to modify the pension systems of more than 30,000 federal employees. A response was received on April 22, 2016.

TENNESSEE VALLEY AUTHORITY COAL ASH IMPOUNDMENT SITE CLOSURE PLANS

On August 18, 2016, Committee on Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR) wrote a letter to the President and Chief Executive Officer of Tennessee Valley Authority, expressing concerns with, and requesting information about, a June 2016 TVA Record of Decision detailing TVA's plans to close TVA coal ash impoundment sites. A response was received on September 19, 2016.

HEARINGS HELD PURSUANT TO CLAUSES 2(n)(o) AND (p) OF RULE XI

114-1 "Federal Aviation Administration Reauthorization: Reforming and Streamlining the FAA's Regulatory Certification Processes." Full Committee. January 21, 2015

114-5 "Surface Transportation Reauthorization Bill: Laying the Foundation for U.S. Economic Growth and Job Creation, Part 1." Full Committee. February 11, 2015

114-7 "Federal Aviation Administration Reauthorization: Enabling a 21st-Century Aviation System." Subcommittee on Aviation. March 3, 2015

114-8 "Surface Transportation Reauthorization Bill: Laying the Foundation for U.S. Economic Growth and Job Creation, Part 2." Full Committee. March 17, 2015

114-11 "Options for Federal Aviation Administration Air Traffic Control Reform." Subcommittee on Aviation. March 24, 2015

114-17 "Coast Guard Major Acquisitions." Subcommittee on Coast Guard and Maritime Transportation. May 14, 2015

114-20 "One-Year Anniversary After Enactment: Implementation of the Water Resources Reform and Development Act of 2014." Subcommittee on Water Resources and Environment. June 10, 2015

114-22 "Saving Taxpayer Dollars in Federal Real Estate: Reducing the Government's Space Footprint." Subcommittee on Economic Development, Public Buildings, and Emergency Management. June 16, 2015

114-23 "The State of Positive Train Control Implementation in the United States." Subcommittee on Railroads, Pipelines, and Hazardous Materials. June 24, 2015

114-27 "The Great Lakes Restoration Initiative: A Review of the Progress and Challenges in Restoring the Great Lakes." Subcommittee on Water Resources and Environment. September 30, 2015

114-32 "The Status of Coast Guard Cutter Acquisition Programs." Subcommittee on Coast Guard and Maritime Transportation. February 3, 2016

114–36 “Saving Taxpayer Dollars by Reducing Federal Office Space Costs.” Subcommittee on Economic Development, Public Buildings, and Emergency Management. March 1, 2016

114–40 “Controlling the Rising Cost of Federal Responses to Disaster.” Subcommittee on Economic Development, Public Buildings, and Emergency Management. May 12, 2016

114–42 “Border Station Construction: Minimizing Costs and Leveraging Private Dollars.” Subcommittee on Economic Development, Public Buildings, and Emergency Management. May 18, 2016

114–43 “Improving the Safety and Reliability of the Washington Metro.” Subcommittee on Highways and Transit. May 24, 2016

114–45 “A Review of the Federal Aviation Administration’s Air Traffic Controller Hiring, Staffing and Training Plans.” Subcommittee on Aviation. June 15, 2016

114–47 “Independent Leasing Authorities: Increasing Oversight and Reducing Costs of Space Leased by Federal Agencies.” Subcommittee on Economic Development, Public Buildings, and Emergency Management. July 6, 2016

114–50 “Continued Oversight of the California High-Speed Rail Project.” Subcommittee on Railroads, Pipelines, and Hazardous Materials. August 29, 2016

114–54 “Department of Veterans Affairs Leases: Is the VA Overpaying for Leased Medical Facilities?” Subcommittee on Economic Development, Public Buildings, and Emergency Management. September 28, 2016