

Union Calendar No. 440

109th Congress, 2nd Session - - - - - House Report 109-738

(109-102)

SUMMARY OF LEGISLATIVE AND OVERSIGHT ACTIVITIES

ONE HUNDRED NINTH CONGRESS

FIRST SESSION

Convened January 4, 2005
Adjourned December 22, 2005

SECOND SESSION

Convened January 31, 2006
Adjourned December 8, 2006

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

U.S. HOUSE OF REPRESENTATIVES



DECEMBER 29, 2006.—Committed to the Committee of the Whole House
on the State of the Union and ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

59-006

WASHINGTON : 2006

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LETTER OF SUBMITTAL

DECEMBER 29, 2006.

Hon. KAREN HAAS,
Clerk, House of Representatives,
Washington, DC.

DEAR MS. HAAS: In compliance with Rule XI, Clause 1(d) of the Rules of the House of Representatives, there is transmitted herewith the Summary of Activities of the Committee on Transportation and Infrastructure for the 109th Congress.

The purpose of this report is to provide the Members of the House of Representatives, and the general public, with an overview of the legislative and oversight activities conducted by the Committee pursuant to Rule X, Clause 1(r) of the Rules of the House of Representatives.

This document is intended as a general reference tool, and not as a substitute for the hearing records, reports, and other Committee files.

Sincerely Yours,

DON YOUNG,
Chairman, Committee on Transportation
and Infrastructure.

Enclosure.

Union Calendar No. 440

109TH CONGRESS } 2d Session }	HOUSE OF REPRESENTATIVES {	REPORT 109-738
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SUMMARY OF LEGISLATIVE AND OVERSIGHT ACTIVITIES—COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

DECEMBER 29, 2006.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. YOUNG of Alaska, from the Committee on Transportation and Infrastructure, submitted the following

R E P O R T

PROVISIONS OF THE RULES OF THE HOUSE OF REPRESENTATIVES APPLICABLE TO COMMITTEE ACTIVITIES; JURISDICTION OF THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

“RULE X

“ESTABLISHMENT AND JURISDICTION OF STANDING COMMITTEES

“The Committees and Their Jurisdiction

“1. There shall be in the House the following standing committees, each of which shall have the jurisdiction and related functions assigned to it by this clause and clauses 2, 3, and 4; and all bills, resolutions, and other matters relating to subjects within the jurisdiction of any standing committee as listed in this clause shall (in accordance with and subject to clause 5) be referred to such committees, as follows:

“(q) Committee on Transportation and Infrastructure.

“(1) Coast Guard, including lifesaving service, lighthouses, lightships, ocean derelicts, and the Coast Guard Academy.

“(2) Federal management of emergencies and natural disasters.

“(3) Flood control and improvement of rivers and harbors.

“(4) Inland waterways.

“(5) Inspection of merchant marine vessels, lights and signals, lifesaving equipment, and fire protection on such vessels.

“(6) Navigation and the 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) Measures relating to the Capitol Building and the Senate and House office buildings.

“(10) Measures relating to the construction or maintenance of roads and post roads, other than appropriations therefore; but it shall not be in order for any bill providing general legislation in relation to roads to contain any provision for any specific road, nor for any bill in relation to a specific road to embrace a provision in relation to any other specific road.

“(11) Measures relating to the construction or reconstruction, maintenance, and care of the buildings and grounds of the Botanic Gardens, the Library of Congress, and the Smithsonian Institution.

“(12) Measures relating to merchant marine, except for national security aspects of merchant marine.

“(13) Measures relating to the purchase of sites and construction of post offices, customhouses, Federal courthouses, and Government buildings within the District of Columbia.

“(14) Oil and other pollution of navigable waters, including inland, coastal, and ocean waters.

“(15) Marine affairs (including coastal zone management) as they relate to oil and other pollution of navigable waters.

“(16) Public buildings and occupied or improved grounds of the United States generally.

“(17) Public works for the benefit of navigation, including bridges and dams (other than international bridges and dams).

“(19) Roads and the safety thereof.

“(20) Transportation, including civil aviation, railroads, water transportation, transportation safety (except automobile safety), transportation infrastructure, transportation labor, and railroad retirement and unemployment (except revenue measures related thereto).

“(21) Water power.

FOREWORD

The 109th Congress produced landmark legislation to authorize funding for highways, highway safety, public transportation, motor carrier safety, research and hazardous materials transportation, highway improvements and mass transit, creating jobs and insuring the nation can meet the challenge of moving goods and people on our transportation infrastructure. The Committee on Transportation and Infrastructure led the effort to enact SAFETEA: LU—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The funds provided by this legislation sparked a wave of construction that fuels the economy and promises a more prosperous future for the users of all modes of surface transportation.

In August of 2005 the country witnessed a massive natural disaster, which struck the states of Louisiana, Texas, Mississippi and Alabama and challenged the resources of the Federal agencies responsible for responding in emergencies. Hurricane Katrina, followed quickly by Hurricane Rita, left a trail of destruction the scale and costs of which are unprecedented in United States history. These disasters created heroes among our Federal disaster responders, including the United States Coast Guard, which saved thousands of suffering people from rooftops and also those individuals in the Federal Emergency Management Agency (FEMA) who gave up months of their lives to relocate to the disaster areas to provide response services. The efforts of the Army Corps of Engineers to ensure prompt debris removal allowed the rebuilding and recovery of this devastated region to begin. The Department of Transportation used its authority to rebuild highways and bridges devastated by these terrible storms.

The Committee on Transportation and Infrastructure immediately approved legislation to provide more disaster assistance to those dislocated by the hurricanes, but also approved legislation to restore FEMA's ability to provide the level of coordination and response which the American people deserve in their time of dire need.

The Committee's commitment to preserving the missions of the United States Coast Guard and to providing authority and funding for the Army Corps of Engineers flood control programs will be directly responsible for saving lives and protecting property in any future disaster, no matter the cause.

The Committee is proud of its bipartisan efforts to improve highway, transit, water, and aviation systems and to protect Americans in the aftermath of disasters. The Chairmen of the Subcommittees working closely with the Ranking Democratic Members, conducted many extremely informative hearings and improved the management of federal agencies through successful oversight. I want to ex-

press my appreciation for the effort of the Members and the outstanding committee staff for the Committee's productive two years.

It is with pride and gratitude that the House Committee on Transportation and Infrastructure submits its summary of legislative and oversight activities for the 109th Congress—accomplishments that will have a lasting positive impact on the economy of the United States for many years to come.

BILLS ENACTED INTO LAW

PUBLIC LAW NUMBER	DATE ENACTED	BILL NUMBER	TITLE
PL 109-10	Apr. 29, 2005	H.R. 787	To designate the United States courthouse located at 501 I Street in Sacramento, California, as the "Robert T. Matsui United States Courthouse".
PL 109-14	May 31, 2005	H.R. 2566	To provide an extension of highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a law reauthorizing the Transportation Equity Act for the 21st Century.
PL 109-16	June 29, 2005	H.R. 483	To designate a United States courthouse in Brownsville, Texas, as the "Reynaldo G. Garza and Filemon B. Vela United States Courthouse".
PL 109-20	June 30, 2005	H.R. 3104	To provide an extension of highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a law reauthorizing the Transportation Equity Act for the 21st Century.
PL 109-35	July 20, 2005	H.R. 3332	To provide an extension of highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a law reauthorizing the Transportation Equity Act for the 21st Century.
PL 109-37	July 22, 2005	H.R. 3377	To provide an extension of highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a law reauthorizing the Transportation Equity Act for the 21st Century.
PL 109-40	July 28, 2005	H.R. 3453	To provide an extension of highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a law reauthorizing the Transportation Equity Act for the 21st Century.
PL 109-42	July 30, 2005	H.R. 3512	To provide an extension of highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a law reauthorizing the Transportation Equity Act for the 21st Century.
PL 109-58	Aug. 8, 2005	H.R. 6	To ensure jobs for our future with secure, affordable, and reliable energy.
PL 109-59	Aug. 10, 2005	H.R. 3	To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.
PL 109-74	Sept. 30, 2005	H.R. 3649	To ensure funding for sportfishing and boating safety programs funded out of the Highway Trust Fund through the end of fiscal year 2005, and for other purposes.

BILLS ENACTED INTO LAW

PUBLIC LAW NUMBER	DATE ENACTED	BILL NUMBER	TITLE
PL 109-87	Oct. 7, 2005	S. 1786	A bill to authorize the Secretary of Transportation to make emergency airport improvement project grants-in-aid under title 49, United States Code, for repairs and costs related to damage from Hurricanes Katrina and Rita.
PL 109-88	Oct. 7, 2005	S. 1858	To provide for community disaster loans.
PL 109-89	Oct. 13, 2005	S. 1413	A bill to redesignate the Crowne Plaza in Kingston, Jamaica, as the Colin L. Powell Residential Plaza.
PL 109-90	Oct. 18, 2006	H.R. 2360	Making appropriations for the Department of Homeland Security for the fiscal year ending September 30, 2006, and for other purposes.
PL 109-98	Nov. 11, 2005	H.R. 2967	To designate the Federal building located at 333 Mt. Elliott Street in Detroit, Michigan, as the "Rosa Parks Federal Building".
PL 109-99	Nov. 11, 2005	H.R. 3765	A bill to extend through March 31, 2006, the authority of the Secretary of the Army to accept and expend funds contributed by non-Federal public entities and to expedite the processing of permits.
PL 109-101	Nov. 11, 2005	S. 1285	A bill to designate the Federal building located at 333 Mt. Elliott Street in Detroit, Michigan, as the "Rosa Parks Federal Building".
PL 109-137	Dec. 22, 2005	H.R. 3963	To amend the Federal Water Pollution Control Act to extend the authorization of appropriations for Long Island Sound.
PL 109-139	Dec. 22, 2005	H.R. 4324	To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to reauthorize the predisaster mitigation program, and for other purposes.
PL 109-141	Dec. 22, 2006	H.R. 4508	To commend the outstanding efforts in response to Hurricane Katrina by members and employees of the Coast Guard, to provide temporary relief to certain persons affected by such hurricane with respect to certain laws administered by the Coast Guard, and for other purposes.
PL 109-171	Feb. 8, 2006	S. 1932	To provide for reconciliation pursuant to section 202(a) of the concurrent resolution on the budget for fiscal year 2006 (H. Con. Res. 95).
PL 109-176	Mar. 6, 2006	S. 1777	To provide relief for the victims of Hurricane Katrina.
PL 109-209	Mar. 24, 2006	H.R. 4826	To extend through December 31, 2006, the authority of the Secretary of the Army to accept and expend funds contributed by non-Federal public entities to expedite the processing of permits.
PL 109-214	Apr. 11, 2006	S. 2116	To transfer jurisdiction of certain real property to the Supreme Court.
PL 109-218	Apr. 20, 2006	H.R. 4979	To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to clarify the preference for local firms in the award of certain contracts for disaster relief activities.
PL 109-221	May. 12, 2006	H.R. 3351	To make technical corrections to laws relating to Native Americans, and for other purposes.

BILLS ENACTED INTO LAW

PUBLIC LAW NUMBER	DATE ENACTED	BILL NUMBER	TITLE
PL 109-241	Jul. 12, 2006	H.R. 889	To authorize appropriations for the Coast Guard for fiscal year 2006, to make technical corrections to various laws administered by the Coast Guard, and for other purposes.
PL 109-295	Oct. 4, 2006	H.R. 5541	Making appropriations for the Department of Homeland Security for the fiscal year ending September 30, 2007, and for other purposes.
PL 109-305	Oct. 6, 2006	H.R. 5074	To amend the Railroad Retirement Act of 1974 to provide for continued payment of railroad retirement annuities by the Department of the Treasury, and for other purposes.
PL 109-306	Oct. 6, 2006	H.R. 5187	To amend the John F. Kennedy Center Act to authorize additional appropriations for the John F. Kennedy Center for the Performing Arts for fiscal year 2007.
PL 109-308	Oct. 6, 2006	H.R. 3858	To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to ensure that State and local emergency preparedness operational plans address the needs of individuals with household pets and service animals following a major disaster or emergency.
PL 109-331	Oct. 12, 2006	H.R. 5546	To designate the United States courthouse to be constructed in Greenville, South Carolina, as the "Carroll A. Campbell, Jr. United States Courthouse".
PL 109-332	Oct. 12, 2006	H.R. 5606	To designate the Federal building and United States courthouse located at 221 and 211 West Ferguson Street in Tyler, Texas, as the "William M. Steger Federal Building and United States Courthouse".
PL 109-335	Oct. 12, 2006	H.R. 6051	To designate the Federal building and United States courthouse located at 2 South Main Street in Akron, Ohio, as the "John F. Seiberling Federal Building and United States Courthouse".
PL 109-339	Oct. 12, 2006	H.R. 315	To designate the United States courthouse at 300 North Hogan Street, Jacksonville, Florida, as the "John Milton Bryan Simpson United States Courthouse".
PL 109-341	Oct. 13, 2006	H.R. 1463	To designate a portion of the Federal building located at 2100 Jamieson Avenue, in Alexandria, Virginia, as the "Justin W. Williams United States Attorney's Building".
PL 109-342	Oct. 13, 2006	H.R. 1556	To designate a parcel of land located on the site of the Thomas F. Eagleton United States Courthouse in St. Louis, Missouri, as the "Clyde S. Cahill Memorial Park".
PL 109-343	Oct. 13, 2006	H.R. 2322	To designate the Federal building located at 320 North Main Street in McAllen, Texas, as the "Kika de la Garza Federal Building".
PL 109-347	Oct. 13, 2006	H.R. 4954	To improve maritime and cargo security through enhanced layered defenses, and for other purposes.

BILLS ENACTED INTO LAW

PUBLIC LAW NUMBER	DATE ENACTED	BILL NUMBER	TITLE
PL 109-348	Oct. 13, 2006	H.R. 5026	To designate the Investigations Building of the Food and Drug Administration located at 466 Fernandez Juncos Avenue in San Juan, Puerto Rico, as the "Andres Toro Building".
PL 109-352	Oct. 13, 2006	S. 3661	A bill to amend section 29 of the International Air Transportation Competition Act of 1979 relating to air transportation to and from Love Field, Texas.
PL 109-359	Oct. 16, 2006	H.R. 5160	To establish the Long Island Sound Stewardship Initiative.
PL 109-381	Dec. 1, 2006	S. 1140	A bill to designate the State Route 1 Bridge in the State of Delaware as the "Senator William V. Roth, Jr. Bridge".
PL 109-392	Dec. 12, 2006	H.R. 6121	To amend the Federal Water Pollution Control Act to reauthorize a program relating to the Lake Pontchartrain Basin, and for other purposes.
PL 109-396	Dec. 15, 2006	H.R. 3699	To provide for the sale, acquisition, conveyance, and exchange of certain real property in the District of Columbia to facilitate the utilization, development, and redevelopment of such property, and for other purposes.
PL 109-434	Dec. 20, 2006	H.R. 6316	To extend through December 31, 2008, the authority of the Secretary of the Army to accept and expend funds contributed by non-Federal public entities to expedite the processing of permits.
PL 109-443	Dec. 21, 2006	H.R. 5076	To amend title 49, United States Code, to authorize appropriations for fiscal years 2007, 2008, and 2009, and for other purposes.
PL 109-449	Dec. 22, 2006	S. 362	To establish a program within the National Oceanic and Atmospheric Administration and the United States Coast Guard to help identify, determine sources of, assess, reduce, and prevent marine debris and its adverse impacts on the marine environment and navigation safety, in coordination with non-Federal entities, and for other purposes.
PL 109-460	Dec. 22, 2006	S. 2735	To amend the National Dam safety Program Act to reauthorize the national dam safety program, and for other purposes.
PL 109-	Dec. , 2006	H.R. 5483	To increase the disability earning limitation under the Railroad Retirement Act and to index the amount of allowable earnings consistent with increases in the substantial gainful activity dollar amount under the Social Security Act.
PL 109-	Dec. , 2006	H.R. 5782	To amend title 49, United States Code, to provide for enhanced safety and environmental protection in pipeline transportation, to provide for enhanced reliability in the transportation of the Nation's energy products by pipeline, and for other purposes.

COMMITTEE BILLS AND RESOLUTIONS THAT PASSED THE HOUSE BUT NOT ACTED ON BY THE
SENATE

BILL NUMBER	TITLE	PASSED THE HOUSE
H. Con. Res. 145	Expressing the sense of Congress in support of a national bike month and in appreciation of cyclists and others for promoting bicycle safety and the benefits of cycling.	July 25, 2006.
H. Con. Res. 152	Commemorating Mystic Seaport: the Museum of America and the Sea in recognition of its 75th year.	June 27, 2005.
H.R. 135	To establish the "Twenty-First Century Water Commission" to study and develop recommendations for a comprehensive water strategy to address future water needs.	Apr. 12, 2005.
H.R. 548	To designate the Federal building and United States courthouse located at 200 West 2nd Street in Dayton, Ohio, as the "Tony Hall Federal Building and United States Courthouse".	Feb. 8, 2005.
H.R. 1412	To amend the Ports and Waterways Safety Act to require notification of the Coast Guard regarding obstructions to navigation, and for other purposes.	June 27, 2005.
H.R. 1721	To amend the Federal Water Pollution Control Act to reauthorize programs to improve the quality of coastal recreation waters, and for other purposes.	Dec. 7, 2005.
H.R. 1817	To authorize appropriations for fiscal year 2006 for the Department of Homeland Security, and for other purposes.	May 18, 2005.
H.R. 3983	To expedite the construction of new refining capacity in the United States, to provide reliable and affordable energy for the American people, and for other purposes.	Oct. 7, 2005.
H.R. 4200	To improve the ability of the Secretary of Agriculture and the Secretary of the Interior to promptly implement recovery treatments in response to catastrophic events affecting Federal lands under their jurisdiction, including the removal of dead and damaged trees and the implementation of reforestation treatments, to support the recovery of non-Federal lands damaged by catastrophic events, to revitalize Forest Service experimental forests, and for other purposes.	May 17, 2006.
H.R. 4500	To designate certain buildings of the Centers for Disease Control and Prevention.	Dec. 13, 2005.
H.R. 4530	To designate the Federal building and United States courthouse located at 101 Barr Street in Lexington, Kentucky, as the "Scott Reed Federal Building and United States Courthouse".	May 22, 2005.
H.R. 4653	To repeal a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.	Sept. 20, 2006.
H.R. 4700	To provide for the conditional conveyance of any interest retained by the United States in St. Joseph Memorial Hall in St. Joseph, Michigan.	May 3, 2006.
H.R. 4981	To amend the National Dam Safety Program Act	Sept. 27, 2006.
H.R. 5013	To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to prohibit the confiscation of firearms during certain national emergencies.	July 25, 2006.
H.R. 5681	To authorize appropriations for the Coast Guard for fiscal year 2007, and for other purposes.	Sept. 28, 2006.
H.R. 5689	To amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes.	June 28, 2006.
H.R. 6233	To amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes.	Sept. 29, 2006.
H.R. 6428	To authorize the Secretary of the Army to carry out certain elements of the project for hurricane and storm damage reduction, Morganza to the Gulf of Mexico, Louisiana.	Dec. 9, 2006.

COMMITTEE BILLS REPORTED TO THE HOUSE BUT NOT ACTED UPON

BILL NUMBER	REPORT NUMBER	DATE REPORTED	TITLE
H.R. 1496	House Report 109–98	May 26, 2005	To return general aviation to Ronald Reagan Washington National Airport.
H.R. 624	House Report 109–166	July 13, 2005	To amend the Federal Water Pollution Control Act to authorize appropriations for sewer overflow control grants.
H.R. 1359	House Report 109–167	July 13, 2005	To amend the Federal Water Pollution Control Act to extend the pilot program for alternative water source projects.
H. Res. 378	House Report 109–167, Part I (Education and the Workforce).	July 27, 2005	Recognizing and honoring the 15th anniversary of the signing of the Americans with Disabilities Act of 1990.
H.R. 1640	House Report 109–215, Part I (Energy and Commerce).	July 29, 2005	To ensure jobs for our future with secure and reliable energy.
H.R. 610	House Report 109–216, Part I (Science).	July 29, 2005	To provide for Federal energy research, development, demonstration, and commercial application activities, and for other purposes.
H.R. 3405	House Report 109–261, Part I (Agriculture).	Oct. 31, 2005	To prohibit the provision of Federal economic development assistance for any State or locality that uses the power of eminent domain power to obtain property for private commercial development or that fails to pay relocation costs to persons displaced by use of the power of eminent domain for economic development purposes.
H. Res. 488	House Report 109–269	Nov. 3, 2005	Requesting that the President transmit to the House of Representatives information in his possession relating to contracts for services or construction related to Hurricane Katrina recovery.
H.R. 1630	House Report 109–280	Nov. 8, 2005	To provide for the financing of high-speed rail infrastructure, and for other purposes.
H.R. 1631	House Report 109–314, Part I (Transportation).	Nov. 8, 2005	
	House Report 109–314, Part II (Ways and Means).	Feb. 3, 2006	
H.R. 3889	House Report 109–299, Part I (Judiciary).	Nov. 16, 2005	To further regulate and punish illicit conduct relating to methamphetamine, and for other purposes.
	House Report 109–299, Part II (Energy and Commerce).	Nov. 17, 2005	
H.R. 4438	House Report 109–364	Dec. 22, 2005	To establish special rules with respect to certain disaster assistance provided for Hurricane Katrina and Hurricane Rita.
H.R. 5316	House Report 109–519, Part I (Government Reform).	June 26, 2006	To reestablish the Federal Emergency Management Agency as a cabinet-level independent establishment in the executive branch that is responsible for the Nation's preparedness for, response to, recovery from, and mitigation against disasters, and for other purposes.
	109-519, Part II (Transportation).	Dec. 8, 2006	
H.R. 4125	House Report 109–532	June 27, 2006	To permit the Administrator of General Services to make repairs and lease space without approval of a prospectus if the repair or lease is required as a result of damages to buildings or property attributable to Hurricane Katrina or Hurricane Rita.

COMMITTEE BILLS REPORTED TO THE HOUSE BUT NOT ACTED UPON—Continued

BILL NUMBER	REPORT NUMBER	DATE REPORTED	TITLE
H.R. 5393	House Report 109–607, Part I (Finance).	July 28, 2006	To provide for the Department of Housing and Urban Development to coordinate Federal housing assistance efforts in the case of disasters resulting in long-term housing needs.
H.R. 5810	House Report 109–608, Part I (Transportation).	July 28, 2006	To amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 to authorize funding for brownfields revitalization activities and State response programs, and for other purposes.
H.R. 4650	House Report 109–609	July 28, 2006	To direct the Secretary of the Army to carry out programs and activities to enhance the safety of levees in the United States.
H.R. 5808	House Report 109–662	Sept. 15, 2006	To authorize the Secretary of Transportation to make grants to public transportation agencies and over-the-road bus operators to improve security, and for other purposes.
H.R. 5811	House Report 109–667	Sept. 19, 2006	To implement the Protocol of 1997 to the International Convention for the Prevention of Pollution from Ships, 1973, and for other purposes.
H.R. 4880	House Report 109–709, Part I (Transportation).	Sept. 29, 2006	To direct the Commandant of the Coast Guard to require that a security plan for a maritime facility be resubmitted for approval upon transfer of ownership or operation of such facility, and for other purposes.
H.R. 5351	House Report 109–712, Part I (Homeland Security).	Nov. 9, 2006	To amend Homeland Security Act of 2002 to establish a Directorate of Emergency Management, to codify certain existing functions of the Department of Homeland Security, and for other purposes.
H.R. 5810	House Report 109–730, Part I (Energy and Commerce).	Dec. 8, 2006	To amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 to authorize funding for brownfields revitalization activities and State response programs, and for other purposes.

CONCURRENT RESOLUTIONS APPROVED BY BOTH CHAMBERS

RESOLUTION NUMBER	TITLE	DATE OF PASSAGE—HOUSE	DATE OF PASSAGE—SENATE
H. Con. Res. 67	Honoring the soldiers of the Army's Black Corps of Engineers for their contributions in constructing the Alaska-Canada highway during World War II and recognizing the importance of these contributions to the subsequent integration of the military.	Feb. 17, 2005	Sept. 14, 2005
H. Con. Res. 86	Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.	May 10, 2005	May 12, 2005
H. Con. Res. 135 ...	Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run.	May 10, 2005	May 12, 2005
H. Con. Res. 136 ...	Authorizing the use of the Capitol Grounds for the National Peace Officers' Memorial Service.	May 10, 2005	May 12, 2005
H. Con. Res. 161 ...	Authorizing the use of the Capitol Grounds for an event to commemorate the 10th Anniversary of the Million Man March.	Oct. 6, 2005	Oct. 7, 2005

CONCURRENT RESOLUTIONS APPROVED BY BOTH CHAMBERS—Continued

RESOLUTION NUMBER	TITLE	DATE OF PASSAGE— HOUSE	DATE OF PASSAGE— SENATE
H. Con. Res. 235 ...	Expressing the sense of the Congress that States should require candidates for driver's licenses to demonstrate an ability to exercise greatly increased caution when driving in the proximity of a potentially visually impaired individual.	July 25, 2006	Sept. 25, 2006
H. Con. Res. 349 ...	Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.	Apr. 27, 2006	May 2, 2006
H. Con. Res. 359 ...	Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run.	May 3, 2006	May 4, 2006
H. Con. Res. 360 ...	Authorizing the use of the Capitol Grounds for the National Peace Officers' Memorial Service.	Apr. 5, 2006	Apr. 6, 2006
H. Con. Res. 372 ...	Recognizing the 50th Anniversary of the Interstate Highway System.	June 13, 2006	June 19, 2006

SENATE BILLS AND RESOLUTIONS REFERRED TO THE COMMITTEE BUT NOT ACTED UPON

BILL NUMBER	TITLE	DATE OF SENATE PASSAGE	DATE OF REFERRAL TO THE COM- MITTEE
S. 50	To authorize and strengthen the National Oceanic and Atmospheric Administration's tsunami detection, forecast, warning, and mitigation program, and for other purposes.	July 1, 2005	July 11, 2005
S. 125	A bill to designate the United States courthouse located at 501 I Street in Sacramento, California, as the "Robert T. Matsui United States Courthouse".	Feb. 17, 2005	Mar. 1, 2005
S. 466	A bill to deauthorize a certain portion of the project for navigation, Rockland Harbor, Maine.	Sept. 5, 2005	Sept. 6, 2005
S. 501	To provide a site for the National Women's History Museum in the District of Columbia.	July 29, 2005	Sept. 6, 2005
S. 706	To convey all right, title, and interest of the United States in and to the land described in this Act to the Secretary of the Interior for the Prairie Island Indian Community in Minnesota.	July 26, 2005	July 27, 2005
S. 939	To expedite payments of certain Federal emergency assistance authorized pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act, and to direct the Secretary of Homeland Security to exercise certain authority provided under that Act.	Oct. 27, 2005	Oct. 27, 2005

SENATE BILLS AND RESOLUTIONS REFERRED TO THE COMMITTEE BUT NOT ACTED UPON—
Continued

BILL NUMBER	TITLE	DATE OF SENATE PASSAGE	DATE OF REFERRAL TO THE COMMITTEE
S. 1409	A bill to amend the Safe Drinking Water Act Amendments of 1996 to modify the grant program to improve sanitation in rural and Native villages in the State of Alaska.	Sept. 30, 2006	Nov. 13, 2006
S. 1709	To provide favorable treatment for certain projects in response to Hurricane Katrina, with respect to revolving loans under the Federal Water Pollution Control Act, and for other purposes.	Sept. 27, 2005	Sept. 27, 2005
S. 1764	A bill to provide for the continued education of students affected by Hurricane Katrina.	Sept. 22, 2005	Sept. 26, 2005
S. 2650	A bill to designate the Federal courthouse to be constructed in Greenville, South Carolina, as the "Carroll A. Campbell, Jr. Federal Courthouse".	June 27, 2006	June 28, 2006
S. 3679	To authorize appropriations for the National Transportation Safety Board, and for other purposes.	Sept. 25, 2006	Sept. 25, 2006

BILLS ENACTED INTO LAW

(Summaries of Public Laws)

ROBERT T. MATSUI UNITED STATES COURTHOUSE

H.R. 787

(Public Law 109–10)

H.R. 787 designates the new United States Courthouse located at 501 I Street in Sacramento, California, as the “Robert T. Matsui United States Courthouse”. Robert Matsui was elected to 14 consecutive terms in the United States House of Representatives as a member of the California delegation, beginning in the 96th Congress. He rose through the ranks and was admired by his colleagues as a man of keen intellect, trusted friend, and a formidable competitor. He was born in Sacramento, California, September 17, 1941, attended the University of California, Berkeley, and received his J.D. from the Hastings College of Law, University of California in 1966. After graduation, Matsui practiced law in a private practice before becoming a councilman on the Sacramento City Council. In 1977 he was elected vice mayor of Sacramento. He served the city of Sacramento in every capacity he could. In Congress, Matsui’s efforts in securing funding for Sacramento were crucial in the revitalization of that city. Among the projects for which he was responsible were the expansion of the city’s light rail public transit system, and the courthouse that will soon bear his name. He passed away on January 1, 2005. This bill passed the House on April 13, 2005.

SURFACE TRANSPORTATION EXTENSION ACT OF 2005

H.R. 2566

(Public Law 109–14)

Public Law 109–14 extended Federal highway, highway safety, motor carrier safety and transit programs for one month, and authorized appropriations through June 30, 2005.

REYNALDO G. GARZA AND FILEMON B. VELA UNITED STATES COURTHOUSE

H.R. 483

(Public Law 109–16)

H.R. 483 designates the United States Courthouse located in Brownsville, Texas, as the “Garza-Vela United States Courthouse”. Judge Reynaldo Garza was born in Brownsville, Texas, on July 7, 1915, and attended local public schools. He graduated from Brownsville Junior College in 1935, and from the University of Texas at Austin in 1939. Upon his graduation, he worked in private practice until entering the United States Army Air Corps. After World War II, Reynaldo Garza returned to private practice until 1961. In 1961 he was appointed to the United States District Court for the Southern District of Texas and then elected Chief Judge for United States District Court for the Southern District of Texas in 1974. Judge Garza was appointed to the United States Court of Appeals for the Fifth Circuit in 1979, and in April of 1997, Chief Justice William H. Rehnquist appointed him Chief Judge of the Temporary Emergency Court of Appeals of the United States. He passed away on September 14, 2004, from pneumonia.

Judge Filemon Vela was born in Harlingen, Texas in 1936, and attended Harlingen local public schools. He went on to attend Texas Southmost College, the University of Texas, and St. Mary’s School of Law in San Antonio, Texas. He served in the United States Army from 1957 until 1959. After his graduation, he worked in private practice from 1962 to 1975. He was appointed as a Judge on the 107th Judicial District, for Cameron-Willacy County from 1975 to 1980. President Carter appointed him to the United States District Court for the Southern District of Texas in 1980. Judge Vela took Senior Status in 2000. Judge Vela passed away on April 13, 2004. This bill passed the House on April 13, 2005.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2005,
PART II**

H.R. 3104

(Public Law 109–20)

Public Law 109–20 extended Federal highway, highway safety, motor carrier safety and transit programs, and authorized appropriations from July 1 to July 19, 2005.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2005,
PART III**

H.R. 3332

(Public Law 109–35)

Public Law 109–35 extended Federal highway, highway safety, motor carrier safety and transit programs, and authorized appropriations from July 20 to July 21, 2005.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2005,
PART IV**

H.R. 3377

(Public Law 109–37)

Public Law 109–37 extended Federal highway, highway safety, motor carrier safety and transit programs, and authorized appropriations from July 22 to July 27, 2005.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2005,
PART V**

H.R. 3453

(Public Law 109–40)

Public Law 109–40 extended Federal highway, highway safety, motor carrier safety and transit programs, and authorized appropriations from July 28 to July 30, 2005.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2005,
PART VI**

H.R. 3512

(Public Law 109–42)

Public Law 109–42 extended Federal highway, highway safety, motor carrier safety and transit programs, and authorized appropriations from July 30 to August 14, 2005.

ENERGY POLICY ACT OF 2005

(Railroads)

H.R. 6

(Public Law 109–58)

Railroad provisions included in the Energy Policy Act of 2005 were: \$65 million in new funding to increase locomotive fuel efficiency and reduce emissions, and, \$45 million in new funding for the installation of devices to reduce diesel locomotive idling.

**SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT
TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS**

H.R. 3

(Public Law 109–59)

Subcommittee on Aviation

Limited Exception From Type Certificate Requirement

(Section 4405 of P.L. 109–59)

This aviation provision was included as section 4405 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA: LU). Section 4405 provides a narrow exception to the requirement that aircraft builders obtain the permission of the type certificate holder before building an aircraft using the type certificate holder's design. Under section 4405, aircraft that were already in the process of being built prior to the date on which Federal Aviation Administration field offices were informed of this requirement may continue to be certificated without the permission of the type certificate holder, if certain conditions are met.

Subcommittee on Coast Guard and Maritime Transportation Subtitle A of Title X—Sportfishing and Recreational Boating Safety Amendments

This law made several amendments to create a simpler and more equitable formula for Federal sportfishing restoration and recreational boating safety funding. The law established the Sportfishing and Recreational Boating Safety Trust Fund and provided for the spend-out of more than \$90 million in the Boating Safety Account of the Aquatic Resources Trust Fund to support State programs in future Fiscal Years.

Subcommittee on Highways, Transit and Pipelines

This legislation reauthorizes the Federal highway, public transportation, highway safety and motor carrier safety programs for five years, from Fiscal Year 2005 through Fiscal Year 2009. SAFETEA: LU, together with the Surface Transportation Extension Acts, provides \$286.4 billion in new funding over the life of the bill. This is an increase of 42 percent over the previous reauthorization, the Transportation Equity Act for the 21st Century (TEA 21) from 1998–2003.

COMPARISON OF GUARANTEED FUNDING TOTALS BY AGENCY

[In millions]

AGENCY	TEA 21	SAFETEA: LU
Federal Highway Administration	\$163,000	\$227,560
Federal Transit Administration	\$36,000	\$52,579
Federal Motor Carrier Safety Administration	\$1,300	\$2,888
National Highway Traffic Safety Admin	\$1,700	\$3,430
Total	\$202,000	\$286,457

Through increased investment in our nation's transportation infrastructure, this bill will maintain and improve our roads, bridges, and transit systems. H.R. 3 passed the House on March 10, 2005, and the Senate on April 17, 2005. The conference report was agreed to by the House and the Senate on July 29, 2005, and the bill was signed into law on August 10, 2005, (Public Law 109-59).

Congestion relief

Annually, congestion costs American drivers \$67 billion in lost productivity and wasted motor fuel and 3.6 billion hours of delay. The average traveler who drives during peak periods loses \$1,160 a year due to congestion-related delays. And congestion is not only a problem in America's big cities—33 percent of all travel on major roadways in the United States is affected by congestion.

SAFETEA: LU provides federal funding and policy initiatives to combat congestion. The bill provides more than \$227 billion between fiscal years 2004 and 2009 for the Federal highway program (an almost 40 percent increase over TEA 21), and more than \$52 billion for federal public transportation programs. Public transportation is an important component to solving the nation's congestion problems.

SAFETEA: LU creates several new programs designed to bridge current infrastructure gaps and to address congestion choke points. These programs include a \$1.9 billion National Corridor Infrastructure Improvement program, a \$1.8 billion Projects of Regional and National Significance program, and \$833 million for a Coordinated Border Infrastructure program.

SAFETEA: LU ensures that States utilize congestion relief technologies to make roadway travel safer and more reliable. The Act also includes several provisions that encourage and promote the recapturing of unused highway capacity. Provisions in SAFETEA: LU related to HOV/HOT lanes, transportation system management and operations, and value pricing will allow highway managers to squeeze more capacity from our existing highway investments.

Safety

In 2003, more than 42,000 Americans were killed and 2.9 million were seriously injured each year on the Nation's highways. Substandard road conditions and roadside hazards are a contributing factor in nearly 1/3 of all fatal crashes each year. In total, motor vehicle crashes cost the United States more than \$231 billion annually.

SAFETEA: LU creates a new core program for highway safety infrastructure improvements with its own dedicated funding stream. The new program is funded at approximately \$5 billion from Fiscal Year 2006 through 2009. To address the problem of substandard road conditions in rural areas, SAFETEA: LU includes \$360 million for a new High Risk Rural Road Safety Improvement program that targets funding for safety improvements on rural two-lane roads. About 61 percent of all highway-related fatalities occur on rural roads.

SAFETEA: LU increases funding for National Highway Traffic Safety Administration (NHTSA) highway safety formula grants to support a full range of State safety programs, including impaired

driving programs, occupant protection programs, motorcycle safety, police traffic services and roadway safety. A new Safe Routes to School program is authorized that provides \$612 million over five years to States to encourage communities to adopt strategies and fund projects designed to allow children to walk and bike to school safely.

SAFETEA: LU provides \$1.7 billion in State motor carrier safety grants, including the Motor Carrier Safety Assistance Program (MCSAP), Border Enforcement grants, Commercial Driver's License grants, Performance and Registration Information System Management grants, and State Data Improvement Grants. These grants will promote State enforcement of and compliance with Federal Motor Carrier safety regulations.

Freight mobility

In 2002, 8.9 billion tons of freight—at a value of more than \$5 trillion—was transported by highway. From 1990 to 2000, United States truck travel increased by 38 percent. In the next 20 years, truck travel is expected to increase 90 percent due to an expanding economy and the increased reliance on just-in-time delivery.

SAFETEA: LU funds several programs that are specifically designed to improve the movement of freight. \$1.9 billion over five years is authorized for a National Corridor Infrastructure Improvement program. This program is designed to fund regional and multi-state corridor projects that will improve mobility and economic growth in areas underserved by existing highway infrastructure. An additional \$833 million is provided to the Coordinated Border Infrastructure program, which apportions funds to border States for highway projects that will improve the safe and efficient movement of people and goods at or across the border between the United States and Mexico and the United States and Canada.

SAFETEA: LU provides \$1.8 billion for a new program to fund projects of regional and national significance. This program is designed to fund projects that will have a significant impact on the movement of goods and people beyond the immediate local area of the project.

SAFETEA: LU provides \$100 million to complete the core deployment and encourage the expanded deployment of the Commercial Vehicle Information Systems and Networks (CVISN) program, which will improve commercial motor vehicle efficiency by allowing trucks to by-pass safety inspections and weigh stations, based on their safety records.

Public transportation

From 1996 to 2005, public transit ridership grew 25 percent, and now carries 9.8 billion passenger trips a year. But in many United States cities, public transportation infrastructure is not keeping up with demand. Public transportation provides vital mobility to seniors, individuals with disabilities, and families with only one car or no car—but in 40 percent of United States counties, there is no public transportation system.

SAFETEA: LU increases funding to meet public transportation infrastructure needs. The Act provides \$52.58 billion for transit programs, all guaranteed. This is a 46 percent increase in guaran-

teed funding over TEA 21 levels. To address the problem of so many U.S. counties having no public transportation system at all, SAFETEA: LU increases the percentage of formula funding for public transportation in rural areas (towns of less than 50,000 in population). Total six-year funding for rural public transportation increases by 95 percent, going from \$1.25 billion to \$2.44 billion.

SAFETEA: LU strengthens public transportation services for individuals with disabilities by increasing the elderly and disabled formula program and authorizes President Bush's New Freedom Initiative, providing funds for disabled transportation activities in areas where these services are not available, or that go beyond the requirements of the Americans with Disabilities Act. These two initiatives total \$1 billion over the six-year authorization period, more than double the amount provided for the elderly and disabled formula grants program under TEA 21.

National infrastructure needs

The Federal highway, transit, and highway safety program authorizations would have expired on September 30, 2003, without the 12 extension bills. During the almost two-year period that was required to pass the SAFETEA: LU legislation, the critical needs of America's transportation infrastructure became even more severe. In June 2006, the Interstate System turned 50 years old. The Department of Transportation's 2002 Conditions and Performance Report shows that 32 percent of our major roads are in poor or mediocre condition, 29 percent of our bridges are structurally deficient or functionally obsolete, 36 percent of the nation's urban rail vehicles and maintenance facilities are in substandard or poor condition, and 29 percent of the nation's bus fleet and maintenance facilities are in substandard or poor condition. According to the United States Department of Transportation, the combined spending of all levels of government for the existing infrastructure should be \$106 billion annually for highways and \$20.6 billion for transit.

To reach that investment level by 2009, the federal share of highway investments over the next six years should be roughly \$40 billion in 2004 growing to \$60 billion in 2009. To reach that investment level by 2009, capital public transportation grants should reach \$12.8 billion, with an additional \$1 billion for operating grants, research, planning, and administrative costs.

SAFETEA: LU significantly increases investment in transportation infrastructure. The highway obligation authority grows from \$34.4 billion in 2004 to \$41 billion in 2009; public transportation funding grows from \$7.3 billion in 2004 to \$10.3 billion in 2009.

Subcommittee on Railroads

This legislation expanded the authorization under the Swift Act for high-speed rail corridor development to \$100 million per year for seven years. The existing law was also broadened to permit Swift Act funds to be used for the acquisition of high-speed trains, signal systems, and infrastructure. This legislation also expanded the existing \$3.5 billion Railroad Infrastructure Finance loan program (RRIF) to \$35 billion. These funds may be used by state and local governments, railroads, entities in a joint venture with a rail-

road, interstate compacts and certain shippers to provide funding for railroad lines, cars and facilities.

The Alaska Railroad is eligible for the technology and rolling stock funds.

The following Railroad related provisions were included in H.R. 3:

Rehabilitation and improvement financing: Expanded the existing \$3.5 billion Railroad Infrastructure Finance loan program (RRIF) to \$35 billion. These funds may be used by state and local governments, railroads, entities in a joint venture with a railroad, interstate compacts and certain shippers to provide funding for railroad lines, cars and facilities. The Alaska Railroad is eligible for these funds.

Rail Line Relocation Grants: Enacted a new authorization to provide federal assistance for the relocation of rail lines to enhance motor vehicle and pedestrian traffic, safety, community quality of life, and area commerce. The authorization provides \$350,000,000 for each of the Fiscal Years 2006 through 2009.

Grants to Alaska Railroad: Enacted a provision authorizing the Secretary of the Department of Transportation to make general fund grants to the Alaska Railroad for capital rehabilitation and improvements benefiting its passenger operations.

Report on blocked railroad grade crossings: Directed the Department of Transportation to conduct a study of the safety and security impacts of blocked highway grade crossings.

Welded rail and railroad tank car improvements: Ordered the improvement of safety standards for welded rail tracks and requires the Department of Transportation to conduct further studies on railroad tank car safety.

Study of rail transportation and regulation: Provides \$1.8 million for the Transportation Research Board (TRB) to conduct a comprehensive study of our nation's rail transportation system. The TRB is required to complete the study within one year of enactment and submit a report to Congress.

SPORTFISHING AND RECREATIONAL BOATING SAFETY AMENDMENTS ACT OF 2005

H.R. 3649

Title 11

(Public Law 109–74)

H.R. 3649 extends programs funded from the Boat Safety Account of the Aquatic Resources Trust Fund through the end of Fiscal Year 2005. The programs that were extended in this Act include recreational boating safety, the sport fish restoration national outreach and communications program, and Clean Vessel Act programs. The bill passed the House on September 13, 2006, and was passed with an amendment by the Senate on September 15, 2006. The House concurred in the Senate amendment and passed the bill, as amended, on September 20, 2006.

A BILL TO AUTHORIZE THE SECRETARY OF TRANSPORTATION TO MAKE EMERGENCY AIRPORT IMPROVEMENT PROJECT GRANTS-IN-AID UNDER TITLE 49, UNITED STATES CODE, FOR REPAIRS AND COSTS RELATED TO DAMAGE FROM HURRICANES KATRINA AND RITA

S. 1786

(Public Law 109–87)

Authorizes the Secretary of Transportation to make airport development project grants from unobligated apportioned airport improvement funds for Fiscal Year 2005 and Fiscal Year 2006 for emergency capital and operating costs of repairing or replacing public use facilities damaged by Hurricanes Katrina or Rita, and which are incurred by a public use airport in Louisiana, Mississippi, Alabama, or Texas, listed in the Federal Aviation Administration's National Plan of Integrated Airport Systems. Authorizes the Secretary to waive any applicable grant limitation or requirement if the Secretary determines that it is necessary to respond to the urgent needs of the region damaged by the hurricanes.

COMMUNITY DISASTER LOAN ACT OF 2005

S. 1858

(Public Law 109–88)

S. 1858, referred to as the Community Disaster Loan Act of 2005, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act's Community Disaster Loan Program. The program places a \$5,000,000 limit per loan per community. S. 1858 removes this cap for the \$750,000,000 appropriated for this program for Hurricanes Katrina and Rita. The bill limits the Community Disaster Loan program by not permitting the waiver of repayment of these loan obligations, in effect creating a \$750,000,000 loan program which must be repaid by the communities which have suffered from these two disasters. This bill passed the House on October 7, 2005.

COLIN POWELL RESIDENTIAL PLAZA

S. 1413

(Public Law 109–89)

S. 1413 designates the Federal building in Kingston, Jamaica, formerly known as the Crowne Plaza, as the Colin L. Powell Residential Plaza. Colin Powell was born in New York City on April 5, 1937. His parents, Luther and Maud Powell, immigrated to the United States from Jamaica. He was educated in New York City public schools. He went on to graduate from the City College of New York with a degree in geology. While at City College he joined the Reserve Officers Training Corps (ROTC). When he graduated

in 1958, he was at the top of his ROTC class with the rank of cadet colonel, the highest rank in the corps. In 1962, he was sent to Vietnam for the first of his two tours of duty. In 1963, he was wounded and awarded the Purple Heart and the Bronze Star. During his second tour in Vietnam, he was injured in a helicopter crash but managed to rescue his comrades for which he was awarded the Soldier's Medal. He has received 11 decorations including the Legion of Merit. He continued his education, gaining a master's degree in business administration from George Washington University. Since that time, Colin Powell has served our great Nation as a professional soldier for 35 years, during which time he was the recipient of numerous United States and foreign military awards and decorations and soon rose to the rank of a four-star general. He went on to serve as the 12th Chairman of the Joint Chiefs of Staff, which is the highest military position in the Department of Defense. In his time as Chairman of the Joint Chiefs of Staff, he oversaw some 28 crises, including Operation Desert Storm and the 1991 Persian Gulf War. His distinguished career was topped off when he was sworn in as the 65th Secretary of State of the United States in January of 2001, the first African American to hold this office. As Secretary of State, he took a leading role in rallying America's allies and the United Nations in the war against terrorism. This bill passed the House on October 6, 2005.

LIABILITY PROTECTION FOR AIRPORT OPERATORS

H.R. 2360

(Section 547 of Public Law 109–90)

This aviation provision was included in the Department of Homeland Security Appropriations Act for Fiscal Year 2006. Section 547 provides all airports, those with Federal Screeners and those choosing to participate in the Federal Screening Partnership Program (SPP), with liability protection. Specifically, the amendment provides all airports protection from liability for the decision to file or not file an application with the Transportation Security Administration (TSA) to participate in the Federal SPP; and protections from liability arising out of negligent acts of security screeners, whether Federal employees or the employees of Federally-qualified SPP screening companies acting under a contract with the TSA. The provision does not grant airports liability protection for their own acts of negligence.

ROSA PARKS FEDERAL BUILDING

H.R. 2967

(Public Law 109–98)

H.R. 2967 designates the Federal building located at 333 Mt. Elliott Street in Detroit, Michigan, as the “Rosa Parks Federal Building”. Rosa Parks is most well known as the “mother of the civil rights movement.” In 1955, she defiantly refused to give up her

seat on a segregated bus in Montgomery, Alabama, inspiring further civil disobedience. Rosa Park's dedication to the fight for social and economic justice continued well beyond that monumental day in 1955, as she spent the remainder of her life fighting against all forms of discrimination. Rosa Parks received numerous awards for her contributions to the civil rights movement, including the Presidential Medal of Freedom, and the Congressional Gold Medal. Rosa Parks passed away October 24, 2005. This bill passed the House on October 26, 2005.

AN ACT TO EXTEND THROUGH MARCH 31, 2006, THE AUTHORITY OF THE SECRETARY OF THE ARMY TO ACCEPT AND EXPEND FUNDS CONTRIBUTED BY NON-FEDERAL PUBLIC ENTITIES AND TO EXPEDITE THE PROCESSING OF PERMITS

H.R. 3765

(Public Law 109–99)

H.R. 3765 provides a short-term extension through March 31, 2006, of the authority of the Corps of Engineers to accept funds from public entities to expedite the processing of Corps of Engineers permits. This issue is also addressed in the Water Resources Development Act, H.R. 2864. H.R. 3765 became Public Law 109–99.

ROSA PARKS FEDERAL BUILDING AND WILLIAM B. BRYANT ANNEX

S. 1285

(Public Law 109–101)

S. 1285 designates the Federal building located at 333 Mt. Elliott Street in Detroit, Michigan, as the “Rosa Parks Federal Building”, and the annex to the E. Barrett Prettyman Federal Building and United States Courthouse located at Constitution Avenue Northwest in the District of Columbia, as the “William B. Bryant Annex”.

Rosa Parks is most well known as the “mother of the civil rights movement.” In 1955 she defiantly refused to give up her seat on a segregated bus in Montgomery, Alabama, inspiring further civil disobedience. Rosa Park's dedication to the fight for social and economic justice continued well beyond that monumental day in 1955, as she spent the remainder of her life fighting against all forms of discrimination. Rosa Parks received numerous awards for her contributions to the civil rights movement, including the Presidential Medal of Freedom, and the Congressional Gold Medal. Rosa Parks passed away October 24, 2005.

Judge Bryant was born in Alabama but raised in Washington, DC. He attended DC public schools, and graduated from Dunbar High School. He received both his Bachelor's and law degrees from Howard University. In 1943, he entered the United States Army,

receiving a commission as a First Lieutenant. Judge Bryant was honorably discharged in 1947, having attained the rank of Lieutenant Colonel. After 18 years in private practice, marked by a brief period with the Department of Justice, William Bryant was appointed to the United States District Court for the District of Columbia in 1965. In 1977, Judge Bryant became the first African-American to serve as Chief Judge for the D.C. District Court. Judge Bryant took senior status in 1982. This bill passed the House on November 2, 2005.

A BILL TO AMEND THE FEDERAL WATER POLLUTION CONTROL ACT TO EXTEND THE AUTHORIZATION OF APPROPRIATIONS FOR LONG ISLAND SOUND

H.R. 3963

(Public Law 109–137)

H.R. 3963, a bill to amend the Federal Water Pollution Control Act, reauthorizes the Long Island Sound program within the Environmental Protection Agency to provide \$40 million a year for the protection and restoration of the Long Island Sound. This bill became Public Law 109–137 on December 22, 2005.

**PREDISASTER MITIGATION PROGRAM
REAUTHORIZATION ACT OF 2005**

H.R. 4324

(Public Law 109–139)

H.R. 4324 amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to reauthorize through Fiscal Year 2008 the program of technical and financial assistance to states and local governments for cost-effective predisaster hazard mitigation measures. It also amends the Disaster Mitigation Act of 2000 to extend through September 30, 2007, the deadline for completion by the Director of the Congressional Budget Office of a study estimating the reduction in Federal disaster assistance that has resulted and is likely to result from enactment of such Act. This bill passed the House on December 15, 2005.

COAST GUARD HURRICANE RELIEF ACT OF 2005

H.R. 4508

(Public Law 109–141)

The legislation addresses several issues that have arisen due to the recent events in the Gulf Coast as a result of Hurricanes Katrina and Rita. H.R. 4508 recognizes and commends the heroic actions of the Coast Guard in response to Hurricane Katrina and preserves up to 90 days of accumulated leave that would otherwise be lost at the end of this calendar year for Coast Guardsmen who were detailed to operations in response to Hurricane Katrina. The

legislation also authorizes the Coast Guard to temporarily extend the expiration of licenses and documents for mariners that were affected by Hurricane Katrina and certificates of inspection and compliance for vessels that are inspected by marine safety offices that are located in the impacted region.

THE DEFICIT CONTROL ACT OF 2005

S. 1932

Essential Air Service Program

(Section 3012 of Public Law 109–171)

Section 3012 of S. 1932, The Deficit Control Act of 2005, provides an additional \$15 million in each of Fiscal Years 2007 and 2008 for the Essential Air Service (EAS) program. The additional \$15 million is contingent upon at least \$110 million being provided for EAS from current sources (i.e., appropriated funds and overflight fees). Together with base funding of at least \$110 million, the additional \$15 million will increase EAS funding to at least \$125 million in Fiscal Years 2007 and 2008.

KATRINA EMERGENCY ASSISTANCE ACT OF 2006

S. 1777

(Public Law 109–176)

S. 1777, as amended, extends the disaster unemployment assistance eligibility period to 39 weeks for individuals eligible for such assistance under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) who are unemployed as a result of Hurricane Katrina or Hurricane Rita and are not eligible for regular unemployment assistance. The Stafford Act allows the President to provide assistance to individuals unemployed as a result of a major disaster through the Disaster Unemployment Assistance Program for a period of up to 26 weeks. Due to Hurricanes Katrina and Rita, a significant part of the Gulf region's workforce remained unemployed after this 26 week period. S. 1777, as amended, provides for an additional 13 weeks of assistance. This bill passed the House on March 3, 2006.

AN ACT TO EXTEND THROUGH DECEMBER 31, 2006, THE AUTHORITY OF THE SECRETARY OF THE ARMY TO ACCEPT AND EXPEND FUNDS CONTRIBUTED BY NON-FEDERAL PUBLIC ENTITIES AND TO EXPEDITE THE PROCESSING OF PERMITS

H.R. 4826

(Public Law 109–209)

H.R. 4826, provides a short-term extension through December 31, 2006, of the authority of the Corps of Engineers to accept funds

from public entities to expedite the processing of Corps of Engineers permits. This issue is also addressed in the Water Resources Development Act, H.R. 2864. H.R. 4826 became Public Law 109–209.

SUPREME COURT GROUNDS TRANSFER ACT OF 2005

S. 2116

(Public Law 109–214)

S. 2116 transfers jurisdiction over a small parcel of land from the Architect of the Capitol to the Supreme Court of the United States. The small parcel of land is bordered by Constitution Avenue on the North, Maryland Avenue on the West and South, and by Second Street on the East. This transfer also includes realigning the jurisdictional boundaries of the United States Capitol Police and the United States Supreme Court Police to reflect this land transfer. The transfer will enable the Supreme Court Police to have control over the grounds within the bollard perimeter currently under construction. This bill passed the House on March 28, 2006.

LOCAL COMMUNITY RECOVERY ACT OF 2006

H.R. 4979

(Public Law 109–218)

H.R. 4979, as amended, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) to clarify the preference for local firms in the award of contracts for disaster relief activities. The bill makes it clear that the government can direct contracts to local communities devastated by disasters. The Stafford Act provides a preference for doing business with local firms to help them rebuild their economy. In the areas hardest hit by Hurricane Katrina, the job market, local economy, and tax base were devastated. This legislation puts people back to work rebuilding their communities, while simultaneously strengthening the local economy and tax base and providing for lower cost and faster job completion. This bill passed the House on March 28, 2006.

COAST GUARD AND MARITIME TRANSPORTATION ACT OF 2006

H.R. 889

Public Law 109–241

This legislation authorizes appropriations for the Coast Guard for Fiscal Year 2006, to make technical corrections to various laws administered by the Coast Guard, and for other purposes. The law also amends existing statutes to improve management of Coast Guard activities, navigation, and commercial shipping. The law also commends the Coast Guard for the service's heroic efforts in response to Hurricanes Katrina and Rita earlier this year, amends

current law to improve vessel safety procedures aboard United States ferries, and directs the Coast Guard to establish a long-range vessel tracking system to improve maritime domain awareness in offshore waters.

The law also includes several provisions that were included in H.R. 1412, the Delaware River Protection Act of 2005, as passed in the House.

**DISASTER RECOVERY PERSONAL PROTECTION ACT OF
2006**

H.R. 5013

Section 557 of Public Law 109–295

[PASSED AS PART OF THE FY 2007 HOMELAND APPROPRIATIONS ACT]

H.R. 5013, as amended, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to prohibit the confiscation of lawfully possessed firearms by an individual operating under the color of Federal law while acting in support of a major disaster or emergency declaration, unless the confiscation is otherwise permitted by law. This Act ensures that law abiding citizens can continue to protect themselves, their families, their businesses, and their property, as guaranteed by the Second Amendment, during disasters, when law enforcement is most likely to be overwhelmed and unable to fulfill the safety needs of the citizens they serve. It prevents agencies from arbitrarily depriving law abiding citizens of their private property and means of protection during a disaster. Additionally, this Act clarifies that an individual may require the temporary surrender of firearms as a condition for entry into any mode of transportation used for rescue or evacuation during a disaster or emergency. The Act authorizes any individual aggrieved by a violation of this legislation to seek relief by bringing an action for redress and by bringing a civil action in United States district court for return of a confiscated firearm. H.R. 5013, as amended, passed the House on July 25, 2006.

**POST-KATRINA REFORM OF THE FEDERAL EMERGENCY
MANAGEMENT AGENCY (FEMA)**

H.R. 5316

Title VI of Public Law 109–295

[PASSED AS PART OF THE FISCAL YEAR 2007 HOMELAND
APPROPRIATIONS BILL]

H.R. 5316—Restoring Emergency Services to Protect Our Nation from Disasters Act of 2006 or the “RESPOND Act of 2006” was ordered reported by the Committee on May 17, 2006, and includes a number of the provisions that became law through the Fiscal Year 2007 Homeland Appropriations. The Homeland Security Appropriations Act puts Federal Emergency Management Agency (FEMA) back together again and gives the agency the tools and authority

to do its job. With the leadership, authority, and resources necessary to respond effectively to the next disaster, FEMA can once again be a model agency within the Federal Government.

The amendment to the Home Security Appropriations Act: Elevates the standing of FEMA within the Department of Homeland Security (DHS) by promoting the Administrator of FEMA to the level of Deputy Secretary. It also requires that the Administrator possess a demonstrated ability in and knowledge of emergency management and homeland security and at least five years of executive leadership and management experience.

Provides statutory protections to FEMA, like those provided to the United States Coast Guard and the Secret Service under the Homeland Security Act, by maintaining FEMA as a distinct entity within the Department. It also prevents the transfer of FEMA authorities, personnel, assets and funds;

Directs the Administrator to serve as the principal advisor to the President, the Homeland Security Council, and the Secretary of Homeland Security for all matters relating to emergency management and permits the President to designate the Administrator as a member of the Cabinet in the event of natural disasters, acts of terrorism, and other disasters.

Returns training, exercises, and grant administration authority to FEMA, restoring the nexus between emergency preparedness and response, helping improve FEMA relations with state and local first responders, officials, and emergency managers.

Brings direction, professional expertise, and accountability to Federal, State, and local preparedness activities by defining responsibility for disaster management as vested jointly between Federal and State governments and establishing: A national advisory council of State and local officials and first responders; National planning scenarios; Target capabilities or recommended preparedness levels; Training and exercises; A comprehensive assessment system and remedial action program; and Federal preparedness requirements.

Further improves response capabilities at the Federal, State and local levels by establishing regional emergency support and response teams and Regional Offices and Advisory Councils, authorizing the Urban Search and Rescue System and the Metropolitan Medical Response System, and establishing a nationwide pre-positioned emergency equipment program.

Elevates the importance of emergency communications within DHS by creating an Office of Emergency Communications, requiring the Director of the new office to conduct a nationwide baseline assessment of emergency communication needs and produce a National Emergency Communications Plan.

Requires State and local governments to establish effective, Department-approved Statewide Interoperable Communications Plans before being able to use DHS grant funds for emergency communications.

Prevents waste, fraud, and abuse by developing internal management controls, fraud prevention training, and allowing the inspectors general of other Federal agencies to use a portion of their disaster relief funds for oversight activities. It also creates a housing

pilot program to reduce the need for large scale trailer parks; and places a spending cap on mitigation programs.

Requires the development of capabilities necessary to meet the needs of individuals with disabilities and others with special needs.

Requires FEMA to develop a voluntary family registry and locator system and to coordinate with the National Center for Missing and Exploited Children in the Center's development of a National Emergency Child Locator Center.

Authorizes FEMA to disclose evacuee information to law enforcement agencies to track sex offenders.

Increases authorization levels for a select few programs and FEMA's core operating budget: Urban Search and Rescue increases by \$20 million for Fiscal Year 2008; Metropolitan Medical Response increases by \$30 million for Fiscal Year 2008; Emergency Management Performance Grant increases by \$175 million for Fiscal Year 2008; Emergency Management Assistance Compact authorized at \$4 million for Fiscal Year 2008; and FEMA's two operating accounts increase by 10 percent per year for three years.

RURAL DISASTER ASSISTANCE FAIRNESS ACT OF 2005

H.R. 2338

(Section 326 of Public Law 109–295)

[PASSED AS PART OF THE FISCAL YEAR 2007 HOMELAND
APPROPRIATIONS ACT]

H.R. 2338, as amended, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to require the President to designate an advocate for small states and rural areas within FEMA to advocate for the fair treatment in the provision of assistance under such Act. The Homeland Security Appropriations Act also requires the Department of Homeland Security to report to specified Congressional Committees on the extent to which disaster declaration regulations meet the needs of States with populations of less than one million and comply with existing statutory restrictions on the use of arithmetic formulas and sliding scales based on income or population. H.R. 2338, as amended, was agreed to by voice vote by the Subcommittee on July 14, 2005.

DISASTER RELIEF EQUITY ACT OF 2005

H.R. 3208

(Section 688 of Public Law 109–295)

[PASSED AS PART OF THE FISCAL YEAR 2007 HOMELAND
APPROPRIATIONS ACT]

H.R. 3208 amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to require the President to ensure that the distribution of supplies, the processing of applications, and other disaster relief and assistance activities shall be accomplished in an equitable and impartial manner, without discrimination on

the grounds of race, color, religion, nationality, sex, age, or economic status.

TO AMEND TITLE 5, UNITED STATES CODE, TO PERMIT ACCESS TO DATABASES MAINTAINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR PURPOSES OF COMPLYING WITH SEX OFFENDER REGISTRY AND NOTIFICATION LAWS, AND FOR OTHER PURPOSES

H.R. 4381

(Section 640a of Public Law 109–295)

[PASSED AS PART OF THE FISCAL YEAR 2007 HOMELAND APPROPRIATIONS ACT]

H.R. 4381 amends the Privacy Act of 1974 to authorize the disclosure to government agencies of FEMA records on assistance provided to individuals in connection with a major disaster or emergency for purposes of complying with a federal or state sex offender registry or notification law. The bill also conditions receipt of federal funds by non-governmental organizations under the Robert T. Stafford Disaster Relief and Emergency Assistance Act on the organization providing assurances satisfactory to the President that it will disclose its records for the purpose of permitting a requesting jurisdiction to comply with a Federal or State sex offender registry or notification law.

TO AMEND THE ROBERT T. STAFFORD DISASTER RELIEF AND EMERGENCY ASSISTANCE ACT TO RESTORE FEDERAL AID FOR THE REPAIR, RESTORATION, AND REPLACEMENT OF PRIVATE NONPROFIT EDUCATIONAL FACILITIES THAT ARE DAMAGED OR DESTROYED BY A MAJOR DISASTER

H.R. 4517

(Section 689a of Public Law 109–295)

[PASSED AS PART OF THE FISCAL YEAR 2007 HOMELAND APPROPRIATIONS ACT]

H.R. 4517 amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to restore federal aid for the repair, restoration, and replacement of private nonprofit educational facilities damaged or destroyed by a major disaster.

**RAILROAD RETIREMENT TECHNICAL IMPROVEMENT
ACT OF 2006**

H.R. 5074

(Public Law 109–305)

Current law (enacted in 2001) mandates that the Railroad Retirement Board utilize a private disbursing agent to send Tier II checks to retirees. This requirement has been postponed in appropriations measures each year, because using a private disbursing agent would result in increased cost to the Railroad Retirement Board.

H.R. 5074 permanently amends the Railroad Retirement Act to use the United States Treasury as the disbursing agent. This Act results in a savings of \$2 million per year.

**TO AMEND THE JOHN F. KENNEDY CENTER ACT TO AU-
THORIZE ADDITIONAL APPROPRIATIONS FOR THE
JOHN F. KENNEDY CENTER FOR THE PERFORMING
ARTS FOR FISCAL YEAR 2007**

H.R. 5187

(Public Law 109–306)

H.R. 5187 amends the John F. Kennedy Center Act to authorize additional appropriations for Fiscal Year 2007 to the John F. Kennedy Center for the Performing Arts for the maintenance, repair, and security account and the capital projects account. This increase aligns the authorized amounts with those requested by the President in the Fiscal Year 2007 budget. This bill passed the House on July 25, 2006.

**PETS EVACUATION AND TRANSPORTATION STANDARDS
ACT OF 2005**

H.R. 3858

(Public Law 109–308)

H.R. 3858, also known as the PETS Act, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to require the Director of FEMA to ensure that state and local emergency preparedness operational plans take into account the needs of individuals with household pets and service animals following a major disaster or emergency. To qualify for FEMA funding, a jurisdiction is required to submit a plan detailing their disaster preparedness plan. The PETS Act ensures that the needs of individuals with household pets and service animals are considered when preparedness plans are developed. H.R. 3858, as amended, also permits FEMA to fund structures that will accommodate people with pets and service animals and provide essential needs to pets and service animals following a disaster. This bill passed the House, as amended, on September 20, 2006.

**CARROLL A. CAMPBELL, JR. UNITED STATES
COURTHOUSE**

H.R. 5546

(Public Law 109–331)

H.R. 5546, as amended, designates the Federal Courthouse to be constructed in Greenville, South Carolina, as the “Carroll A. Campbell, Jr. United States Courthouse.” The bill honors former South Carolina Governor and Congressman Carroll A. Campbell, Jr. who passed away in 2005. In 1970, Governor Campbell’s political career began with his election to the South Carolina House of Representatives, and he later served in the South Carolina Senate. He served in the United States House of Representatives from 1979 until his election as Governor in 1986. As Governor of South Carolina, Campbell coordinated his state’s response to Hurricane Hugo and lured large industry to the state. After two terms in office, Governor Campbell was prevented from seeking a third term. In 2001 at the relatively young age of 61, Governor Campbell was diagnosed with Alzheimer’s disease. Governor Campbell passed away after a severe heart attack on December 7, 2005. This bill passed the House on September 27, 2006.

**WILLIAM M. STEGER FEDERAL BUILDING AND UNITED
STATES COURTHOUSE**

H.R. 5606

(Public Law 109–332)

H.R. 5606 designates the Federal building and United States Courthouse located at 221 and 211 West Ferguson Street in Tyler, Texas, as the “William M. Steger Federal Building and United States Courthouse.” The Act honors William Steger, who served as United States Attorney for the Eastern District of Texas and was appointed to the Federal bench in 1970. Judge Steger’s service began in 1941 when he joined the Army Air Corps the day after the attack on Pearl Harbor. By 1952, Judge Steger was a seasoned attorney and appointed to serve as the United States Attorney for the Eastern District of Texas by President Eisenhower. Judge Steger’s career as a judge began in 1970, with an appointment to the Federal bench by President Nixon. During his tenure, he closed more than 6,500 cases, issued several landmark decisions, and was rarely reversed on appeal. Judge Steger passed away June 4, 2006. This bill passed the House on September 27, 2006.

JOHN F. SEIBERLING FEDERAL BUILDING AND UNITED STATES COURTHOUSE

H.R. 6051

(PUBLIC LAW 109–335)

H.R. 6051, as amended, designates the Federal building and United States Courthouse located at 2 South Main Street in Akron, Ohio, as the “John F. Seiberling Federal Building and United States Courthouse”. John Seiberling was born in 1918 in Akron, Ohio. He received his degree from Harvard University and his law degree from Columbia School of Law. After four years of duty with the United States Army during World War II, Seiberling began a career in private practice. After more than 20 years as an attorney, Seiberling was elected to the 92nd Congress and served in the United States House of Representatives for 16 years as a Representative of the 14th District of Ohio. During his eight terms in the United States Congress, Representative Seiberling led the fight to establish some of our country’s most important urban parks, and has received the title of “patron saint” of many of our national parks. This bill passed the House on September 27, 2006.

JOHN MILTON BRYAN SIMPSON UNITED STATES COURTHOUSE

H.R. 315

(Public Law 109–339)

H.R. 315 designates the United States Courthouse at 300 North Hogan Street, Jacksonville, Florida, as the John Milton Bryan Simpson United States Courthouse. Born in Kissimmee, Florida, John Simpson progressed through, what would be called by any reasonable person, a long, distinguished, and publicly oriented career. After receiving his law degree from the University of Florida and seven years in private practice, John Simpson began what would result in a career in public service spanning 54 years. He began as an Assistant State’s Attorney, served two years in the United States Army during World War II, and was a State Judge for nine years before being nominated to the Federal bench in 1950. He served as Chief Judge for three different Courts, the Southern and Middle District Courts of Florida and the Fifth Circuit Court of Appeals. He served on the Conference of Chief Judges for three years. During his tenure on the bench, he was also instrumental in the move toward desegregation in Northern Florida during the late 1950s and early 1960s. This bill passed the House on February 8, 2005.

**JUSTIN W. WILLIAMS UNITED STATES ATTORNEY'S
BUILDING**

H.R. 1463

(Public Law 109–341)

H.R. 1463 designates a portion of the Federal building located at 2100 Jamieson Avenue, in Alexandria, Virginia, as the “Justin W. Williams United States Attorney’s Building”. Born in New York City in 1942, Justin Williams earned his Bachelor’s Degree from Columbia University in 1963, and his law degree from the University of Virginia in 1967. After graduation, Justin Williams embarked upon his legal career. From 1967 until 1986, he worked for the Criminal Division of the Department of Justice and served as Assistant Commonwealth’s Attorney in Arlington County and Assistant United States Attorney for the Eastern District of Virginia, based in Alexandria. In 1986, Justin Williams was appointed Chief of the Criminal Division and served in that capacity until his death. Justin Williams passed away August 31, 2003. This bill passed the House on April 13, 2005.

CLYDE S. CAHILL MEMORIAL PARK

H.R. 1556

(Public Law 109–342)

H.R. 1556 designates a parcel of land located on the site of the Thomas F. Eagleton United States Courthouse in St. Louis, Missouri, as the “Clyde S. Cahill Memorial Park.” Judge Cahill, was the first African-American to be appointed to the United States District Court for the Eastern District of Missouri. After serving in the United States Air Force during World War II and acquiring a law degree from St. Louis University Law School, Judge Cahill engaged in the private practice of law in 1951. From 1958 through 1968, he served as chief legal advisor to the Missouri NAACP and while with the NAACP, he filed the first lawsuit in Missouri to implement the Supreme Court’s decision in *Brown v. Board of Education* helping to end school segregation in Missouri. Judge Cahill was appointed to the United States District Court for the Eastern District of Missouri in 1980. Judge Cahill had a reputation for being courteous and compassionate. This bill passed the House on September 27, 2006.

KIKA DE LA GARZA FEDERAL BUILDING

H.R. 2322

(Public Law 109–343)

H.R. 2322 designates the Federal building located at 320 North Main Street in McAllen, Texas, as the “Kika de la Garza Federal Building.” The bill honors former Congressman de la Garza from Texas, who served in the United States House of Representatives

for 32 years. Congressman de la Garza started his career of civil service early, when he enlisted in the United States Navy at age 17. After his military service, he earned a law degree from St. Mary's University in San Antonio. Following law school, he was elected to the Texas House of Representatives, where he served the state for six consecutive terms. Congressman de la Garza was elected in 1964 to the United States House of Representatives. During his 32 years of service in Washington, de la Garza accomplished countless goals and participated in a number of historic events including the creation of the Congressional Hispanic Caucus. He also served as the first Hispanic Chair of a Congressional Committee. This bill passed the House on September 27, 2006.

**SECURITY AND ACCOUNTABILITY FOR EVERY PORT
ACT OF 2006**

H.R. 4954

(Public Law 109–347)

H.R. 4954, the Security and Accountability for Every Port Act of 2006 (SAFE Port Act) includes a number of measures within the Committee's jurisdiction. The bill includes the Warning, Alert, and Response Network Act of 2005 (WARN Act), which gives the Federal Communications Commission the tools it needs to encourage wireless communications providers to participate in the Emergency Alert System. This is a critical step toward strengthening and modernizing our Nation's emergency alert system. The SAFE Port Act also makes a number of improvements to the Robert T. Stafford Disaster Relief and Emergency Assistance Act. It provides for medical monitoring of emergency response providers by the Department of Health and Human Services. Additionally, the bill ensures that the Chemical Stockpile Emergency Preparedness Program and the Radiological Emergency Preparedness Program are administered by the Federal Emergency Management Agency. This bill passed the House on May 4, 2006 and the conference report was approved by the House on September 30, 2006.

ANDRES TORO BUILDING

H.R. 5026

(Public Law 109–348)

H.R. 5026 designates the Investigations Building of the Food and Drug Administration (FDA) located at 466 Fernandez Juncos Avenue in San Juan, Puerto Rico, as the "Andres Toro Building." Andres Toro was the Director of the Compliance Division of the FDA San Juan District Office. He joined the FDA in 1977, as an investigator in the San Juan District office and worked his way up the ranks to Director of the Compliance Division. He is the first and only Puerto Rican to have risen to this high government rank in the FDA without taking a position off the island. He received many awards along the way. Mr. Toro played a major role in some of the

most unprecedented regulatory cases the FDA has initiated against the food and drug industry. He was known for his dedication and commitment in preserving and protecting public health. This bill passed the House on September 27, 2006.

THE WRIGHT AMENDMENT REFORM ACT OF 2006

S. 3661

(Public Law 109–352)

This legislation lifts all domestic flight restrictions on scheduled commercial service at Love Field, Dallas, Texas, beginning eight years after the date of enactment. It currently maintains existing domestic flight restrictions at Love Field (i.e., direct flights out of Love Field are limited to the following states: Texas, Missouri, Alabama, Mississippi, Kansas, Louisiana, New Mexico, Arkansas, and Oklahoma), but allows through-ticketing from Love Field to cities outside the Wright Amendment's geographic area, while reducing the number of gates at Love Field from 32 to 20. The Act specifically clarifies that nothing in the legislation shall affect general aviation service at Love Field, and shall not take effect until the Federal Aviation Administration notifies Congress that aviation operations in the airspace are safe. S. 3661 was passed by both the House and the Senate on September 29, 2006.

LONG ISLAND SOUND STEWARDSHIP ACT OF 2006

H.R. 5160

(Public Law 109–359)

H.R. 5160, the Long Island Sound Stewardship Act of 2006 establishes the Long Island Sound Stewardship Initiative and Advisory Committee to identify, protect, and enhance sites in Connecticut and New York that are within the Long Island Sound region with significant ecological, educational, open space, public access, or recreational value; requires the Advisory Committee to identify areas with significant value as potential stewardship sites, and report on recommended sites and recommended grants for securing and improving sites. It directs the Environmental Protection Agency to review the Advisory Committee's recommendations, approve stewardship sites, award grants, and report annually on the Initiative.

TO AMEND THE FEDERAL WATER POLLUTION CONTROL ACT TO REAUTHORIZE A PROGRAM RELATING TO THE LAKE PONTCHARTRAIN BASIN, AND FOR OTHER PURPOSES

H.R. 6121

(Public Law 109–392)

H.R. 6121 amends section 121 of the Federal Water Pollution Control Act to reauthorize appropriations for the Environmental Protection Agency's Lake Pontchartrain Basin Restoration Program in Louisiana and Mississippi. The purpose of the program is to restore the ecological health of the Basin by developing and funding restoration projects and related scientific and public education projects. On November 13, 2006, the House of Representatives passed H.R. 6121 by voice vote, and the Senate passed H.R. 6121 by unanimous consent on November 16, 2006. The bill was presented to the President on December 4, 2006.

FEDERAL AND DISTRICT OF COLUMBIA GOVERNMENT REAL PROPERTY ACT OF 2005

H.R. 3699

(Public Law 109–396)

H.R. 3699, as amended, authorizes the exchange of Federal land between the Department of Interior's National Park Service and the District of Columbia. Under a transfer of jurisdiction, the Federal government retains ownership of the property and the District is given authority to maintain and administer the property. Transferring this land allows the District to utilize the lands for development, to increase its tax base and decrease financial dependence on the Federal government. Many of the parcels in H.R. 3699 are underutilized or neglected and consequently the transfer would help the Federal government manage existing properties by reducing maintenance backlogs. These lands are not currently providing substantial value and their transfer to the District allows taxpayer dollars to be spent on maintaining more beneficial properties. This bill passed the House, as amended, on September 30, 2006, and passed the Senate on November 16, 2006.

AN ACT TO EXTEND THROUGH DECEMBER 31, 2008, THE AUTHORITY OF THE SECRETARY OF THE ARMY TO ACCEPT AND EXPEND FUNDS CONTRIBUTED BY NON-FEDERAL PUBLIC ENTITIES AND TO EXPEDITE THE PROCESSING OF PERMITS

H.R. 6316

(Public Law 109–434)

H.R. 6316 provides a short-term extension through December 31, 2008, of the authority of the Corps of Engineers to accept funds

from public entities to expedite the processing of Corps of Engineers permits. This issue is also addressed in the Water Resources Development Act (WRDA), H.R. 2864. H.R. 6316 was presented to the President on December 11, 2006.

**NATIONAL TRANSPORTATION SAFETY BOARD
REAUTHORIZATION ACT OF 2006**

H.R. 5076

(Public Law 109–443)

H.R. 5076 authorizes the appropriation of \$81,594,000 for Fiscal Year 2007 and \$92,625,000 for Fiscal Year 2008 to fund authorized activities of the National Transportation Safety Board (NTSB). These funding levels would support 410 Full Time Equivalent (FTE) staff in 2007 and 430 FTE in 2008.

Section 2(a)(1) of the bill requires the NTSB to submit to Congress a list of accidents the Board was required to investigate, as well as a list of ongoing investigations exceeding the time allotted by Board order. This reporting requirement would not apply to accident types which the NTSB may voluntarily elect to investigate, but is not required to investigate, under current law, such as railroad grade-crossing or highway accidents.

Section 2(a)(2) directs the NTSB to develop and implement a plan to achieve, to the maximum extent feasible, the self-sufficient operation of the NTSB Academy. This facility has in the past consumed too large a portion of the Board's budget resources, to the detriment of its core accident investigation mission. This provision requires the NTSB to develop a plan to make better use of this facility and reduce the burden it imposes on the Board's budget.

Section 2(b) improves oversight of the "Most Wanted Safety Improvements" by requiring the NTSB to comment on the Secretary of Transportation's annual report to Congress on the status of each recommendation that the Board has made to the Department of Transportation that remains on the Board's list of Most Wanted Safety Improvements. Similarly, section 7 of the bill requires the Federal Aviation Administration (FAA) to report to Congress on why the FAA has not implemented the aviation recommendations in the NTSB's list of "Most Wanted Transportation Safety Improvements, 2006."

Section 3 extends the expedited contracting procedures that were authorized for the NTSB in the 2003 reauthorization act. These procedures have proven beneficial in allowing the Board to award contracts quickly to obtain services to expedite accident investigations. The Act expands the disclosure and reporting requirements associated with this authority under current law to include all contracts regardless of the amount of funds involved.

Under H.R. 5076, the Department of Transportation Inspector General's current authority under 49 United States Code 1137 to review the financial management, property management, and business operations of the NTSB, including internal accounting and administrative control systems, is unchanged. Section 4 of the bill clarifies how these functions of the Inspector General should be

funded. Currently, the NTSB reimburses the Inspector General for the costs incurred by the Inspector General in carrying out 49 United States Code 1137. H.R. 5076 clarifies that an appropriation of funds directly to the Inspector General for these activities is preferable to a reimbursable agreement, but if such an appropriation is not available, then a reimbursable agreement should be used instead.

Section 5 requires the Government Accountability Office (GAO) to evaluate and audit the programs and expenditures of the NTSB at least annually. This provision will provide greater oversight of the NTSB without risking any infringement on the Board's independence that could result from having the U.S. Department of Transportation (DOT) Inspector General perform this audit function. When the NTSB was first established in 1967, it initially relied on DOT for funding and administrative support. In 1975, under the Independent Safety Board Act, all organizational ties to DOT were severed. The NTSB serves as an independent "watch-dog" over the DOT, as well as State transportation agencies, recommending actions these agencies should take to improve safety. Therefore, maintaining NTSB's strict independence from DOT is critically important to NTSB's mission.

Section 9(b) clarifies that NTSB has jurisdiction to investigate major marine casualties occurring on bodies of water such as Lake George, New York, by expanding NTSB's jurisdiction to include major marine accidents occurring "on or under the navigable waters, internal waters, or the territorial sea of the United States."

Section 9(d) authorizes each member of the Board, rather than the Chairman, to select employees on his or her own personal staff.

Section 9(f) directs the NTSB to develop and approve a process for the entire Board's review and comment or approval of budget and legislative documents submitted by the Board to the President, Director of the Office of Management and Budget, or Congress.

Section 9(g) requires the Board to maintain at least one full time employee in each State located more than 1,000 miles from the nearest Board regional office to provide initial investigative response to accidents in that State.

Section 10 provides that, for a runway safety area project at Juneau International Airport, the Federal Aviation Administration (FAA) may only select as the preferred alternative the least expensive alternative, including life-cycle costs, that otherwise meets FAA standards and that maintains the length of the runway as of the date of enactment of this legislation.

Section 11 instructs the Inspector General of the United States Department of Transportation to conduct oversight of the reviews currently underway at the Federal Highway Administration and the Commonwealth of Massachusetts of the tragic July 10, 2006, fatal accident in the Central Artery tunnel project in Boston, Massachusetts. The section also instructs the Inspector General to investigate, in cooperation with the United States Attorney General and the Attorney General of the Commonwealth of Massachusetts, any criminal or fraudulent acts committed in the execution of the project.

MARINE DEBRIS RESEARCH, PREVENTION, AND REDUCTION ACT

S. 362

(Public Law 109–449)

S. 362, the Marine Debris Research, Prevention and Reduction Act, as passed in the House, would establish a marine debris prevention and removal program within the National Oceanic and Atmospheric Administration (NOAA), strengthen the Coast Guard's capabilities to improve and enforce compliance with laws and regulations regarding the disposal of plastics and other garbage from vessels, and reactivate the Interagency Marine Debris Coordinating Committee to coordinate marine debris research and activities throughout the Federal government.

DAM SAFETY ACT OF 2006

S. 2735/H.R. 4981

(Public Law 109–460)

S. 2735 and H.R. 4981, as amended, reauthorize the National Dam Safety Program for five years, through Fiscal Year 2011. The National Dam Safety Program, administered by FEMA, was established to improve safety and security around dams. The program provides assistance grants to state dam safety agencies to assist them in improving their regulatory programs, training, and research, and to create a National Inventory of Dams. H.R. 4981, as amended, passed the House on September 27, 2006. S. 2735 passed the Senate on December 6, 2006, and passed the House on December 8, 2006.

PIPELINE INSPECTION, PROTECTION, ENFORCEMENT AND SAFETY ACT OF 2006

H.R. 5782

(Public Law 109–XXX)

H.R. 5782 reauthorizes the Federal pipeline safety programs and amends title 49, United States Code, to enhance the safety and reliability of transporting the Nation's energy products by pipelines. This bill addresses enforcement of one-call laws, provides guidance to states on underground damage programs, requires a rule to be issued establishing a distribution integrity management program, and requires that standards be developed to reduce the risks in pipeline control rooms associated with human factors. The Act also directs the Pipeline and Hazardous Materials Safety Administration to develop regulations on the operation of low-stress hazardous liquid pipelines. H.R. 5782 also authorizes funding levels for the pipeline safety programs for Fiscal Year 2007 through Fiscal Year 2010. H.R. 5782 was ordered reported by the House Transportation and Infrastructure Committee on July 19, 2006, and the House En-

ergy and Commerce Committee on September 27, 2006. H.R. 5782 was agreed to by the House on December 6, 2006, and the Senate on December 7, 2006.

**THE RAILROAD RETIREMENT DISABILITY EARNINGS
ACT OF 2006**

H.R. 5483

(Public Law 109–XXX)

Under current law, the Railroad Retirement Board pays disabled railroad workers a stipend averaging \$1911 per month. Disabled workers may earn additional outside income, but not more than \$400 per month.

H.R. 5483 permanently amends the Railroad Retirement Act to increase the amount of permissible outside earnings. The bill raises the earnings limit from \$400 to \$700 per month effective January 1, 2007, and enacts an indexing formula to provide for automatic increases in the future. The cost estimate from the Congressional Budget Office is less than \$500,000 per year.

COMMITTEE VIEWS AND ESTIMATES REPORTS

Pursuant to section 301(d) of the Congressional Budget Act, the Committee submitted its Views and Estimates Reports to the Committee on the Budget for fiscal years 2006 and 2007 on February 16, 2005, and February 22, 2006, respectively.

These reports, intended to provide the Budget Committee with an early and comprehensive indication of Committee legislation plans for the next fiscal year, contained the views and estimates of new budget authority and outlays to be authorized in legislation under the Committee's jurisdiction which would be effective during the next fiscal year.

SUMMARY OF ACTIVITIES FOR THE SUBCOMMITTEE ON
AVIATION

PUBLIC LAWS AND OTHER LEGISLATION

**SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT
TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS**

H.R. 3

Section 4405 of Public Law 109–59

Limited Exception From Type Certificate Requirement

This aviation provision was included as section 4405 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA: LU). Section 4405 provides a narrow exception to the requirement that aircraft builders obtain the permission of the type certificate holder before building an aircraft using the type certificate holder's design. Under section 4405, aircraft that were already in the process of being built prior to the date on which Federal Aviation Administration field offices were informed of this requirement may continue to be certificated without the permission of the type certificate holder, if certain conditions are met.

THE DEFICIT CONTROL ACT OF 2005

Section 3012 of Public Law 109–171—Essential Air Service
Program

S. 1932

(Public Law 109–171)

Section 3012 of S. 1932 (The Deficit Control Act of 2005) provides an additional \$15 million in each of Fiscal Years 2007 and 2008 for the Essential Air Service (EAS) program. The additional \$15 million is contingent upon at least \$110 million being provided for EAS from current sources (appropriated funds and overflight fees for example). Together with base funding of at least \$110 million, the additional \$15 million will increase EAS funding to at least \$125 million in Fiscal Years 2007 and 2008.

THE WRIGHT AMENDMENT REFORM ACT OF 2006

S. 3661

(Public Law 109–352)

This legislation lifts all domestic flight restrictions on scheduled commercial service at Love Field, beginning eight years after the date of enactment. It currently maintains existing domestic flight restrictions at Love Field (direct flights out of Love Field are limited to the following states: Texas, Missouri, Alabama, Mississippi, Kansas, Louisiana, New Mexico, Arkansas, and Oklahoma), but allows through-ticketing from Love Field to cities outside the Wright Amendment’s geographic area, while reducing the number of gates at Love Field from 32 to 20. The Act specifically clarifies that nothing in the legislation shall affect general aviation service at Love Field, and shall not take effect until the Federal Aviation Administration notifies Congress that aviation operations in the airspace are safe. S. 3661 was passed by both the House and the Senate on September 29, 2006 and was signed into law on October 13, 2006. It became Public Law 109–352.

**NATIONAL TRANSPORTATION SAFETY BOARD
REAUTHORIZATION ACT OF 2006**

H.R. 5076

(Public Law 109–443)

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why the FAA has not implemented the aviation recommendations in the NTSB's list of "Most Wanted Transportation Safety Improvements, 2006."

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Section 10 provides that, for a runway safety area project at Juneau International Airport, the Federal Aviation Administration

(FAA) may only select as the preferred alternative the least expensive alternative, including life-cycle costs, that otherwise meets FAA standards and that maintains the length of the runway as of the date of enactment of this legislation.

Section 11 instructs the Inspector General of the United States Department of Transportation to conduct oversight of the reviews currently underway at the Federal Highway Administration and the Commonwealth of Massachusetts of the tragic July 10, 2006 fatal accident in the Central Artery tunnel project in Boston, Massachusetts. The section also instructs the Inspector General to investigate, in cooperation with the United States Attorney General and the Attorney General of the Commonwealth of Massachusetts, any criminal or fraudulent acts committed in the execution of the project.

FEDERAL FLIGHT DECK OFFICER PROGRAM

H. Con. Res. 196

This resolution honors the pilots of United States commercial air carriers who volunteer to participate in the highly successful Federal Flight Deck Officer (FFDO) program. The House approved this resolution on December 12, 2005, by a roll call vote of 413–2 and the Senate subsequently approved the resolution by unanimous consent.

LIABILITY PROTECTION FOR AIRPORT OPERATORS

Section 547 of Public Law 109–90

H.R. 2360

This aviation provision was included in the Department of Homeland Security Appropriations Act for Fiscal Year 2006. Section 547 provides all airports, those with Federal Screeners and those choosing to participate in the Federal Screening Partnership Program (SPP), with liability protection. Specifically, the amendment provides all airports protection from liability for the decision to file or not file an application with the Transportation Security Administration (TSA) to participate in the Federal SPP; and protections from liability arising out of negligent acts of security screeners, whether Federal employees or the employees of Federally-qualified SPP screening companies acting under a contract with the TSA. The provision does not grant airports liability protection for their own acts of negligence.

EXPRESSING CONDOLENCES TO THE FAMILIES, FRIENDS, AND LOVED ONES OF THE VICTIMS OF THE CRASH OF COMAIR FLIGHT 5191

H. Res. 980

This Resolution remembers and honors the victims of the crash of Comair Flight 5191. It also extends deep sympathy and condo-

lences to the family, friends, and loved ones of the victims. The House agreed to the resolution under suspension of the rules on September 6, 2006.

HEARINGS

On February 9, 2005, the Subcommittee held a hearing titled, Commercial Space Transportation: Beyond the X Prize. The purpose of this hearing was to discuss the status and future of the United States commercial space transportation industry and the role of the Federal Aviation Administration in providing safety oversight of the industry.

On March 15, 2005, the Subcommittee held a hearing titled, Lasers: A Hazard to Aviation Safety and Security? The purpose of this hearing was to examine the potential safety and security implications of visible lasers to civil aircraft.

On April 6, 2005, the Subcommittee held a hearing titled, Efforts to Prevent Pandemic by Air Travel. The purpose of this hearing was to receive testimony on efforts to prevent the spread of disease by air travel.

On April 14, 2005, the Subcommittee held a hearing titled, Transforming the Federal Aviation Administration: A Review of the Air Traffic Organization and the Joint Planning and Development Office. The purpose of this hearing was to review progress and challenges facing the Federal Aviation Administration Air Traffic Organization and the Joint Planning and Development Office.

On April 20, 2005, the Subcommittee held a hearing titled, Air Traffic Management by Foreign Countries. The purpose of this hearing was to review and obtain perspectives on the governance, organizational structure, modernization efforts, and system funding of commercialized international air traffic control providers.

On May 4, 2005, the Subcommittee held a hearing titled, Financial Condition of the Aviation Trust Fund: Are Reforms needed? The purpose of this hearing was to assess the financial condition of the Airport and Airway Trust Fund (commonly known as the Aviation Trust Fund), and discuss possible alternative mechanisms for financing the future needs of the aviation system.

On May 25, 2005, the Subcommittee held a hearing titled, The U.S. Jet Transport Industry: Global Market Factors affecting Producers (Boeing-Airbus Trade Case). The purpose of this hearing was to receive testimony on competition, regulation, and global market factors affecting United States aircraft manufacturers.

On June 22, 2005, the Subcommittee held a hearing titled, Airline Pensions: Avoiding Further Collapse. The purpose of this hearing was to examine the current status of airline pension plans, the impact of the termination of United and US Airways' plans, and how further terminations may be avoided.

On July 14, 2005, the Subcommittee held a hearing titled, Cell Phones on Aircraft: Nuisance or Necessity? The purpose of this hearing was to examine the public safety, national security, and social implications of the Federal Communication Commission's proposed rule that reverses long-standing regulations on the use of cellular telephones and similar wireless communications devices on-board aircraft during flight.

On September 28, 2005, the Subcommittee held a hearing titled, Current Outlook and Future of U.S. Commercial Airline Industry. The purpose of this hearing was to examine the current situation of the United States commercial airline industry, the impact of recent bankruptcies and increased fuel prices, and the outlook for the industry's future.

On February 8, 2006, the Subcommittee held a hearing titled, U.S.-EU Open Skies Agreement: With a focus on the Department of Transportation's NPRM regarding 'actual control' of U.S. air carriers. The purpose of this hearing was to receive testimony on the tentative Open Skies agreement reached between the United States and the European Union as well as the Department of Transportation's recent Notice of Proposed Rulemaking on 'actual control' of United States carriers.

On February 15, 2006, the Subcommittee held a hearing titled, Commercial Jet Fuel Supply: Impact and Cost on the Airline Industry. The purpose of this hearing was to examine the impact and cost of commercial jet fuel on the United States airline industry including: (1) how commercial jet fuel is produced, transported and priced; (2) steps airlines have taken to increase fuel efficiency in the wake of rising fuel costs; (3) the effect of certain air traffic control modernization programs on airline fuel efficiency; (4) the impact of new aircraft manufacturing technologies on fuel efficiency; and (5) what actions, if any, the Federal Government can take to help the struggling United States airline industry cope with higher jet fuel costs.

On March 8, 2006, the Subcommittee held a hearing titled, Reauthorization of the National Transportation Safety Board. The National Transportation Safety Board (NTSB) is charged with investigating civil aviation accidents and significant transportation accidents in the surface modes—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of all civil aviation accidents and significant surface transportation accidents, conducts safety studies, and evaluates the effectiveness of other government agencies' programs for preventing transportation accidents.

On March 20, 2006, the Subcommittee held a field hearing in Corona, California, titled, Meeting Future Aviation Capacity Needs in Southern California. This field hearing was held to discuss future aviation capacity needs in Southern California and possible regional solutions.

On March 22, 2006, the Subcommittee held a field hearing in Wichita, Kansas, titled, Keeping Aviation Manufacturing Competitive. The purpose of this hearing was to review issues important to keeping the United States aviation manufacturing industry competitive in the global marketplace.

On March 29, 2006, the Subcommittee held a hearing titled, Unmanned Aerial Vehicles (UAV's) and the National Airspace System. The purpose of this hearing was to discuss the use of UAVs or Unmanned Aerial Systems in the National Airspace System (NAS) and the authority of the Federal Aviation Administration to provide safety oversight and air traffic control over these systems in the NAS.

On May 3, 2006, the Subcommittee held a hearing titled, Mishandled Baggage: Problems and Solutions. The purpose of this

hearing was to examine issues related to lost, delayed, damaged, or pilfered baggage, and to explore potential solutions to those problems.

On June 21, 2006, the Subcommittee held a hearing titled, Air Traffic Control Modernization. The purpose of this hearing was to review progress and challenges facing the Federal Aviation Administration and the Joint Program Development Office in modernizing the National Airspace System (NAS) to meet projected increases in traffic volumes, enhance the system's margin of safety, and increase the efficiency of the air traffic control system, the principal component of the NAS.

On June 29, 2006, the Subcommittee held a hearing titled, Airline Passenger Baggage Screening: Technology and Airport Deployment Update. The Subcommittee received testimony from the Transportation Security Administration, Government Accountability Office, airport representatives, and explosive detection system (EDS) manufacturers concerning the financing and deployment of integrated in-line EDS systems for screening checked baggage. The hearing also reviewed the Reveal EDS Machine pilot program at Newark Liberty International Airport.

On July 12, 2006, the Subcommittee held a hearing titled, Reforming the Wright Amendment. The purpose of this hearing was to examine the agreement reached on reforming the Wright Amendment and its economic, regional, and national impacts on the United States aviation system.

On September 20, 2006, the Subcommittee held a hearing titled, Oversight of Federal Aviation Administration Safety Programs. The purpose of this hearing was to review the Federal Aviation Administration's safety programs.

On September 27, 2006, the Subcommittee held a hearing titled, Next Generation Air Transportation System Financing Options. The purpose of this hearing was to examine options for financing the Federal Aviation Administration, and more specifically, the Next Generation Air Transportation System, which is expected to be a major issue in next year's reauthorization of aviation programs.

SUMMARY OF ACTIVITIES FOR THE SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

During the 109th Congress, the Subcommittee on Coast Guard and Maritime Transportation, chaired by Congressman Frank A. LoBiondo with Congressman Bob Filner serving as the Ranking Democratic Member, developed major legislation regarding the United States Coast Guard and maritime security. The Coast Guard and Maritime Transportation Act of 2006, Public Law 109–241, the Security and Accountability for Every Port (SAFE Port) Act, Public Law 109–347, the Sportfishing and Recreational Boating Safety Act of 2005, Public Law 109–59, the Sportfishing and Recreational Boating Safety Amendments Act of 2005, Public Law 109–74, and the Coast Guard Hurricane Relief Act of 2005, Public Law 109–141, were enacted during the 109th Congress and incorporated a number of bills that were developed and considered by the Subcommittee.

ENACTED LEGISLATION

SPORTFISHING AND RECREATIONAL BOATING SAFETY ACT OF 2005

Subtitle A of Title X of Public Law 109–59—Sportfishing and
Recreational Boating Safety Amendments

H.R. 3

(Public Law 109–59)

This law made several amendments to create a simpler and more equitable formula for Federal sportfishing restoration and recreational boating safety funding. The law established the Sportfishing and Recreational Boating Safety Trust Fund and provided for the spend-out of more than \$90 million in the Boating Safety Account of the Aquatic Resources Trust Fund to support State programs in future Fiscal Years.

SPORTFISHING AND RECREATIONAL BOATING SAFETY AMENDMENTS ACT OF 2005

H.R. 3649

(Public Law 109–74)

This law made several technical and conforming amendments to the Sportfishing and Recreational Boating Safety Act of 2005 (Public Law 109–59) and provided funding for State sportfish conservation and recreational boating safety programs in Fiscal Year 2005.

COAST GUARD HURRICANE RELIEF ACT OF 2005

H.R. 4508

(Public Law 109–141)

The legislation addresses several issues that have arisen due to the recent events in the Gulf Coast as a result of Hurricanes Katrina and Rita. H.R. 4508 recognizes and commends the heroic actions of the Coast Guard in response to Hurricane Katrina and preserves up to 90 days of accumulated leave that would otherwise be lost at the end of this calendar year for Coast Guardsmen who were detailed to operations in response to Hurricane Katrina. The legislation also authorizes the Coast Guard to temporarily extend the expiration of licenses and documents for mariners that were affected by Hurricane Katrina and certificates of inspection and compliance for vessels that are inspected by marine safety offices that are located in the impacted region.

**COAST GUARD AND MARITIME TRANSPORTATION ACT
OF 2006**

H.R. 889

(Public Law 109–241)

This legislation authorizes appropriations for the Coast Guard for Fiscal Year 2006, to make technical corrections to various laws administered by the Coast Guard, and for other purposes. The law also amends existing statutes to improve management of Coast Guard activities, navigation, and commercial shipping. The law also commends the Coast Guard for the service's heroic efforts in response to Hurricanes Katrina and Rita earlier this year, amends current law to improve vessel safety procedures aboard United States ferries, and directs the Coast Guard to establish a long-range vessel tracking system to improve maritime domain awareness in offshore waters.

The law also includes several provisions that were included in H.R. 1412, the Delaware River Protection Act of 2005, as passed in the House.

**MARINE DEBRIS RESEARCH, PREVENTION, AND
REDUCTION ACT**

S. 362

(PUBLIC LAW 109–449)

S. 362, the Marine Debris Research, Prevention and Reduction Act, as passed in the House, would establish a marine debris prevention and removal program within the National Oceanic and Atmospheric Administration (NOAA), strengthen the Coast Guard's capabilities to improve and enforce compliance with laws and regulations regarding the disposal of plastics and other garbage from vessels, and reactivate the Interagency Marine Debris Coordinating

Committee to coordinate marine debris research and activities throughout the Federal government.

OTHER LEGISLATION

COAST GUARD AUTHORIZATION ACT OF 2006

H.R. 5681

Passed the House on September 28, 2006

The bill authorizes approximately \$9.0 billion for Coast Guard programs and operations in Fiscal Year 2007, including approximately \$1.7 billion for the Coast Guard's Deepwater program which would accelerate the program's completion from the current projected timeline. The bill makes several amendments to current statutes related to the activities of the Coast Guard, navigation and commercial shipping. The bill also includes a provision that would establish a civil penalty for individuals who possess personal use quantities of narcotics at maritime facilities or aboard vessels subject to the jurisdiction of the United States.

The bill, as passed in the House, also includes H.R. 5811, the MARPOL Annex VI Implementation Act of 2006, as reported from the Committee on Transportation and Infrastructure.

DELAWARE RIVER PROTECTION ACT OF 2005

H.R. 1412

Passed by the House on June 27, 2005

(Enacted into Law as Title 6 of Public Law 109-241, the Coast Guard and Maritime Transportation Act of 2006)

H.R. 1412 addresses several issues that were raised by an oil spill in the Delaware River in November 2004. The legislation amends the Oil Pollution Act of 1990 to adjust oil spill liability limits to reflect increases in inflation since 1990. The legislation requires individuals to report to the Coast Guard any release of an object from a vessel or a facility that could obstruct navigation in United States waters. The legislation also includes several provisions to improve future oil spill response actions in the Delaware River and nationwide.

MARPOL ANNEX VI IMPLEMENTATION ACT OF 2006

H.R. 5811

Reported by the Committee on July 19, 2006

Passed the House as Title 5 of H.R. 5681, the Coast Guard Authorization Act of 2006

H. R. 5811, the MARPOL Annex VI Implementation Act of 2006, would implement requirements under MARPOL Annex VI for purposes of United States law. The bill would require all vessels operating within the territorial sea (the belt of the oceans extending out to a distance of 12 miles from shore) and in special emission control

areas to comply with air emission regulations. The regulations would require engines that are installed on covered vessels to meet standards under Annex VI regarding NO_x, SO_x, and other organic compounds. The regulations would also require ports and terminals to comply with requirements to provide receptacles or access to reception facilities where ozone depleting substances and other materials can be disposed of.

MARITIME TERMINAL SECURITY ENHANCEMENTS ACT OF 2006

H.R. 4880

Reported Favorably to the House on September 29, 2006

(Enacted into Law as Part of P.L. 109–347, the SAFE Ports Act)

The bill makes several amendments to current law to improve the security of ports and port terminal facilities. The bill would require a port terminal facility operator to resubmit a facility security plan for the Coast Guard's approval upon the transfer of ownership or operational control of that facility. The bill also requires each operator of a port terminal facility to designate a United States citizen as the Facility Security Officer under a facility security plan. Lastly, the bill establishes several deadlines for maritime security programs required under the Maritime Transportation Security Act of 2002 (Public Law 107–295).

HEARINGS

During the 109th Congress, the Subcommittee on Coast Guard and Maritime Transportation chaired by Congressman Frank A. LoBiondo, with Congressman Bob Filner serving as Ranking Democratic Member, held 19 hearings.

OVERSIGHT FIELD HEARING ON THE DELAWARE RIVER OIL SPILL

On January 18, 2005, the Subcommittee held an oversight field hearing on the Delaware River oil spill to review the circumstances that led to a discharge of oil from the M/V ATHOS I into waters of the Delaware River on November 26, 2004, and the response to the discharge by the vessel owner, and Federal and State agencies. The Subcommittee examined the response of Federal and State agencies to the spill and whether these agencies had all assets necessary to minimize the environmental and economic damages from this incident.

The Subcommittee heard testimony from Rear Admiral Sally Brice-O'Hara, Commander, Fifth District, United States Coast Guard, and was accompanied by Captain Jonathan D. Sarubbi, Captain of the port of Philadelphia; Lieutenant Colonel Robert J. Ruch, Commander, Philadelphia District, United States Army Corps of Engineers; Mr. Bradley Campbell, Commissioner, New Jersey Department of Environmental Protection; Ms. Kathleen McGinty, Secretary, Pennsylvania Department of Environmental Protection; Mr. Dennis Rochford, President, Maritime Exchange for the Delaware River and Bay; and Mr. Eric P. Stiles, Vice President for Conservation and Stewardship, New Jersey Audubon Society.

FISCAL YEAR 2006 BUDGET FOR COAST GUARD AND MARITIME TRANSPORTATION PROGRAMS, AND H.R. 889, THE COAST GUARD AND MARITIME TRANSPORTATION ACT OF 2005

On March 3, 2005, the Subcommittee held a hearing on the Fiscal Year 2006 budget for the Coast Guard and Maritime Transportation programs, and H.R. 889, the Coast Guard and Maritime Transportation Act of 2005. The purpose of the hearing was to consider the Administration's Fiscal Year 2006 budget requests for the United States Coast Guard, Department of Homeland Security port and container security programs, the Federal Maritime Commission, and other maritime transportation programs.

The Subcommittee heard testimony from Admiral Thomas H. Collins, Commandant, United States Coast Guard; Master Chief Franklin A. Welch, Master Chief Petty Officer, United States Coast Guard; the Honorable Steven R. Blust, Chairman, Federal Maritime Commission, and Mr. Joseph Moravec, Commissioner of Public Building Service, United States General Services Administration.

OVERSIGHT HEARING ON DEEPWATER IMPLEMENTATION

On April 20, 2005, the Subcommittee held an oversight hearing on Deepwater Implementation. The Subcommittee reviewed the Coast Guard's Integrated Deepwater System program (Deepwater) and Revised Deepwater Implementation Plan.

The Subcommittee heard testimony from Admiral Thomas A. Collins, Commandant, United States Coast Guard, who was accompanied by Rear Admiral Patrick M. Stillman, Program Executive Officer, Coast Guard Integrated Deepwater System; and Ms. Margaret T. Wrightson, Director, Homeland Security and Justice Issues, United States Government Accountability Office.

On March 25, 2005, the Coast Guard submitted a Revised Deepwater Implementation Plan that proposed an amended baseline and a modified acquisition schedule for the Deepwater program. Under the revised plan, the total cost of the Deepwater program would increase to an estimated total of \$19–24 billion (in 2002 dollars) from the previous funding level of \$15 billion. The revised plan also included a modified acquisition schedule that would require funding over a 20–25-year period (completion in 2021–2026), up from the original 20-year schedule. The modified acquisitions schedule included detailed delivery information for Fiscal Years 2006–2011; however no information is included for the schedule or order of delivery for deepwater assets beyond this period.

The revised plan made a number of changes to the specifications of the assets that are to be procured under the Deepwater program. Under the revised plan, the Coast Guard will fit the Fast Response Cutter (FRC), which will replace the 110-foot cutter fleet, with a composite hull that is designed to double the operational life of the vessel. Additionally, the FRC and the Offshore Patrol Cutter (OPC) will be modified to enhance response and reaction capability by increasing the operational speed of these vessels. The revised plan also calls for the accelerated delivery of certain assets including the FRC and the OPC.

The revised plan also calls for major changes to the aviation assets that will be part of the Deepwater program. Under the revised plan, the Coast Guard will retain and renovate the Service's fleet of HH-60J helicopters instead of acquiring the smaller AB-139 that was selected under the original Deepwater plan. The Coast Guard will also retain 16 upgraded and renovated HC-130H long-range search aircraft.

The revised Deepwater plan suggested that the Coast Guard may procure a fewer number of each individual asset due to the enhanced capabilities that would be added to each platform.

As part of the original Deepwater program, the Coast Guard included funding to sustain legacy assets until the time when those assets were scheduled to be replaced with assets that were acquired under the program. However, the Coast Guard has suffered a rapid deterioration of legacy assets in recent years. As a result, funding for the Deepwater program has been diverted from the already slowed asset replacement schedule to maintain these increasing numbers of failing legacy assets. This funding diversion, coupled with shortfalls in appropriated funding levels and increasing maritime homeland security operations, has accelerated the impacts of this downward spiral, increased costs to sustain the old assets, and reduced funds available for new assets.

The aging inventory of patrol boats, aircraft, helicopters, cutters, and systems has generated growing concerns over the Coast Guard's ability to effectively and safely perform all of its assigned missions. The Coast Guard's fleet of 110-foot Patrol Boats have suffered numerous hull breaches that have required the vessels to undergo emergency repairs while in dry dock. The Service's fleet of High and Medium Endurance Cutters routinely miss operations due to failing sub-systems, and instances of in-flight engine power failures aboard HH-65 helicopters are increasing at an alarming and dangerous rate. The Coast Guard has described a declining spiral phenomenon that has resulted in deferred modernization of aging assets, reduced readiness, rising maintenance needs, and increased total ownership costs. Recapitalization funds are spent keeping old assets operating, which only defers modernization starting the cycle all over again.

COAST GUARD AMENDMENTS OF 2005

On May 12, 2005, the Subcommittee held a hearing to consider a committee print of the Coast Guard Amendments of 2005. This draft legislation was later incorporated into H.R. 889. The draft legislation proposes to make several amendments to laws relating to the Coast Guard and maritime transportation.

The Subcommittee heard testimony from Mr. Calvin Lederer, Deputy Judge Advocate General, United States Coast Guard.

The majority of provisions that were included in the draft bill were included in the Coast Guard and Maritime Transportation Act of 2006 which became law in 2006.

COAST GUARD LAW ENFORCEMENT

On June 15, 2005, the Coast Guard held a hearing to review the Coast Guard's maritime law enforcement missions.

The Subcommittee heard testimony from Rear Admiral R. Dennis Sirois, Assistant Commandant for Operations, United States Coast Guard.

Title 14, United States Code, provides the Coast Guard with broad authorities to “enforce or assist in the enforcement of all applicable laws on, under and over the high seas and waters subject to the jurisdiction of the United States.” Under these authorities, the Coast Guard carries out missions to interdict illegal drugs and alien migrants in United States waters and on the high seas, and to enforce domestic fisheries laws and international fishing agreements in the United States Exclusive Economic Zone. The Coast Guard is also responsible for enforcing compliance with port security and vessel security regulations that were established following the enactment of the Maritime Transportation Security Act of 2002.

OVERSIGHT HEARING ON DEEPWATER IMPLEMENTATION

On June 21, 2005, the Subcommittee held a hearing to continue oversight over the Coast Guard’s integrated Deepwater System program (Deepwater) and reviewed the revised implementation program that was submitted with the Service’s Capital Investment Plan, Fiscal Year 2006.

The Subcommittee heard testimony from Vice Admiral Thad W. Allen, Chief of Staff, United States Coast Guard, and was accompanied by Mr. Gregory L. Giddens, Deputy Program Executive Officer for the Integrated Deepwater System, United States Coast Guard.

On March 25, 2005, the Coast Guard submitted the Revised Deepwater Implementation Plan that proposed an amended baseline and a modified acquisition schedule for the Deepwater program. Under the revised plan, the total cost of the Deepwater program would increase to an estimated total of \$19–24 billion (in 2002 dollars) from the previous funding level of \$15 billion. The revised plan also includes a modified acquisition schedule that would require funding over a 20–25-year period (completion in 2021–2026), up from the original 20-year schedule. The modified acquisitions schedule includes detailed delivery information for Fiscal Years 2006–2011; however no information is included for the schedule or order of delivery for Deepwater assets beyond this period.

On May 31, 2005, as a result of a Congressional mandate, the Coast Guard submitted a Capital Investment Plan that included a complete funding projection and acquisition schedule for the Deepwater program beyond the first five Fiscal Years that were submitted as part of the Revised Deepwater Implementation Plan in March. The Capital Investment Plan retains the range of project costs (between \$19–24 billion) and completion dates (between Fiscal Years 2021–2026) that were originally outlined in the revised plan.

However, the Capital Investment Plan also provides detailed information on the delivery schedule of individual assets under two alternative funding streams: a Capital Investment Plan funding stream (CIP) and a CIP Plus funding stream. The CIP funding stream assumes that all new acquisitions and legacy asset sustainment and upgrades would be funded with amounts from the

Deepwater account. Whereas, the CIP Plus funding stream would fund only new acquisitions with funding from the Deepwater account and would require that funding for legacy asset sustainment and upgrade projects for the Fiscal Years 2006–2010 be reallocated from other programs within the Department of Homeland Security (approximately \$214 million in funding per Fiscal Year in addition to funding under CIP).

The CIP funding stream represents the amounts that are proposed under the Department of Homeland Security's Future Year Homeland Security Plan FY06–10. This plan proposes level funding for the Deepwater program at an amount of \$752 million in 2007 dollars per Fiscal Year (to be adjusted for inflation). These amounts do not include additional funding for enhanced legacy sustainment and upgrade efforts in any Fiscal Year similar to the funding that was included in the Administration's Fiscal Year 2006 request (approximately \$214 million). The Administration's Fiscal Year 2006 budget request of \$966 million is representative of the funding level that would be requested under the CIP Plus option.

OVERSIGHT HEARING ON THE IMPLEMENTATION OF THE MARITIME
TRANSPORTATION SECURITY ACT

On June 29, 2005, the Subcommittee held an oversight hearing on the implementation of maritime transportation security measures required by the Maritime Transportation Security Act of 2002 (Public Law 107–295) and the Coast Guard and Maritime Transportation Act of 2004 (Public Law 108–293).

The Subcommittee heard testimony from Rear Admiral Craig E. Bone, Director of Port Security, United States Coast Guard, and Mr. Robert Jacksta, Executive Director of Border Security and Facilitation, Office of Field Operations, United States Customs and Border Protection.

The Maritime Transportation Security Act of 2002 (MTSA) contains several provisions intended to protect America's maritime community against the threat of terrorism without adversely affecting the flow of United States commerce through our ports. Following September 11th, the United States Coast Guard was designated as the lead Federal agency for maritime homeland security. The Coast Guard's homeland security mission is to protect the United States maritime domain and the United States Marine Transportation System and deny their use and exploitation by terrorists as a means for attacks on United States territory, population, and critical infrastructure.

On July 1, 2004, federal regulations went into force, implementing many of the maritime transportation security measures that were mandated by the Maritime Transportation Security Act of 2002 (MTSA). These regulations required each of America's 361 marine and freshwater ports to implement detailed security plans that had previously been approved by the Coast Guard. Additionally, all United States vessels and facilities were required to put similar security measures into action.

The Coast Guard and Maritime Transportation Act of 2004 included a number of amendments to the MTSA to enhance the security of the maritime transportation sector. These Acts created the framework for a national maritime security system and required

Federal agencies, ports, and vessel owners to take numerous steps to upgrade security.

S. 362—THE MARINE DEBRIS RESEARCH, PREVENTION AND REDUCTION ACT

On September 29, 2005, the Subcommittee on Coast Guard and Maritime Transportation and the Committee on Resources Subcommittee on Fisheries and Oceans held a joint legislative hearing on S. 362, the Marine Debris Research, Prevention, and Reduction Act. The Committee considered the bill, as passed in the Senate, and several other issues related to marine debris in United States waters.

The Subcommittees heard testimony from Rear Admiral Thomas H. Gilmour, Assistant Commandant for Marine Safety, Security and Environmental Protection, United States Coast Guard; Mr. Timothy R.E. Keeney, Deputy Assistant Secretary of Commerce for Oceans and Atmosphere, National Oceanic and Atmospheric Administration, United States Department of Commerce; Mr. Kurt J. Nagle, President and CEO, American Association of Port Authorities; Mr. Joseph J. Cox, President, Chamber of Shipping of America; Mr. David Benton, Executive Director, Marine Conservation Alliance; Ms. Monita W. Fontaine, Esq., National Marine Manufacturers Association, and Dr. Jennifer Samson, Principal Scientist, Clean Ocean Action.

“Marine debris” refers to the trash or litter that floats around the world’s oceans or washes up on beaches. Marine debris comes from a variety of sources on land and at sea; however, 80 percent of marine debris comes from land-based sources, including cigarette filters, food wrappers, caps and lids. The remaining 20 percent comes from ocean-based activities, including lost or abandoned fishing gear, galley waste, and trash from ships and offshore oil and gas facilities.

The pervasiveness of marine debris and its potential adverse effect on marine organisms, ocean habitats, and human health and safety is of major concern. The lifespan of marine debris ranges from two weeks (for some paper products) to 450 years (in the case of plastics). Each year, marine mammals, sea turtles, fish and seabirds become entangled in marine debris or ingest plastics, causing serious health problems and fatalities.

Effects of both land-based sources and ocean-based sources can have negative impacts on living marine organisms. One example of the problem involves plastic bags floating in the ocean. Plastic bags may resemble jellyfish to sea turtles. Ingesting plastics can cause life threatening blockages in the animal’s digestive tract. With a number of marine turtle species listed as either threatened or endangered under the Endangered Species Act, the threat of marine debris is of particular concern for the health of these animals. Studies have also found that lost fishing gear poses significant entanglement threats to many marine organisms, including fish, crabs, birds and marine mammals. Marine debris also has serious consequences for humans. Broken glass and medical waste on beaches, as well as ropes and lost fishing gear can pose serious threats to beachgoers, boaters and divers. Human health concerns,

due to medical waste debris on beaches, have led to beach closures causing additional economic harm to coastal communities.

There are a number of initiatives to reduce and prevent marine debris. Internationally, controls for at-sea dumping of garbage generated on land were enacted in 1972, through the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (referred to as the London Convention). Additional attention was given to marine debris when a 1978 protocol was added to the 1973 International Convention for the Prevention of Pollution by Ships (MARPOL Convention) to prevent at-sea disposal of garbage generated during routine ship operations. Annex V of the MARPOL Convention prohibits all overboard disposal of plastics and limits other discharges based on the material and the vessel's location and distance from shore.

National initiatives that affect United States waters out to 200 miles and the actions taken by United States citizens onboard ships include: The Act to Prevent Pollution from Ships, which implements Annex V of MARPOL, by prohibiting the disposal of garbage within 3 nautical miles of the coast; the Marine Plastic Pollution Research and Control Act; the Driftnet Impact Monitoring, Assessment and Control Act; the Clean Water Act; Title 1 of the Marine Protection, Research, and Sanctuaries (referred to as the Ocean Dumping Act); the Beaches Environmental Assessment and Coastal Health Act; and the Coastal Shore Act. In addition, coastal and Great Lakes states, and territories have also instituted laws and entered into public-private initiatives to reduce and prevent marine debris.

OVERSIGHT FIELD HEARING ON THE NATIONAL STRATEGY FOR MARITIME SECURITY

On January 24, 2006, the Subcommittee held an oversight hearing to review the National Strategy for Maritime Security, including eight supporting implementation plans that have been subsequently released, and to continue oversight over several related Federal programs that are being or have been implemented to enhance security in the maritime domain.

The Subcommittee heard testimony from Rear Admiral Craig E. Bone, Director of Port Security, United States Coast Guard; Mr. Mark O. Hatfield, Jr., Deputy Federal Security Director for Newark Liberty International Airport, Transportation Security Administration; Ms. Lisa Himber, Vice President, Maritime Exchange for the Delaware River and Bay; Dr. Scott Glen, Institute of Marine and Coastal Services, Rutgers University; and Mr. William Boles, Director of Security, Port of Wilmington.

The Strategy recognizes four national strategic objectives that will guide United States efforts to enhance security in the maritime domain: (1) to prevent terrorist attacks and criminal or hostile attacks in the maritime domain; (2) to protect maritime-related population centers and critical infrastructures; (3) to minimize damage and expedite recovery following an incident in the maritime domain; and (4) to safeguard the ocean and marine resources.

UNITED STATES COAST GUARD AND THE FEDERAL MARITIME
COMMISSION FISCAL YEAR 2007 BUDGET REQUESTS

On March 1, 2006, the Subcommittee held a hearing to consider the Administration's Fiscal Year 2007 budget requests for the United States Coast Guard, the Federal Maritime Commission, and other maritime transportation programs.

The Subcommittee heard testimony from Vice Admiral Terry Cross, Commandant, United States Coast Guard; Master Chief Franklin A. Welch, Master Chief Petty Officer, United States Coast Guard; The Honorable Steven R. Blust, Chairman, Federal Maritime Commission; and Mr. David L. Winstead, Commissioner of Public Building Service, United States General Services Administration.

The President requests nearly \$8.2 billion in Fiscal Year 2007 for activities of the United States Coast Guard, which is an increase of approximately \$127 million (or 1.58 percent), over the total amount appropriated for Fiscal Year 2006, including Fiscal Year 2006 supplemental appropriations and rescissions. However, the President's request includes \$30 million for increased fuel costs; \$53 million for increased personnel costs; and \$50 million to begin design of new headquarters. Therefore, the amount requested for actual Coast Guard operations would not maintain current services at the Fiscal Year 2006 levels.

The Coast Guard request is designed to carry out three primary objectives for the Coast Guard in Fiscal Year 2007: (1) to strengthen maritime preparedness; (2) to maximize awareness within the maritime domain; and (3) to enhance capabilities to deal with current and emerging threats.

The President's budget request for Coast Guard Operating Expenses (OE) in Fiscal Year 2007 is approximately \$5.5 billion, an increase of more than \$108 million, or two percent, over the Fiscal Year 2006 enacted level including Fiscal Year 2006 supplemental funds and rescissions. The Fiscal Year 2006 level included more than \$132 million provided pursuant to the Emergency Hurricane Supplemental (Public Law 109-148). The Operating Expenses account comprises over two-thirds of the Coast Guard's budget and provides for the safety of the public and the Coast Guard's workforce, with an enhanced emphasis on the Service's maritime homeland security mission. The request includes funding for 40,262 military and 6,022 civilian full time equivalent personnel.

The President requests approximately \$21.5 million for the Federal Maritime Commission (FMC), up approximately 5.9 percent from nearly \$20.3 million appropriated in Fiscal Year 2006.

The FMC is a five member independent agency formed in 1961 following the abolition of the Federal Maritime Board. The Commission is responsible for enforcing international shipping rules and regulations involving carriers (container ship operators), shippers (companies owning goods to be transported), and transportation facilitators such as freight forwarders, non-vessel operating common carriers, and customs brokers.

The FMC is primarily engaged in administering the Shipping Act of 1984. However, the FMC also enforces the Foreign Shipping Practices Act and Section 19 of the Merchant Marine Act, 1920.

Under these authorities, the FMC protects shippers and carriers from restrictive or unfair practices of foreign governments and foreign-flag carriers. To enforce these laws, the FMC has the authority to take action against the offending carriers, including the imposition of per voyage fees and the prevention of trade with the United States. The FMC also enforces the laws related to cruise vessel financial responsibility to ensure that cruise vessel operators have sufficient resources to pay judgments to passengers for personal injury or death or for nonperformance of a voyage.

FOREIGN OPERATION OF UNITED STATES PORT FACILITIES

On March 9, 2006, the Subcommittee held a hearing to review the implementation of the Maritime Transportation Security Act of 2002 (MTSA), specifically, port security facility plans, issues related to cargo security, and the delay in the development of Transportation Worker Identification Credentials (TWIC).

The Subcommittee heard testimony from Mr. Stewart A. Baker, Assistant Secretary for Policy, United States Department of Homeland Security, and was accompanied by Rear Admiral Craig E. Bone, Director, Inspections and Compliance Directorate, United States Coast Guard, and Mr. Jay Ahern, Assistant Commissioner for Field Operations, Customs and Border Patrol; Dr. Stephen E. Flynn, Jeane J. Kirkpatrick Senior Fellow for National Security Studies, Council on Foreign Relations; Mr. Kurt J. Nagle, President, American Association of Port Authorities; Mr. James Jay Carafano, Ph.D., Senior Research Fellow for Defense and Homeland Security, The Heritage Foundation; Mr. Robert Scavone, Executive Vice President, Strategic Planning & Development, P&O Ports North America, Inc.; and Mr. Gary L. Brown, Union Security Liaison, International Longshore and Warehouse Union.

The Subcommittee analyzed how the operation of terminals at United States ports by foreign entities, such as would have occurred under the purchase by Dubai Ports World (DP World) of the Peninsular and Oriental Steam Navigation Co. (P&O), could affect the implementation of MTSA and the safety and security at these ports.

The 361 ports in the United States handle more than 2.5 billion tons of trade annually. This involves approximately 11 million shipping containers. The Department of Homeland Security, primarily through the activities of Customs and Border Protection (CBP) and the United States Coast Guard, administers run many programs to secure the ports.

IMPLEMENTATION OF THE OIL POLLUTION ACT

On April 27, 2006, the Subcommittee held a hearing to review the implementation of the Oil Pollution Act of 1990 (Public Law 101-380) and the financial status of the Oil Spill Liability Trust Fund.

The Subcommittee heard testimony from Rear Admiral Thomas H. Gilmour, Assistant Commandant for Marine Safety, Security and Environmental Protection, United States Coast Guard; Ms. Jan P. Lane, Director, National Pollution Funds Center, United States Coast Guard; and Mr. David Kennedy, Director, Office of

Response and Restoration, National Oceanic and Atmospheric Administration.

The Oil Pollution Act of 1990 (OPA) establishes the Federal framework governing oil spill prevention, response, liability, research, and restoration. The Act was passed after the EXXON VALDEZ oil spill that discharged more than 11 million gallons of crude oil into Prince William Sound, Alaska, on March 24, 1989. Under OPA, the Coast Guard leads Federal oil spill response and prevention efforts in tidal waters, while the Environmental Protection Agency (EPA) is responsible for coordinating efforts in non-tidal and inland waters.

Under OPA, a responsible party for a vessel or facility that discharges oil or which poses a substantial threat of discharging oil into or upon navigable waters or adjoining shorelines or the exclusive economic zone is liable for the costs associated with removing the oil and any damages to natural resources arising from the spill. Covered costs and damages include the costs of cleanup and removal; natural resources damages, including loss of use of natural resources; injury or loss of real or personal property; loss or impairment of income, profits, or earning capacity; loss of subsistence use of natural resources; costs of providing increased or additional public services; and loss of taxes, royalties, rents, fees, or net profit shares.

OPA established an Oil Spill Liability Trust Fund (OSLTF) to provide a readily available funding source to assume the costs of Federal oil spill response and prevention efforts and to pay for costs and damages above the liability limits established by OPA. The Coast Guard and the Environmental Protection Agency use funds from the OSLTF to carry out immediate and ongoing response efforts to oil spills which can later be reimbursed by the responsible party up to the vessel's or facility's liability limits. The OSLTF is the sole source of funding to support actions where there is no responsible party identified. Funds derived from payments of natural resource damages, funds for payment of claims for removal costs or damages, and up to \$50 million each fiscal year for emergency removal actions under section 311(c) of the Clean Water Act are available from the OSLTF without appropriation.

The OSLTF was initially capitalized at an amount of \$1 billion with revenues from a five-cent per barrel tax on each barrel of oil that was transported to oil refineries in the United States, and the transfer of \$551 million in funds from two existing trust funds. The authority to impose this tax expired at the end of 1994; however, the Energy Policy Act of 2005, Public Law 109-58, reinstituted that authority effective April 1, 2006, through the end of 2014. Under this new authority, the barrel tax will continue to be imposed until the unobligated balance in the Fund exceeds \$2.7 billion.

The Coast Guard has estimated that approximately \$740 million was available in the Fund at the beginning of Fiscal Year 2006. The Coast Guard has estimated that the Fund will receive approximately \$130 million in funding during Fiscal Year 2006 and approximately \$217 million in Fiscal Year 2007.

OVERSIGHT HEARING ON COAST GUARD MISSION CAPABILITIES

On May 11, 2006, the Subcommittee continued its oversight of Coast Guard mission capabilities, including the effects of increased maritime homeland security responsibilities on the Coast Guard's traditional missions, and reviewed the implementation of programs to enhance Maritime Domain Awareness.

The Subcommittee heard testimony from Rear Admiral Joseph L. Nimmich, Assistant Commandant for Policy and Planning, United States Coast Guard; and Rear Admiral Wayne E. Justice, Director of Enforcement and Incident Management, United States Coast Guard.

Over the past five years, the Coast Guard's budget has increased dramatically as the service has taken on the responsibilities of the lead Federal agency with responsibilities for maritime homeland security. During this time, the Coast Guard has integrated increased port, waterway, and coastal security missions with the service's traditional missions of search and rescue, illegal drug and migrant interdiction, oil spill prevention and response, marine safety, maintaining aids to navigation, icebreaking operations, enforcement of United States fisheries laws, and defense readiness.

During this period, funding levels and resource hours devoted to the Coast Guard's non-security missions have declined relative to the service's homeland security mission. In 2004, the Coast Guard reported that resource hours for its traditional missions declined from more than 344,000 hours in calendar year 2001 to 297,000 in 2004. Similarly, funding for missions other than the Coast Guard's port, waterway and coastal security missions have declined from 77 percent the Coast Guard's budget in Fiscal Year 2005 to 73 percent in the Administration's Fiscal Year 2007 budget.

The Coast Guard has previously testified that it allocates resources and personnel based on the greatest need within the maritime domain and that numerical target of activity for particular mission areas are not an adequate tool to measure performance in a multi-mission service. In Fiscal Year 2005, the Coast Guard reported that it met or achieved performance measures for eight of the service's 11 mission programs and that Coast Guard missions interdicted or removed more than 138 metric tons of cocaine, the largest amount ever intercepted by the service.

The Coast Guard has reported that the service's legacy fleet of aircraft and vessels has suffered a rapid deterioration in recent years. The Coast Guard's aging inventory of patrol boats, aircraft, helicopters, cutters, and systems has generated growing concerns over the Coast Guard's ability to effectively and safely perform all of its assigned missions. The Coast Guard has described the situation as a declining readiness spiral that has resulted in deferred modernization of aging assets, reduced readiness, rising maintenance needs, and increased total ownership costs.

The Coast Guard has established the Automatic Identification System (AIS) to provide continuous, real-time information on the identity, location, speed and course of vessels in ports that are equipped with AIS receivers. AIS was originally developed as a collision avoidance system to prevent marine casualties between two

commercial vessels. However, the Coast Guard's main use of AIS will be to track vessels for security purposes.

DEEPWATER IMPLEMENTATION

The Subcommittee met on June 14, 2006, to review the Coast Guard's Integrated Deepwater System program (Deepwater) and the Revised Deepwater Implementation Plan.

The Subcommittee heard testimony from Admiral Thad W. Allen, Commandant, United States Coast Guard.

The Coast Guard's Integrated Deepwater System program (Deepwater) is intended to replace or modernize approximately 90 ships and 200 aircraft used in the Coast Guard's deepwater missions; these missions generally occur more than 50 miles offshore and typically require long transits to operating areas, forward deployment of forces, and extended on-scene presence. The Coast Guard's major missions are carried out in the deepwater zone, including drug and migrant interdiction operations, search and rescue, homeland security, and fisheries law enforcement. Importantly, the Coast Guard's existing ("legacy") fleet of vessels and aircraft are nearing or has already reached the end of their service lives, are technologically limited, and are expensive to operate because of relatively high crew requirements. The Deepwater program includes the cost of maintaining the assets, as well as replacing or modernizing them, and with each year that passes, the category of maintenance of legacy assets consumes a larger share of the money allocated for Deepwater. Consequently, finishing the replacement part of the program sooner rather than later would be more cost effective over time.

On July 21, 2005, the Coast Guard submitted a 25-year Revised Deepwater Implementation Plan. Further, in February 2006, the Coast Guard submitted an updated plan to align with its Fiscal Year 2007 budget submission. The new plan changes the balance of upgraded legacy assets versus new assets, alters the delivery schedules, and increases the costs to \$24 billion, \$7 billion more than earlier estimates. The increase in costs reflects the expanded homeland security responsibilities and covers such items as greater weaponry, improved communications systems, and greater operating capabilities. However, this 25-year program is again dependent on receiving a projected amount of funding each year.

The revised plan calls for major changes to the assets that will be part of the Deepwater program. Under the revised plan, the Coast Guard will retain and upgrade the Service's fleet of HH-60J helicopters. The Coast Guard will also retain 22 upgraded and renovated HC-130H long range aircraft (for surveillance, search, and airlift needs) instead of decreasing the current 27 aircraft to six under the original plan. The original plan called for a replacement of all cutters and patrol boats. The revised plan generally spreads out delivery of each class of vessels over a longer number of years. Also, the revised plan includes nine additional 25-foot short-range boats and nine fewer 35-foot long-range boats.

After the revised plan was finalized, however, changes have occurred concerning the Fast Response Cutter (FRC), which was to replace the 110-foot (some of which were converted to 123-foot) cutter fleet. The FRC's design included a composite hull that was sup-

posed to double the operational life of the vessel. Deepwater's revised plan called for the acquisition of 58 FRC's by 2027. However, various concerns with the hull form, potential speed, and propulsion systems exist. On February 28, 2005, the Coast Guard's Deepwater Program Office temporarily suspended work on the design because of high technical risks. On April 6, 2006, the Coast Guard issued a request for information to obtain data about the state of the market for a proven patrol boat design. The Coast Guard will likely purchase an "off-the-shelf" patrol boat design to serve as the new FRC.

The aging inventory of patrol boats, aircraft, helicopters, cutters, and systems has generated growing concerns over the Coast Guard's ability to effectively and safely perform all of its assigned missions. The Coast Guard's fleet of 110-foot Patrol Boats has suffered numerous hull breaches that have required the vessels to undergo emergency repairs while in dry dock. The Service's fleet of High and Medium Endurance Cutters routinely miss operations due to failing sub-systems, and instances of in-flight engine power failures aboard HH-65 helicopters are alarming and dangerous. The HH-65's are now being reengined—an additional unanticipated program expense. The Coast Guard has described a declining spiral phenomenon that has resulted in deferred modernization of aging assets, reduced readiness, rising maintenance needs, and increased total ownership costs. Recapitalization funds are spent keeping old assets' operating, which only defers modernization starting the cycle all over again.

FISCAL YEAR 2007 COAST GUARD AUTHORIZING LEGISLATION

On June 20, 2006, the Subcommittee met to consider changes to the legislative statutes that authorize activities of the United States Coast Guard and concern maritime transportation.

The Subcommittee received testimony from Rear Admiral William D. Baumgartner, Judge Advocate General, United States Coast Guard; Professor Myron H. Nordquist, Center for Oceans Law and Policy, University of Virginia School of Law; and Mr. Douglas B. Stevenson, Director, Center for Seafarers' Rights of the Seamen's church Institute of New York and New Jersey.

The draft bill formed the basis for H.R. 5681, the Coast Guard Authorization Act of 2006, which passed the House.

LEGISLATIVE HEARING ON DRAFT LEGISLATION REGARDING BALLAST WATER MANAGEMENT AND REDUCTION OF AIR POLLUTION FROM SHIPS

The Subcommittee met on July 11, 2006, to review and receive testimony on draft legislation regarding ballast water management and the reduction of air pollution from ships.

The Subcommittee heard testimony from Rear Admiral Brian M. Salerno, Director of Inspection and Compliance, United States Coast Guard; Mr. Timothy R.E. Keeney, Deputy Assistant Secretary for Oceans and Atmosphere, National Oceanic and Atmospheric Administration; Ms. Catherine Hazlewood, Senior Policy Advisor, North America, Global Invasive Species Initiative, The Nature Conservancy; Ms. Kathy Metcalf, Director, Maritime Affairs, Chamber of Shipping of America; and Mr. Donald O'Hare, Vice President, World Shipping Council.

The Subcommittee considered a draft bill that would require the Coast Guard to build upon its existing domestic ballast water management program and to establish ballast water discharge standards. The draft bill would require the Coast Guard to facilitate, monitor, and evaluate the testing of alternative ballast water management methods aboard vessels employed in international trade. The draft bill would also require the Coast Guard to establish national ballast water discharge standards after the service has determined that methods exist that are capable of reducing the number of organisms transported in ballast water to at least the Convention standard of less than ten organisms that are greater than 50 micrometers in size per cubic meter of ballast water. The draft bill would also grant the Coast Guard the authority to establish a more stringent standard based on the demonstrated capabilities of available alternative ballast water management methods.

The Subcommittee also considered draft legislation that would implement requirements under Annex VI of the MARPOL Convention for purpose of United States law. The International Maritime Organization adopted Annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL Convention) in 1997, which establishes international regulations that set limits on sulfur oxide and nitrogen oxide emissions from ship exhausts and prohibit deliberate emissions of ozone depleting substances. In April of this year, the Senate acceded to the treaty by unanimous consent. Annex VI entered into force for the 36 member nations that have ratified the treaty on May 19, 2006. Earlier this year, the Administration submitted draft legislation to implement the vessel air emission requirements under Annex VI domestically.

The bill considered by the Committee largely incorporates the Administration's proposal with several changes regarding the Environmental Protection Agency's (EPA) role in regulating vessels that operate in United States territorial waters. The Administration's proposal gives the EPA a primary responsibility for developing, administering, and enforcing regulations regarding the release of nitrogen and sulfur compounds and ozone depleting substances from vessels. The bill proposes to incorporate these administration and enforcement responsibilities with the Coast Guard's existing responsibilities under the Act to Prevent Pollution from Ships.

UNITED STATES COAST GUARD LICENSING AND DOCUMENTATION OF MERCHANT MARINERS

On July 20, 2006, the Subcommittee held an oversight hearing on the Coast Guard's merchant mariner licensing and documentation program.

The Subcommittee heard testimony from Rear Admiral Craig E. Bone, Assistant Commandant for Prevention, United States Coast Guard; Mr. Shull Autin, Chief Operating Officer, SEACOR Marine, LLC, on behalf of the Offshore Marine Service Association; Mr. Dale Sause, Chairman of the Board, American Waterways Operators; Mr. Ronald Davis, President, Marine Engineers' Beneficial Association; and Captain Elizabeth Gedney, Director of Safety, Security, and Risk Management, Passenger Vessel Association.

The Coast Guard is responsible for promulgating the requirements for the licensing and documentation of mariners. Each mar-

iner credential has specific requirements as to age, citizenship, physical condition, character, qualifying sea service, assessments, and specialized training. Mariner credentials are issued by the Coast Guard in the form of Licenses for deck, engineer, and radio officers; Certificates of Registry (CORs) for staff officers; and Merchant Mariner Documents (MMDs) for unlicensed ratings of shipboard deck and engineering departments. Credentials may contain limitations as to vessel type, tonnage, propulsion, horsepower, or waters upon which service is authorized.

Coast Guard regulations regarding merchant mariner documentation and licensing were designed to closely conform to the provisions for the International Convention on Standards, Training, Certification and Watchkeeping for Seafarers (STCW), 1978. An STCW Certificate is issued to mariners who meet the STCW requirements and is in addition to United States Merchant Mariner credentials.

A seaman may apply for a merchant mariner credential at any of the 17 Coast Guard Regional Examination Centers (RECs). There are several requirements to satisfy including the completion of an application form and payment of user fees. All applicants must currently appear in person to have their fingerprints taken for use in a criminal background check and swear an oath to be eligible for an MMD, license or COR.

When a seaman submits an application package for evaluation, he must include a copy of proof of citizenship and establish proof of having a Social Security Number (SSN). If the seaman is not a United States citizen, he may still be considered for a credential, but he must provide documentation that he is a permanent resident in possession of an Alien Registration Card issued by United States Immigration and Customs Enforcement and proof of foreign citizenship. Further, seamen must present proof that he is free of dangerous drugs including marijuana, cocaine, opiates, phencyclidine (PCP), and amphetamines. Fingerprints are forwarded to the Federal Bureau of Investigations (FBI) to verify all background information and the Coast Guard receives from the FBI a record of all arrests and convictions.

If the seaman has a criminal record and fails to reveal it on his application, he may be subject to criminal penalty. In addition, his credential may be rendered null and void and will be required to be surrendered to the Coast Guard or he may be charged to appear at a formal hearing before a Coast Guard Administrative Law Judge. A criminal record does not necessarily mean that the seaman will be denied, but a falsified application is automatic grounds for denial. In addition, the seaman must agree to a check of the National Driver Register (NDR) for offenses in connection with his operation of a motor vehicle. The application may be disapproved if information from the NDR check leads the Coast Guard to determine that he cannot be entrusted with the duties and responsibilities of the credential.

All mariners employed aboard United States merchant vessels greater than 100 gross register tons (domestic tonnage), except those exclusively navigating rivers, are required to have a valid United States Merchant Mariner's Document (MMD). An MMD is a card similar to a driver's license in appearance; it is both an iden-

tity credential and a qualification credential. It is not, however, a guarantee of finding work, but rather a certification allowing the seaman to work in the shipboard merchant marine industry.

MMDs are issued to unlicensed personnel who support the operation of a vessel. Unqualified ratings are issued to entry level individuals who typically have little or no sea service such as ordinary seaman, wiper, or food handler. With an MMD, the seaman may work in the deck, engineering, or steward's department of a ship depending on the type of rating for which a seaman applies. Qualified ratings are issued based on previous sea service in a particular department or specialized training. Qualified ratings for members in the deck department are issued by rating type (for example, Able Seaman or Bosun) and any vessel type restrictions (for example, sail vessels or offshore supply vessels).

All qualified ratings require completing a written examination. These examinations are administered at the REC. An examination is not required for unqualified (entry level) ratings.

Most merchant mariners applying for a qualified rating must submit a physical examination report completed by a physician or otherwise qualified person within one year of the application. This report must certify that the seaman is in good health and has no physical impairment or medical condition which would render him incompetent to perform the ordinary duties allowed by the MMD. Not meeting the vision, hearing, or general physical condition required for an MMD does not automatically result in a denial of an MMD. The Commandant of the United States Coast Guard may consider the seaman for a physical waiver if extenuating circumstances warrant special consideration.

In contrast to the MMD, a license only documents a mariner's qualifications; it is not an identification document. Licenses are issued to officers in the deck and engineering departments, and to radio officers. Each license has general, service and examination requirements that must be satisfied before a license is issued. Certificates of Registry (CORs), which are another form of license, are issued to officers in the staff department. Each COR grade has separate experience requirements in the area for which a COR is sought.

Because of the numerous qualifications and limitations (grade and restrictions), there are literally hundreds of different licenses available. In fact, about 25 percent of mariners carry more than one qualification.

A holder of an MMD, license, or COR may also be required to obtain an STCW endorsement to meet the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 if working on an international voyage. An STCW endorsement is both an identification and qualification credential and sets qualification standards for masters, officers and watch personnel on merchant ships that engage on international voyages.

Over 90 percent of ships visiting United States waters are foreign-flag, and merchant mariners aboard these vessels are required to carry STCW credentials issued by a foreign nation. Approximately 350 large United States merchant ships that routinely visit foreign ports, as well as thousands of smaller United States docu-

mented commercial vessels that operate on ocean or near-coastal voyages, are subject to STCW. There are currently approximately 49,000 holders of an STCW issued by the Coast Guard.

A seaman may apply for renewal at any of the 17 Coast Guard RECs. The seaman must satisfy requirements for renewal including the completion of an application form and payment of user fees. A seaman can renew his credential(s) up to 12 months prior to expiration. There is a grace period where a seaman can renew his credential no more than 12 months beyond the five-year expiration date, but he cannot operate under the authority of that credential during the grace period. Once the credential has expired, it is no longer valid and cannot be used for work in the maritime trades. Further if the credential has expired beyond the grace period, maritime workers are required to meet all requirements (except recency of service) to obtain a credential including examination and training requirements.

There are concerns that the Coast Guard's licensing and documentation program has become backlogged to the point that it may be affecting maritime commerce in the United States. Since 1990, the MLD Program has experienced a significant increase in both the scope and complexity of its responsibilities and, with the exception of the temporary contractor support added at the RECs over the past three years, staffing levels have not increased since the regionalization of the program in 1982.

The Oil Pollution Act of 1990 (OPA 90) required the introduction of drug testing requirements for applicants and a requirement that an application include a review of the National Driver Register (for driving records). OPA 90 also limited the period of validity of a Merchant Mariner Document, whereas previously they did not expire. Following the events of September 11, 2001, enhanced safety and security screening procedures were also put into place. As a result the Coast Guard has strictly enforced compliance with regulatory requirements for verifying the identity and nationality of applicants and the administration of the specified oath by mariners. The MMD was replaced with a new card incorporating tamper-resistant and anti-counterfeiting features. New procedures, including the centralized screening and evaluation of applicants' criminal backgrounds, were implemented to enhance safety and security of the nation and the marine transportation system.

Mariners across the United States have attempted to deal with backlog by choosing to submit their applications to the REC where they hope to receive faster service. These actions may compound the problems that are incurred by mariners and the Coast Guard in accessing information for new and renewal applications because mariner records are often stored at numerous RECs and have not been consolidated into a central facility. The National Maritime Center currently stores records submitted as part of the applications for Merchant Mariner Documents (MMDs), while the RECs maintain the records for licenses. "REC shopping," while permissible, may necessitate the shipment of records between RECs, adding to the processing time, or result in the further splitting of a mariner's official record.

To help reverse the trend in the growing number of applications in the processing queue and, consequently, the amount of time to

process an application, the National Maritime Center has placed contracted support personnel at 16 of the RECs to augment the Coast Guard staffs. Even this support has not enabled the permanent REC staffs to devote the necessary time to other program requirements such as the oversight of the steadily increasing mariner training course industry.

Congress authorized the Coast Guard to temporarily extend the validity of existing merchant mariner credentials for mariners in the Gulf Region as part of the Coast Guard Hurricane Relief Act of 2005 (Public Law 109-141); however that extension was limited to the period ending on February, 28, 2006. Additional authority to grant an additional one-year extension was included as a part of the Coast Guard and Maritime Transportation Act of 2006 (Public Law 109-241). The Coast Guard has not yet signaled whether it will use the new authority to free up time necessary to address the growing backlog of new and renewal applications.

There are currently more than 1,800 Coast Guard-approved merchant mariner training courses taught by more than 225 different companies or organizations. These courses teach things such as “Basic fire-fighting”, CPR, or the deployment and use of survival craft. The Coast Guard must approve and, subsequently, re-evaluate these courses. To persuade mariners to take courses which they are not required to take, the Coast Guard has allowed some courses to meet some of the sea service required to get licenses and endorsements. Also, the Coast Guard has allowed attendance of a course as a way for a mariner to meet license and endorsement requirements without taking an examination.

The Maritime Transportation Security Act of 2002 required the Department of Homeland Security to develop enhanced identification credentials for persons that require unescorted access to United States vessels and to United States ports and terminal facilities. The Transportation Security Administration (TSA) and the Coast Guard have recently published proposed rules to require workers to be issued a Transportation Worker Identification Credential (TWIC). The TWIC will contain biometric information and will be the primary means for limiting access to restricted areas of United States ports, facilities and vessels.

Under regulations that have been proposed by the TSA, maritime workers will be required to obtain a TWIC prior to applying for merchant mariner credentials. TSA estimates that it will take a minimum of 30 to 60 days to issue a TWIC to an applicant. It is unclear whether applicants will be able to be employed by the maritime industries while waiting to be issued a TWIC card and whether the additional processing time under the TWIC program will affect the availability of qualified maritime workers.

Under the proposed rules, maritime workers will be required to pay up to \$149 in fees for a TWIC. These fees would be in addition to fees required for Coast Guard-issued credentials.

As a companion to the TWIC rulemaking, the Coast Guard is proposing to consolidate merchant mariner identification and qualification documents into a new Merchant Mariner Credential (MMC). Based upon the implementation of the TWIC standard, the Coast Guard is proposing a rule that will go into effect 18 months after the TWIC rule.

Under the proposed rules, TWIC cards would become the identity document for all mariners. The MMC would combine all other documents that are issued by the Coast Guard authorizing service on United States flag vessels. The MMC will have a single renewal date and will be able to be renewed at any time during its validity and up to 12 months after expiration without penalty. With TWIC taking on the role of identity document, it may be possible that all interaction with the Coast Guard on mariner credentials could be done by mail or even online.

The Coast Guard National Maritime Center (NMC), which is responsible for the management, coordination, and execution of marine safety activities and services at the national level, is planning the centralization of the Mariner License and Documentation (MLD) program. Centralizing many of the processes currently performed by the 17 Regional Examination Centers is but one element of the strategic approach. It will reportedly be accompanied by growth in the number of personnel to a level commensurate with the current and expected future workload, while also enabling the NMC to staff new functions intended to improve customer service. In general, the service is seeking to improve nationwide consistency through centralization of certain processes. The RECs will still exist, however, preserving for mariners local access to Coast Guard licensing specialists. The first changes will occur with records being moved from the damaged REC in New Orleans to the NMC in West Virginia.

All merchant mariner credentials are valid for five years from the issue date. If a credential expires before the document or license is renewed, the credential becomes invalid. To avoid this possibility, the Coast Guard encourages maritime workers to renew their credentials up to 12 months before the existing credentials expire.

The term “license creep” refers to when the renewal is issued before the old credential expires. In that case, the mariner loses the time left on his old credential because it is replaced by the new credential on the date that the renewal is issued. The Coast Guard has taken steps to minimize “license creep” by reportedly encouraging RECs to issue and mail renewed credentials at a future date after applications are approved. However, to be eligible for this service, mariners must request delayed issuance at the time their applications for renewal are submitted.

OVERSIGHT HEARING ON COAST GUARD MISSION PERFORMANCE

On September 14, 2006, the Subcommittee held an oversight hearing on the Inspector General’s annual review of Coast Guard mission performance and to oversee the Coast Guard’s efforts to balance its assets and personnel to carry out each of its many traditional and homeland security missions.

The Subcommittee heard testimony from Rear Admiral Joseph L. Nimmich, Assistant Commandant for Policy & Planning, United States Coast Guard, and Edward Stulginsky, Deputy Assistant Inspector General for Audits, Department of Homeland Security.

Following September 11, 2001, the Coast Guard was established as the lead Federal agency with responsibilities for maritime homeland security. As a result, the Coast Guard has expanded its mis-

sions to secure United States ports, vessels and coastal waters while also carrying out the Service's traditional missions. Section 888 of the Homeland Security Act of 2002 (Public Law 107-296) classified the Coast Guard's traditional missions as "homeland security missions" and "non-homeland security missions". The homeland security missions include: (1) Illegal Drug Interdiction, (2) Undocumented Migrant Interdiction, (3) Other Law Enforcement, (4) Defense Readiness, and (5) Ports, Waterways, and Coastal Security (PWCS). The non-homeland security missions include: (1) Search and Rescue (SAR), (2) Aids to Navigation (ATON), (3) Ice Operations, (4) Living Marine Resources, (5) Marine Environmental Protection, and (6) Marine Safety.

Because of concerns that the additional responsibilities could adversely affect the Coast Guard's traditional missions, Section 888 prohibits the Secretary from substantially or significantly reducing the missions of the Coast Guard or the Coast Guard's capability to perform these missions. To ensure that these concerns are monitored, the Act requires the Office of the Inspector General for the Department of Homeland Security (OIG) to conduct an annual review of the Coast Guard's mission performance.

In July 2006, the OIG released its annual review of the Coast Guard's mission performance for Fiscal Year 2005. It evaluated the "resource hours" (the number of flight hours for aircraft and underway hours for boats and cutters), as well as the performance goals and results from Fiscal Years 2001 through 2005 to form conclusions. Significantly, the data revealed that the total resource hours for both homeland security missions and non-homeland security missions increased every year.

Importantly, however, the growth in resource hours has now leveled off. Specifically, the increase in resource hours from Fiscal Year 2004 to Fiscal Year 2005 was less than 1.5 percent. The report concluded that, because the Coast Guard has limited numbers of assets, the Coast Guard will be unable to increase the total number of mission resource hours without the acquisition of additional aircraft, cutters, and boats. Further, the Coast Guard has a limited ability to respond to an extended crisis, such as occurred with the hurricanes in the Gulf of Mexico in 2005, and therefore, with no additional reserve assets to use for catastrophic situations, the Service was forced to divert resources (and resource hours) normally dedicated to other missions. As a result, the Coast Guard dramatically reduced the number of illegal drug interdiction missions and observed evidence of an increase in the number of illegal migrants that attempted to enter the United States by sea, most likely due to decreased Coast Guard cutter and aircraft presence.

The Coast Guard's Deepwater program will result in the nearly complete recapitalization of Coast Guard vessels, aircraft and support systems. Under the program, these Deepwater assets will be designed with enhanced components and systems that should enhance the Coast Guard's capabilities to successfully carry out its missions. However, the Coast Guard continues to experience problems and delays, and it is unclear how these delays will affect the projected delivery date of replacement assets. Until legacy assets are replaced by Deepwater assets, the OIG's report suggests that

Coast Guard mission performance may be expected to fall off due to increased legacy asset unavailability.

In addition, the report concluded that, despite success in increasing mission hours, the Coast Guard still has room for improvement in its performance. The Service was significantly more successful in Fiscal Year 2005 in meeting goals for its traditional non-homeland security missions than its homeland security missions. The Coast Guard met 22 of 28 performance goals (79 percent) for its traditional non-homeland security missions, meeting its non-homeland security missions goals in all areas except for Living Marine Resources. This was the Coast Guard's best performance over the past five years regarding its non-homeland security missions performance.

In contrast, however, the Coast Guard met only five of 19 (26 percent) of its performance goals in Fiscal Year 2005 for its homeland security missions, not including the PWC mission (because a risk-based performance measure for this mission was only recently developed). Of the four mission areas for which a risk-based performance measure existed, analysis could be performed only on three missions (Undocumented Migrant Interdiction, Other Law Enforcement, and Defense Readiness) because the results for Illegal Drug Interdiction were not yet available at the time of the assessment. The Coast Guard only met its goals in one of the three remaining homeland security missions—Other Law Enforcement. While these results are concerning, it must be noted that the analysis was incomplete. Two of the five missions were not analyzed, including the largest user of Coast Guard resource hours (PWC). It is hoped that future reports will be able to provide a more complete picture of the Coast Guard's homeland security mission performance, and consequently, allow troubleshooting to occur.

The report also examined the Coast Guard's performance over time. Only Aids to Navigation and Marine Environmental Protection achieved the established goals for the five-year period, while Marine Safety met its goals for the three-year period that goals were established and results were available. Seven of the remaining missions did not consistently meet goals: Illegal Drug Interdiction, Undocumented Migrant Interdiction, Other Law Enforcement, Defense Readiness, SAR, Ice Operations, and Living Marine Resources. In fact, the Service only met its performance goals for Illegal Drug Interdiction in Fiscal Year 2004 (although 2005 results were not available), Undocumented Migrant Interdiction in two out of the past five years, and did not meet its performance goals for Defense Readiness in any year in the five-year period.

Significantly, the report determined that there are barriers to improving or sustaining the Coast Guard's performance. The Coast Guard is within 4 percent of its statistically projected maximum level of resource hours. The report noted that, as a result, "the Coast Guard will be unable to increase its total resource hours without the acquisition of additional aircraft, cutters, and boats." Further, the Coast Guard's limited capacity is further exacerbated by extended crisis operations, which cause a loss of resources following the operations since the assets require significant maintenance and reconditioning. This loss of resources necessarily affects readiness for other missions. In addition, the Coast Guard must en-

sure that a comprehensive and fully-defined performance management system is implemented to improve performance.

NATIONAL ACADEMY OF SCIENCES ICEBREAKING REPORT

On September 26, 2006, the Subcommittee held an oversight hearing to review the recent National Academy of Sciences report on the Coast Guard's polar icebreakers.

The Subcommittee heard testimony from Rear Admiral Joseph L. Nimmich, Assistant Commandant for Policy and Planning, United States Coast Guard, Dr. Anita K. Jones, Chair, Polar Research Board, Assessment of United States Coast Guard Polar Icebreaker Roles and Future Needs, National Academy of Sciences, Dr. Arden L. Bement, Jr., Director, National Science Foundation, and Mr. Mead Treadwell, Chairman, United States Arctic Research Commission.

The Coast Guard is the only Federal agency that operates polar icebreakers. In one of the most challenging environments on earth, the icebreakers support the United States research operations in the Arctic and Antarctic. The United States has territory and citizens above the Arctic Circle, and it maintains three year-round scientific stations in Antarctica to assert a United States presence and ensure American leadership among the nations that are signatories to the Antarctic Treaty.

While the primary mission of the polar icebreakers is to support scientific research missions, the polar icebreakers can also support other Coast Guard missions including search and rescue, marine pollution response, law enforcement, defense operations, and ice operations—providing icebreaking capability, charting the positions and movements of icebergs (the International Ice Patrol), and supporting Department of Defense and civilian scientific research. The Coast Guard is the sole federal agency with the essential combination of properly equipped platforms, experienced and trained personnel, and authorities to perform these tasks in the Polar Regions.

To accomplish these polar missions, the Coast Guard operates three icebreaking vessels: POLAR STAR, POLAR SEA, and HEALY. The POLAR STAR and the POLAR SEA were commissioned in 1976 and 1978, respectively, and are for heavy icebreaking use in both the Arctic and Antarctic. The HEALY was commissioned in 1999 and is only for use in the Arctic since it has light icebreaking capability. The POLAR SEA and POLAR STAR have deteriorated after almost 30 years of operations in some of the harshest conditions in the world, and there are significant issues concerning their possible future service life. Therefore, Congress required a study in the Coast Guard and Maritime Transportation Act of 2004 to examine the role of the Coast Guard's icebreakers in supporting United States operations in the Arctic and Antarctic, including scenarios to continue those operations.

The study concluded the following: (1) The nation needs the capability to operate in both polar regions reliably and at will; (2) The United States should continue to project an active and influential presence in the Arctic and Antarctic to support its interests. This objective requires United States government polar icebreaking capability to assure year-round access throughout the Arctic and sufficient capability to break a channel into and assure the maritime

resupply of McMurdo Station; (3) The United States should maintain leadership in polar research. This requires icebreaking capability to provide access to the polar regions; (4) Operations and maintenance of the polar icebreaking fleet have been underfunded for years, and the capabilities of the fleet have diminished dramatically; (5) Deferred long-term maintenance and failure to execute a plan for replacement or refurbishment have placed national interests in the polar regions at risk; (6) National interests in the polar regions require that the United States immediately program, budget, design, and construct two new polar icebreakers to be operated by the Coast Guard; (7) To provide continuity of United States icebreaking capabilities, the POLAR SEA should remain mission capable and the POLAR STAR should remain available for reactivation until the new polar icebreakers enter service; (8) The Coast Guard should be provided a sufficient operations and maintenance budget to support an increased, regular, and influential presence in the Arctic. Other agencies should reimburse incremental costs associated with directed mission tasking; and (9) Polar icebreakers are essential instruments of United States national policy in the changing polar regions. To assure adequate national icebreaking capability into the future, a Presidential Decision Directive should be issued to clearly align agency responsibilities and budgetary authorities.

SUMMARY OF ACTIVITIES FOR THE SUBCOMMITTEE ON
ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS, AND
EMERGENCY MANAGEMENT

During the 109th Congress, Honorable Bill Shuster of Pennsylvania served as Chairman of the Subcommittee and Honorable Eleanor Holmes Norton of the District of Columbia served as the Ranking Democratic Member. The Subcommittee held a number of hearings to conduct oversight and prepare legislation. A brief list of the topics covered by the Subcommittee during the 109th Congress includes: hearings, resolutions, and legislation resulting from the impact of Hurricane Katrina, reform of the national emergency management system, reauthorization of the Appalachian Regional Commission, reauthorization of the National Dam Safety Program, reauthorization of the Predisaster Mitigation Program, authorization of the General Services Administration's Fiscal Year 2005 and 2006 Capital Investment and Leasing Program, numerous bills for building designations, and resolutions authorizing the use of the Capitol grounds.

ENACTED BILLS

ROBERT T. MATSUI UNITED STATES COURTHOUSE

H.R. 787

(Public Law 109–10)

H.R. 787 designates the new United States Courthouse located at 501 I Street in Sacramento, California, as the “Robert T. Matsui United States Courthouse”. Robert Matsui was elected to 14 consecutive terms in the United States House of Representatives as a member of the California delegation, beginning in the 96th Congress. He rose through the ranks and was admired by his colleagues as a man of keen intellect, trusted friend, and a formidable competitor. He was born in Sacramento, California, September 17, 1941, attended the University of California, Berkeley, and received his J.D. from the Hastings College of Law, University of California in 1966. After graduation, Matsui practiced law in a private practice before becoming a councilman on the Sacramento City Council. In 1977 he was elected vice mayor of Sacramento. He served the city of Sacramento in every capacity he could. In Congress, Matsui's efforts in securing funding for Sacramento were crucial in the revitalization of that city. Among the projects for which he was responsible were the expansion of the city's light rail public transit system, and the courthouse that will soon bear his name. He passed away on January 1, 2005.

REYNALDO G. GARZA AND FILEMON B. VELA UNITED STATES COURTHOUSE

H.R. 483

(Public Law 109–16)

H.R. 483 designates the United States Courthouse located in Brownsville, Texas, as the “Garza-Vela United States Courthouse”. Judge Reynaldo Garza was born in Brownsville, Texas, on July 7, 1915, and attended local public schools. He graduated from Brownsville Junior College in 1935, and from the University of Texas at Austin in 1939. Upon his graduation, he worked in private practice until entering the United States Army Air Corps. After World War II, Garza returned to private practice until 1961. In 1961 he was appointed to the United States District Court for the Southern District of Texas and then elected Chief Judge for United States District Court for the Southern District of Texas in 1974. Judge Garza was appointed to the United States Court of Appeals for the Fifth Circuit in 1979, and in April of 1997, Chief Justice William H. Rehnquist appointed him Chief Judge of the Temporary Emergency Court of Appeals of the United States. He passed away on September 14, 2004, from pneumonia.

Judge Filemon Vela was born in Harlingen, Texas, in 1936, and attended Harlingen local public schools. He went on to attend Texas Southmost College, the University of Texas, and St. Mary’s School of Law in San Antonio, Texas. He served in the United States Army from 1957 until 1959. After his graduation, he worked in private practice from 1962 to 1975. He was appointed as a Judge on the 107th Judicial District, for Cameron-Willacy County from 1975 to 1980. President Carter appointed him to the United States District Court for the Southern District of Texas in 1980. Judge Vela took Senior Status in 2000. Judge Vela passed away on April 13, 2004. This bill passed the House on April 13, 2005.

COMMUNITY DISASTER LOAN ACT OF 2005

S. 1858

(Public Law 109–88)

S. 1858, referred to as the Community Disaster Loan Act of 2005, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act’s Community Disaster Loan Program. The program places a \$5,000,000 limit per loan per community. S. 1858 removes this cap for the \$750,000,000 appropriated for this program for Hurricanes Katrina and Rita. The bill limits the Community Disaster Loan program by not permitting the waiver of repayment of these loan obligations, in effect creating a \$750,000,000 loan program which must be repaid by the communities which have suffered from these two disasters. This bill passed the House on October 7, 2005.

COLIN L. POWELL RESIDENTIAL PLAZA

S. 1413

(Public Law 109–89)

S. 1413 designates the Federal building in Kingston, Jamaica, formerly known as the Crowne Plaza, as the Colin L. Powell Residential Plaza. Colin Powell was born in New York City on April 5, 1937. His parents, Luther and Maud Powell, immigrated to the United States from Jamaica. He was educated in New York City public schools. He went on to graduate from the City College of New York with a degree in geology. While at City College he joined the Reserve Officers Training Corps (ROTC). When he graduated in 1958, he was at the top of his ROTC class with the rank of cadet colonel, the highest rank in the corps. In 1962, he was sent to Vietnam for the first of his two tours of duty. In 1963, he was wounded and awarded the Purple Heart and the Bronze Star. During his second tour in Vietnam, he was injured in a helicopter crash but managed to rescue his comrades, for which he was awarded the Soldier's Medal. He has received 11 decorations including the Legion of Merit. He continued his education, gaining a master's degree in business administration from George Washington University. Since that time, Colin Powell has served our great Nation as a professional soldier for 35 years, during which time he was the recipient of numerous United States and foreign military awards and decorations and soon rose to the rank of a four-star general. He went on to serve as the 12th Chairman of the Joint Chiefs of Staff, which is the highest military position in the Department of Defense. In his time as Chairman of the Joint Chiefs of Staff, he oversaw some 28 crises, including Operation Desert Storm and the 1991 Persian Gulf War. His distinguished career was topped off when he was sworn in as the 65th Secretary of State of the United States in January of 2001, the first African American to hold this office. As Secretary of State, he took a leading role in rallying America's allies and the United Nations in the war against terrorism. This bill passed the House on October 6, 2005.

ROSA PARKS FEDERAL BUILDING

H.R. 2967

(Public Law 109–98)

H.R. 2967 designates the Federal building located at 333 Mt. Elliott Street in Detroit, Michigan, as the "Rosa Parks Federal Building". Rosa Parks is most well known as the "mother of the civil rights movement." In 1955, she defiantly refused to give up her seat on a segregated bus in Montgomery, Alabama, inspiring further civil disobedience. Rosa Park's dedication to the fight for social and economic justice continued well beyond that monumental day in 1955, as she spent the remainder of her life fighting against all forms of discrimination. Rosa Parks received numerous awards for her contributions to the civil rights movement, including the Presidential Medal of Freedom, and the Congressional Gold Medal. Rosa

Parks passed away October 24, 2005. This bill passed the House on October 26, 2005.

**ROSA PARKS FEDERAL BUILDING AND WILLIAM B.
BRYANT ANNEX**

S. 1285

(Public Law 109–101)

S. 1285 designates the Federal building located at 333 Mt. Elliott Street in Detroit, Michigan, as the “Rosa Parks Federal Building”, and the annex to the E. Barrett Prettyman Federal Building and United States Courthouse located at Constitution Avenue Northwest in the District of Columbia, as the “William B. Bryant Annex”.

Rosa Parks is most well known as the “mother of the civil rights movement.” In 1955 she defiantly refused to give up her seat on a segregated bus in Montgomery, Alabama, inspiring further civil disobedience. Rosa Parks’s dedication to the fight for social and economic justice continued well beyond that monumental day in 1955, as she spent the remainder of her life fighting against all forms of discrimination. Rosa Parks received numerous awards for her contributions to the civil rights movement, including the Presidential Medal of Freedom, and the Congressional Gold Medal. Rosa Parks passed away October 24, 2005.

Judge Bryant was born in Alabama but raised in Washington, DC. He attended DC public schools, and graduated from Dunbar High School. He received both his bachelor’s and law degrees from Howard University. In 1943, he entered the United States Army, receiving a commission as a First Lieutenant. Judge Bryant was honorably discharged in 1947, having attained the rank of Lieutenant Colonel. After 18 years in private practice, marked by a brief period with the Department of Justice, William Bryant was appointed to the United States District Court for the District of Columbia in 1965. In 1977, Judge Bryant became the first African-American to serve as Chief Judge for the District of Columbia District Court. Judge Bryant took senior status in 1982. This bill passed the House on November 2, 2005.

**PREDISASTER MITIGATION PROGRAM
REAUTHORIZATION ACT OF 2005**

H.R. 4324

(Public Law 109–139)

H.R. 4324 amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to reauthorize through Fiscal Year 2008 the program of technical and financial assistance to states and local governments for cost-effective predisaster hazard mitigation measures. It also amends the Disaster Mitigation Act of 2000 to extend through September 30, 2007, the deadline for completion by the Director of the Congressional Budget Office of a study esti-

inating the reduction in Federal disaster assistance that has resulted and is likely to result from enactment of such Act. This bill passed the House on December 15, 2005.

KATRINA EMERGENCY ASSISTANCE ACT OF 2006

S. 1777

(Public Law 109–176)

S. 1777, as amended, extends the disaster unemployment assistance eligibility period to 39 weeks for individuals eligible for such assistance under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) who are unemployed as a result of Hurricanes Katrina and Rita and are not eligible for regular unemployment assistance. The Stafford Act allows the President to provide assistance to individuals unemployed as a result of a major disaster through the Disaster Unemployment Assistance Program for a period of up to 26 weeks. Due to Hurricanes Katrina and Rita, a significant part of the Gulf region's workforce remained unemployed after this 26-week period. S. 1777, as amended, provides for an additional 13 weeks of assistance. This bill passed the House on March 3, 2006.

SUPREME COURT GROUNDS TRANSFER ACT OF 2005

S. 2116

(Public Law 109–214)

S. 2116 transfers jurisdiction over a small parcel of land from the Architect of the Capitol to the Supreme Court of the United States. The small parcel of land is bordered by Constitution Avenue on the North, Maryland Avenue on the West and South, and by Second Street on the East. This transfer also includes realigning the jurisdictional boundaries of the United States Capitol Police and the United States Supreme Court Police to reflect this land transfer. The transfer will enable the Supreme Court Police to have control over the grounds within the bollard perimeter currently under construction. This bill passed the House on March 28, 2006.

LOCAL COMMUNITY RECOVERY ACT OF 2006

H.R. 4979

(Public Law 109–218)

H.R. 4979, as amended, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) to clarify the preference for local firms in the award of contracts for disaster relief activities. The bill makes it clear that the government can direct contracts to local communities devastated by disasters. The Stafford Act provides a preference for doing business with local firms to help them rebuild their economy. In the areas hardest hit by Hurricane Katrina, the job market, local economy, and tax base

were devastated. This legislation puts people back to work rebuilding their communities, while simultaneously strengthening the local economy and tax base and providing for lower cost and faster job completion. This bill passed the House on March 28, 2006.

**DISASTER RECOVERY PERSONAL PROTECTION ACT OF
2006**

H.R. 5013

(Public Law 109–295)

[PASSED AS PART OF THE FISCAL YEAR 2007 HOMELAND
APPROPRIATIONS ACT]

H.R. 5013, as amended, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to prohibit the confiscation of lawfully possessed firearms by an individual operating under the color of Federal law while acting in support of a major disaster or emergency declaration, unless the confiscation is otherwise permitted by law. This Act ensures that law abiding citizens can continue to protect themselves, their families, their businesses, and their property, as guaranteed by the Second Amendment, during disasters, when law enforcement is most likely to be overwhelmed and unable to fulfill the safety needs of the citizens they serve. It prevents agencies from arbitrarily depriving law abiding citizens of their private property and means of protection during a disaster. Additionally, this Act clarifies that an individual may require the temporary surrender of firearms as a condition for entry into any mode of transportation used for rescue or evacuation during a disaster or emergency. The Act authorizes any individual aggrieved by a violation of this legislation to seek relief by bringing an action for redress and by bringing a civil action in United States district court for return of a confiscated firearm. H.R. 5013, as amended, passed the House on July 25, 2006.

**POST-KATRINA REFORM OF THE FEDERAL EMERGENCY
MANAGEMENT AGENCY (FEMA)**

H.R. 5316

(Public Law 109–295)

[PASSED AS PART OF THE FISCAL YEAR 2007 HOMELAND
APPROPRIATIONS ACT]

H.R. 5316—Restoring Emergency Services to Protect Our Nation from Disasters Act of 2006 or the “RESPOND Act of 2006” was ordered reported by the Committee on May 17, 2006 and includes a number of the provisions that became law through the Fiscal Year 2007 Homeland Appropriations Act. The Homeland Security Appropriations Act puts the Federal Emergency Management Agency (FEMA) back together again and gives FEMA the tools and authority to do its job. With the leadership, authority, and resources necessary to respond effectively to the next disaster, FEMA can once

again be a model agency within the Federal Government. The amendment to the appropriations Homeland Security Appropriations Act—

- Elevates the standing of the FEMA within the Department of Homeland Security (DHS) by promoting the Administrator of FEMA to the level of Deputy Secretary; also requires that the Administrator possess a demonstrated ability in and knowledge of emergency management and homeland security and at least five years of executive leadership and management experience;
- Provides statutory protections to FEMA, like those provided to the United States Coast Guard and the Secret Service under the Homeland Security Act, by maintaining FEMA as a distinct entity within the Department; and preventing the transfer of FEMA authorities, personnel, assets and funds;
- Directs the Administrator to serve as the principal advisor to the President, the Homeland Security Council, and the Secretary of Homeland Security for all matters relating to emergency management and permits the President to designate the Administrator as a member of the Cabinet in the event of natural disasters, acts of terrorism, and other disasters;
- Returns training, exercises, and grant administration authority to FEMA, restoring the nexus between emergency preparedness and response, helping improve FEMA relations with state and local first responders, officials, and emergency managers;
- Brings direction, professional expertise, and accountability to Federal, State, and local preparedness activities by defining responsibility for disaster management as vested jointly between Federal and State governments and establishing:
 - A national advisory council of State and local officials and first responders;
 - National planning scenarios;
 - Target capabilities or recommended preparedness levels;
 - Training and exercises;
 - A comprehensive assessment system and remedial action program; and
 - Federal preparedness requirements.
- Further improves response capabilities at the Federal, State, and local levels by establishing regional emergency support and response teams and Regional Offices and Advisory Councils, authorizing the Urban Search and Rescue System and the Metropolitan Medical Response System, and establishing a nationwide pre-positioned emergency equipment program;
- Elevates the importance of emergency communications within DHS by creating an Office of Emergency Communications, requiring the Director of the new office to conduct a nationwide baseline assessment of emergency communication needs and produce a National Emergency Communications Plan;
- Requires State and local governments to establish effective, Department-approved Statewide Interoperable Commu-

nications Plans before being able to use DHS grant funds for emergency communications;

- Prevents waste, fraud, and abuse by developing internal management controls, fraud prevention training, and allowing the inspectors general of other Federal agencies to use a portion of their disaster relief funds for oversight activities; creates a housing pilot program to reduce the need for large-scale trailer parks; and places a spending cap on mitigation programs;
- Requires the development of capabilities necessary to meet the needs of individuals with disabilities and others with special needs;
- Requires FEMA to develop a voluntary family registry and locator system and to coordinate with the National Center for Missing and Exploited Children in the Center's development of a National Emergency Child Locator Center;
- Authorizes FEMA to disclose evacuee information to law enforcement agencies to track sex offenders;
- Increases authorization levels for a select few programs and FEMA's core operating budget:
 - Urban Search and Rescue increases by \$20 million for Fiscal Year 2008.
 - Metropolitan Medical Response increases by \$30 million for Fiscal Year 2008.
 - Emergency Management Performance Grant increases by \$175 million for Fiscal Year 2008.
 - Emergency Management Assistance Compact authorized at \$4 million for Fiscal Year 2008.
 - FEMA's two operating accounts increase by 10 percent per year for three years.

RURAL DISASTER ASSISTANCE FAIRNESS ACT OF 2005

H.R. 2338

(Public Law 109–295)

[PASSED AS PART OF THE FISCAL YEAR 2007 HOMELAND
APPROPRIATIONS ACT]

H.R. 2338, as amended, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to require the President to designate an advocate for small states and rural areas within FEMA to advocate for the fair treatment in the provision of assistance under such Act. The Homeland Security Appropriations Act also requires the Department of Homeland Security to report to specified Congressional Committees on the extent to which disaster declaration regulations meet the needs of States with populations of less than one million and comply with existing statutory restrictions on the use of arithmetic formulas and sliding scales based on income or population. H.R. 2338, as amended, was agreed to by voice vote by the Subcommittee on July 14, 2005.

DISASTER RELIEF EQUITY ACT OF 2005

H.R. 3208

(Public Law 109–295)

[PASSED AS PART OF THE FISCAL YEAR 2007 HOMELAND
APPROPRIATIONS ACT]

H.R. 3208 amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to require the President to ensure that the distribution of supplies, the processing of applications, and other disaster relief and assistance activities shall be accomplished in an equitable and impartial manner, without discrimination on the grounds of race, color, religion, nationality, sex, age, or economic status.

**TO AMEND TITLE 5, UNITED STATES CODE, TO PERMIT
ACCESS TO DATABASES MAINTAINED BY THE FED-
ERAL EMERGENCY MANAGEMENT AGENCY FOR PUR-
POSES OF COMPLYING WITH SEX OFFENDER REG-
ISTRY AND NOTIFICATION LAWS, AND FOR OTHER
PURPOSES**

H.R. 4381

(Public Law 109–295)

[PASSED AS PART OF THE FISCAL YEAR 2007 HOMELAND
APPROPRIATIONS ACT]

H.R. 4381 amends the Privacy Act of 1974 to authorize the disclosure to government agencies of FEMA records on assistance provided to individuals in connection with a major disaster or emergency for purposes of complying with a federal or state sex offender registry or notification law. The Act also conditions receipt of federal funds by non-governmental organizations under the Robert T. Stafford Disaster Relief and Emergency Assistance Act on the organization providing assurances satisfactory to the President that it will disclose its records for the purpose of permitting a requesting jurisdiction to comply with a Federal or State sex offender registry or notification law.

TO AMEND THE ROBERT T. STAFFORD DISASTER RELIEF AND EMERGENCY ASSISTANCE ACT TO RESTORE FEDERAL AID FOR THE REPAIR, RESTORATION, AND REPLACEMENT OF PRIVATE NONPROFIT EDUCATIONAL FACILITIES THAT ARE DAMAGED OR DESTROYED BY A MAJOR DISASTER

H.R. 4517

(Public Law 109–295)

[PASSED AS PART OF THE FY 2007 HOMELAND APPROPRIATIONS ACT]

H.R. 4517 amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to restore Federal aid for the repair, restoration, and replacement of private nonprofit educational facilities damaged or destroyed by a major disaster.

TO AMEND THE JOHN F. KENNEDY CENTER ACT TO AUTHORIZE ADDITIONAL APPROPRIATIONS FOR THE JOHN F. KENNEDY CENTER FOR THE PERFORMING ARTS FOR FISCAL YEAR 2007

H.R. 5187

(Public Law 109–306)

H.R. 5187 amends the John F. Kennedy Center Act to authorize additional appropriations for Fiscal Year 2007 to the John F. Kennedy Center for the Performing Arts for the maintenance, repair, and security account and the capital projects account. This increase aligns the authorized amounts with those requested by the President in the Fiscal Year 2007 budget. This bill passed the House on July 25, 2006.

PETS EVACUATION AND TRANSPORTATION STANDARDS ACT OF 2005

H.R. 3858

(Public Law 109–308)

H.R. 3858, also known as the PETS Act, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to require the Director of FEMA to ensure that state and local emergency preparedness operational plans take into account the needs of individuals with household pets and service animals following a major disaster or emergency. To qualify for FEMA funding, a jurisdiction is required to submit a plan detailing their disaster preparedness plan. The PETS Act ensures that the needs of individuals with household pets and service animals are considered when preparedness plans are developed. H.R. 3858, as amended, also permits FEMA to fund structures that will accommodate people with pets and service animals and provide essential needs to pets and service animals following a disaster. This bill passed the House, as amended, on September 20, 2006.

**CARROLL A. CAMPBELL, JR. UNITED STATES
COURTHOUSE**

H.R. 5546

(Public Law 109–331)

H.R. 5546, as amended, designates the Federal Courthouse to be constructed in Greenville, South Carolina, as the “Carroll A. Campbell, Jr. United States Courthouse.” The bill honors former South Carolina Governor and Congressman Carroll A. Campbell, Jr. who passed away in 2005. In 1970, Governor Campbell’s political career began with his election to the South Carolina House of Representatives, and later served in the South Carolina Senate. He served in the United States House of Representatives from 1979 until his election as Governor in 1986. As Governor of South Carolina, Campbell coordinated his state’s response to Hurricane Hugo and lured large industry to the state. After two terms in office, Governor Campbell was prevented from seeking a third term. In 2001 Governor Campbell was diagnosed with Alzheimer’s disease. Governor Campbell passed away after a severe heart attack on December 7, 2005. This bill passed the House on September 27, 2006.

**WILLIAM M. STEGER FEDERAL BUILDING AND UNITED
STATES COURTHOUSE**

H.R. 5606

(Public Law 109–332)

H.R. 5606, designates the Federal building and United States Courthouse located at 221 and 211 West Ferguson Street in Tyler, Texas, as the “William M. Steger Federal Building and United States Courthouse.” The Act honors William Steger, who served as United States Attorney for the Eastern District of Texas and was appointed to the Federal bench in 1970. Judge Steger’s service began in 1941, when he joined the Army Air Corps the day after the attack on Pearl Harbor. By 1952, Judge Steger was a seasoned attorney and appointed to serve as the United States Attorney for the Eastern District of Texas by President Eisenhower. Judge Steger’s career as a judge began in 1970, with an appointment to the Federal bench by President Nixon. During his tenure, he closed more than 6,500 cases, issued several landmark decisions, and was rarely reversed on appeal. Judge Steger passed away June 4, 2006. This bill passed the House on September 27, 2006.

**JOHN F. SEIBERLING FEDERAL BUILDING AND UNITED
STATES COURTHOUSE**

H.R. 6051

(Public Law 109–335)

H.R. 6051, as amended, designates the Federal building and United States Courthouse located at 2 South Main Street in Akron,

Ohio, as the “John F. Seiberling Federal Building and United States Courthouse”. John Seiberling was born in 1918 in Akron, Ohio. He received his degree from Harvard University and his law degree from Columbia School of Law. After four years of duty with the United States Army during World War II, Seiberling began a career in private practice. After more than 20 years as an attorney, Seiberling was elected to the 92nd Congress and served in the United States House of Representatives for 16 years as a Representative of the 14th District of Ohio. During his eight terms in the United States Congress, Representative Seiberling led the fight to establish some of our country’s most important urban parks, and has received the title of “patron saint” of many of our national parks. This bill passed the House on September 27, 2006.

**JOHN MILTON BRYAN SIMPSON UNITED STATES
COURTHOUSE**

H.R. 315

(Public Law 109–339)

H.R. 315 designates the United States Courthouse at 300 North Hogan Street, Jacksonville, Florida, as the John Milton Bryan Simpson United States Courthouse. Born in Kissimmee, Florida, John Simpson progressed through, what would be called by any reasonable person, a long, distinguished, and publicly oriented career. After receiving his law degree from the University of Florida and seven years in private practice, John Simpson began what would result in a career in public service spanning 54 years. He began as an Assistant State’s Attorney, served two years in the United States Army during World War II, and was a State Judge for nine years before being nominated to the Federal bench in 1950. He served as Chief Judge for three different Courts, the Southern and Middle District Courts of Florida and the Fifth Circuit Court of Appeals. He served on the Conference of Chief Judges for three years. During his tenure on the bench, he was also instrumental in the move toward desegregation in Northern Florida during the late 1950s and early 1960s. This bill passed the House on February 8, 2005.

**JUSTIN W. WILLIAMS UNITED STATES ATTORNEY’S
BUILDING**

H.R. 1463

(Public Law 109–341)

H.R. 1463 designates a portion of the Federal building located at 2100 Jamieson Avenue, in Alexandria, Virginia, as the “Justin W. Williams United States Attorney’s Building”. Born in New York City, in 1942, Justin Williams earned his Bachelor’s Degree from Columbia University in 1963, and his law degree from the University of Virginia in 1967. After graduation, Justin Williams embarked upon his legal career. From 1967, until 1986, he worked for

the Criminal Division of the Department of Justice and served as Assistant Commonwealth's Attorney in Arlington County and Assistant United States Attorney for the Eastern District of Virginia, based in Alexandria. In 1986, Justin Williams was appointed Chief of the Criminal Division and served in that capacity until his death. Justin Williams passed away August 31, 2003. This bill passed the House on April 13, 2005.

CLYDE S. CAHILL MEMORIAL PARK

H.R. 1556

(Public Law 109–342)

H.R. 1556 designates a parcel of land located on the site of the Thomas F. Eagleton United States Courthouse in St. Louis, Missouri, as the “Clyde S. Cahill Memorial Park.” Judge Cahill, who passed away in 2004, was the first African American to be appointed to the United States District Court for the Eastern District of Missouri. After serving in the United States Air Force during World War II and acquiring a law degree from St. Louis University Law School, Judge Cahill engaged in the private practice of law in 1951. From 1958 through 1968, he served as chief legal advisor to the Missouri NAACP and while with the NAACP, he filed the first lawsuit in Missouri to implement the Supreme Court's decision in *Brown v. Board of Education* helping to end school segregation in Missouri. Judge Cahill was appointed to the United States District Court for the Eastern District of Missouri in 1980. Judge Cahill had a reputation for being courteous and compassionate. This bill passed the House on September 27, 2006.

KIKA DE LA GARZA FEDERAL BUILDING

H.R. 2322

(Public Law 109–343)

H.R. 2322 designates the Federal building located at 320 North Main Street in McAllen, Texas, as the “Kika de la Garza Federal Building.” The bill honors former Congressman de la Garza from Texas, who served in the United States House of Representatives for 32 years. Congressman de la Garza started his career of civil service early when he enlisted in the United States Navy at age 17. After his military service, he earned a law degree from St. Mary's University in San Antonio. Following law school, he was elected to the Texas House of Representatives where he served the state for six consecutive terms. Congressman de la Garza was elected in 1964 to the United States House of Representatives. During his 32 years of service in Washington, de la Garza accomplished countless goals and participated in a number of historic events including the creation of the Congressional Hispanic Caucus. He also served as the first Hispanic Chair of a Congressional Committee. This bill passed the House on September 27, 2006.

**SECURITY AND ACCOUNTABILITY FOR EVERY PORT
ACT OF 2006**

H.R. 4954

(Public Law 109–347)

H.R. 4954, the Security and Accountability for Every Port Act of 2006 (SAFE Port Act) includes a number of measures within the Subcommittee's jurisdiction. The bill includes the Warning, Alert, and Response Network Act of 2005 (WARN Act), which gives the Federal Communications Commission the tools it needs to encourage wireless communications providers to participate in the Emergency Alert System. This is a critical step in strengthening and modernizing our Nation's emergency alert system. The SAFE Port Act also makes a number of improvements to the Robert T. Stafford Disaster Relief and Emergency Assistance Act. It provides for medical monitoring of emergency response providers by the Department of Health and Human Services. Additionally, the Act ensures that the Chemical Stockpile Emergency Preparedness Program and the Radiological Emergency Preparedness Program are administered by the Federal Emergency Management Agency. This bill passed the House on May 4, 2006, and the conference report was approved by the House on September 30, 2006.

ANDRES TORO BUILDING

H.R. 5026

(Public Law 109–348)

H.R. 5026 designates the Investigations Building of the Food and Drug Administration (FDA) located at 466 Fernandez Juncos Avenue in San Juan, Puerto Rico, as the "Andres Toro Building." Andres Toro was the Director of the Compliance Division of the FDA San Juan District Office. He joined the FDA in 1977 as an investigator in the San Juan District office and worked his way up the ranks to Director of the Compliance Division. He is the first and only Puerto Rican to have risen to this high government rank in the FDA without taking a position off the island. He received many awards along the way. Mr. Toro played a major role in some of the most unprecedented regulatory cases the FDA has initiated against the food and drug industry. He was known for his dedication and commitment in preserving and protecting public health. This bill passed the House on September 27, 2006.

**FEDERAL AND DISTRICT OF COLUMBIA GOVERNMENT
REAL PROPERTY ACT OF 2005**

H.R. 3699

(Public Law 109–396)

H.R. 3699, as amended, authorizes the exchange of Federal land between the Department of Interior's National Park Service and

the District of Columbia. Under a transfer of jurisdiction, the Federal government retains ownership of the property and the District is given authority to maintain and administer the property. Transferring this land allows the District to utilize the lands for development, to increase its tax base and decrease financial dependence on the Federal government. Many of the parcels in H.R. 3699 are underutilized or neglected and consequently the transfer helps the Federal government manage existing properties by reducing maintenance backlogs. These lands are not currently providing substantial value and their transfer to the District allows taxpayer dollars to be spent on maintaining more beneficial properties. This bill passed the House, as amended, on September 30, 2006, and passed the Senate on November 16, 2006.

DAM SAFETY ACT OF 2006

S. 2735/H.R. 4981

(Public Law 109–460)

S. 2735 and H.R. 4981, as amended, reauthorize the National Dam Safety Program for five years, through Fiscal Year 2011. The National Dam Safety Program, administered by the FEMA, was established to improve safety and security around dams. The program provides assistance grants to state dam safety agencies to assist them in improving their regulatory programs, training, and research, and to create a National Inventory of Dams.

H.R. 4981, as amended, passed the House on September 27, 2006. S. 2735 passed the Senate on December 6, 2006, and passed the House on December 8, 2006.

OTHER LEGISLATION

In addition to numerous bills enacted into law, the Subcommittee reported a number of concurrent resolutions authorizing the use of the Capitol Grounds. Additionally, the Subcommittee held hearings and reported several bills that passed the House but did not pass the Senate. The Subcommittee also supported bills that were discharged from Committee consideration and approved by the House.

CONCURRENT RESOLUTIONS

GREATER WASHINGTON SOAP BOX DERBY

H. CON. RES. 86

House Concurrent Resolution 86 authorized the use of the Capitol Grounds for the Greater Washington Soap Box Derby qualifying races held on June 18, 2005. The races took place on Constitution Avenue between Delaware Avenue and Third Street, NW. The winners of the races, Robbie Reuss, Michelle Gregos, and Michael DeYoung went on to represent the Washington Metropolitan Area at the National finals, held in Akron, Ohio.

DISTRICT OF COLUMBIA SPECIAL OLYMPICS LAW ENFORCEMENT
TORCH RUN

H. CON. RES. 135

House Concurrent Resolution 135 authorized the 2005 District of Columbia Special Olympics Law Enforcement Torch Run to be conducted through the grounds of the Capitol on June 10, 2005. The Capitol Police hosted the opening ceremonies for the run starting on Capitol Hill. Over 2,000 law enforcement representatives from local and Federal law enforcement agencies in the Washington, DC area carried the Special Olympics Torch in honor of over 2,500 Special Olympians who participated in this annual event to show their support of the Special Olympics.

NATIONAL PEACE OFFICERS' MEMORIAL SERVICE

H. CON. RES. 136

House Concurrent Resolution 136 authorized the use of the Capitol Grounds for the 24th Annual National Peace Officers' Memorial Service, held on May 15, 2005. The service was in honor of the Federal, State, and local law enforcement officers killed in the line of duty in 2004.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR AN EVENT TO
COMMEMORATE THE 10TH ANNIVERSARY OF THE MILLION MAN MARCH

H. CON. RES. 161

House Concurrent Resolution 161 authorized the use of the Capitol Grounds on October 15, 2005, for activities associated with the commemoration of the 10th anniversary of the Million Man March.

GREATER WASHINGTON SOAP BOX DERBY

H. CON. RES. 349

House Concurrent Resolution 349 authorized the use of the Capitol Grounds for the Greater Washington Soap Box Derby qualifying races held on June 17, 2006. The races took place on Constitution Avenue between Delaware Avenue and Third Street, NW.

The winners of the races, Oliver Schaller, Elise Keitz, and Michelle Gregos, went on to represent the Washington Metropolitan Area at the National finals, held in Akron, Ohio.

DISTRICT OF COLUMBIA SPECIAL OLYMPICS LAW ENFORCEMENT TORCH
RUN

H. CON. RES. 359

House Concurrent Resolution 359 authorized the 2006 District of Columbia Special Olympics Law Enforcement Torch Run to be conducted through the grounds of the Capitol on June 9, 2006. The Capitol Police hosted the opening ceremonies for the run starting on Capitol Hill.

NATIONAL PEACE OFFICERS' MEMORIAL SERVICE

H. CON. RES. 360

House Concurrent Resolution 360 authorized the use of the Capitol Grounds for the 25th Annual National Peace Officers' Memorial Service, held on May 15, 2006. The service was in honor of the Federal, State and local law enforcement officers killed in the line of duty in 2005.

A CONCURRENT RESOLUTION HONORING AND MEMORIALIZING THE
PASSENGERS AND CREW OF UNITED AIRLINES FLIGHT 93

S. CON. RES. 26

Senate Concurrent Resolution 26 honors and memorializes the passengers and crew of United Airlines Flight 93 for their decisive actions and efforts of bravery on September 11, 2001. The resolution directs the Speaker of the House of Representatives and other specified Congressional officials to select an appropriate memorial in the United States Capitol to honor the passengers and crew of Flight 93 who saved the United States Capitol from possible destruction.

HOUSE RESOLUTIONS

(Summaries of Resolutions)

EXPRESSING THE CONDOLENCES OF THE NATION TO THE VICTIMS OF
HURRICANE KATRINA, COMMENDING THE RESILIENCY OF THE PEOPLE OF THE STATES OF LOUISIANA, MISSISSIPPI, AND ALABAMA, AND
COMMITTING TO STAND BY THEM IN THE RELIEF AND RECOVERY EFFORT

H. RES. 425

House Resolution 425 declares that the House of Representatives expresses the condolences of the Nation to the victims of Hurricane Katrina, commends the resiliency and courage of the people of Louisiana, Mississippi, and Alabama and commits to provide the necessary resources and to stand by the people of such states in the relief, recovery, and rebuilding efforts.

RELATING TO THE TERRORIST ATTACKS AGAINST THE UNITED STATES
ON SEPTEMBER 11, 2001

H. RES. 427

House Resolution 427 extends the deepest sympathies of the House of Representatives to the thousands of innocent victims of the September 11, 2001 terrorist attacks, their families, friends, and loved ones, to salute those who placed themselves in harm's way, often at the risk of their lives, and to honor those who are involved in the struggle against terror. The resolution also vows that the House will continue to take whatever actions necessary to identify, intercept, and disrupt terrorists and their activities.

DESIGNATING ROOM H-139 OF THE CAPITOL AS THE "HENRY J. HYDE ROOM"

H. RES. 1087

House Resolution 1087 designates room H-139 of the Capitol as the "Henry J. Hyde Room". This resolution shall take effect on January 3, 2007. In 1975, Congressman Henry Hyde was elected to the House of Representatives. He was reelected to each succeeding Congress until his retirement after the 109th Congress. As Chairman of the Committee on the Judiciary and the Committee on International Relations, he authored groundbreaking and effective legislation and pushed for the promotion of democracy around the world. The resolution passed the House on December 5, 2006.

BILLS PASSED BY THE HOUSE ONLY

(Summaries of Bills)

TONY HALL FEDERAL BUILDING AND UNITED STATES COURTHOUSE

H.R. 548

H.R. 548 designates the Federal building and United States courthouse located at 200 West 2nd Street in Dayton, Ohio, as the "Tony Hall Federal Building and United States Courthouse". Congressman Hall was born in Dayton, Ohio, on January 16, 1942. He graduated from Fairmont High School in 1960, and from Denison University in 1964. After graduation, Congressman Hall served for two years in the United States Peace Corps. From 1969 to 1972, Congressman Hall served in the Ohio General Assembly. He was then elected to serve in the Ohio Senate from 1973 until 1978, at which time he was elected to the United States House of Representatives. During his time in the House, Congressman Hall was an outspoken advocate for combating world hunger, protecting human rights, and promoting humanitarian causes—including basic education, adult literacy, immunization and other child survival programs, and sustainable agriculture in developing countries. Congressman Hall served as Chairman of the House Select Committee on Hunger from 1989, until it was abolished in 1993, then fasted for 22 days to draw worldwide attention to the scourge of hunger. He served on the Rules Committee in addition to numerous other committee assignments. In 2002, Congressman Hall resigned his seat to accept appointment as United States Ambassador to the United Nations food and agriculture agencies. This bill passed the House on February 8, 2005.

**FASTER AND SMARTER FUNDING FOR FIRST
RESPONDERS ACT OF 2005**

H.R. 1544

[PASSED BY THE HOUSE AS PART OF H.R. 1817]

The bill amends the Homeland Security Act of 2002. It requires the creation of a task force to set up standards for first responders. H.R. 1544 clarifies appropriate uses for first responder grant money and establishes a new distribution formula for that money. This bill was originally reported by the Committee on Transportation and Infrastructure during the 108th Congress on June 6, 2004, and was reintroduced and passed the House during the 109th Congress. This bill passed the House on May 18, 2005.

**TO DESIGNATE CERTAIN BUILDINGS OF THE CENTERS
FOR DISEASE CONTROL AND PREVENTION**

H.R. 4500

H.R. 4500 designates the Headquarters and Emergency Operations Center building (Building 21) and the Global Communications Center building (Building 19) of the Centers for Disease Control and Prevention (CDC) located at 1600 Clifton Road in Atlanta, Georgia, as the “Rosa Parks Headquarters and Emergency Operations Center Building” and the “Mother Teresa Global Communications Center Building,” respectively.

Rosa Parks is most well known as the “mother of the civil rights movement.” In 1955, she defiantly refused to give up her seat on a segregated bus in Montgomery, Alabama, inspiring further civil disobedience. Rosa Parks’ dedication to fight for social and economic justice continued well beyond that monumental day in 1955, as she spent the remainder of her life fighting against all forms of discrimination. Rosa Parks received numerous awards for her contributions to the civil rights movement, including the Presidential Medal of Freedom, and the Congressional Gold Medal. Rosa Parks passed away October 24, 2005.

Mother Teresa spent her life assisting those in poverty in Calcutta, India, and throughout Central Asia. Her inspiration started a movement of volunteers who continue to spread her message and ministry throughout the world. Today, over 100,000 volunteers in 123 countries participate in Mother Teresa’s Missionaries of Charity program, bringing hope and aid to the sick and dying. Mother Teresa received numerous awards and recognition for her humble acts of kindness, including the Nobel Peace Prize in 1979. Mother Teresa died in 1997. This bill passed the House on December 13, 2005.

**SCOTT REED FEDERAL BUILDING AND UNITED STATES
COURTHOUSE**

H.R. 4530

H.R. 4530 designates the Federal building and United States courthouse located at 101 Barr Street in Lexington, Kentucky, as

the “Scott Reed Federal Building and United States Courthouse”. Judge Scott Reed was born in Lexington, Kentucky, on July 3, 1921. He graduated from Henry Clay High School, and the University of Kentucky College of Law, where he received many honors. During his years as a private attorney, he distinguished himself as a trial lawyer of great integrity. His career as a jurist began in 1964, when he became a Fayette Circuit Court Judge. Five years later he was elected to the Kentucky Court of Appeals, where he sat for more than seven years. During the mid-1970s, Kentucky’s judicial system experienced a significant reorganization, with the creation of the new Kentucky Supreme Court. Judge Reed played an instrumental role in the reorganization and was elected to serve as the first Chief Justice of Kentucky in 1976. He was considered a strict interpreter of Kentucky’s constitution and a staunch advocate of the separation of the judiciary from the other branches of government. In 1979, he was named United States District Judge for the Eastern District of Kentucky. He served as United States District Judge until he retired in 1990. Judge Scott Reed passed away in 1994. This bill passed the House on May 22, 2006.

**TO PROVIDE FOR THE CONDITIONAL CONVEYANCE OF
ANY INTEREST RETAINED BY THE UNITED STATES IN
ST. JOSEPH MEMORIAL HALL IN ST. JOSEPH, MICHIGAN**

H.R. 4700

H.R. 4700 conveys an interest retained by the United States in the St. Joseph Memorial Hall in St. Joseph, Michigan. The St. Joseph Memorial Hall’s use is limited by a deed restriction placed on the property by the Federal government more than 60 years ago. While similar deed restrictions in the city have been lifted, the restriction on Memorial Hall remains, making it impossible for redevelopment of the neighborhood to continue. This bill merely completes a land transfer between the Federal government and the City of St. Joseph, Michigan, which began back in May 1935. St. Joseph city officials have requested this transfer as the city is finalizing redevelopment plans for the downtown which would utilize the parcel of land and the building. The city will pay \$10,000 to the General Services Administration for the transfer. H.R. 4700 passed the House on May 3, 2006.

BILLS PASSED BY THE COMMITTEE

(Summaries of Bills)

GULF COAST RECOVERY ACT OF 2005

H.R. 4438

H.R. 4438 addresses the most time sensitive obstacles to recovery in the areas of the Gulf Coast affected by Hurricanes Katrina and Rita and will provide the foundation for the long-term successful recovery of the region. The bill allows the President to provide assistance to financially distressed State and local governments to

cover expenses for some essential response and recovery personnel in order to aid local governments facing tax revenue shortfalls due to the disasters. H.R. 4438 also extends the eligible period of disaster relief unemployment to 52 weeks, sets the Federal cost share at a minimum of 75 percent for the Hazard Mitigation Grant Program (HMGP), restores the HMGP funding to 15 percent, creates a new grant program to improve interoperability and survivability of emergency communications systems, and amends the Community Disaster Loan Act to allow local governments to receive loans of up to 50 percent of the local government's budget. H.R. 4438 was favorably reported to the House from the Committee on Transportation and Infrastructure on December 7, 2005.

HEARINGS

During the 109th Congress, the Subcommittee held a number of hearings and other meetings on topics within its jurisdiction, oversight hearings on issues of concern to the Subcommittee, and on legislation developed by the Subcommittee and proposals made by Members of Congress not on the Committee.

On March 17, 2005, the Subcommittee held a hearing on "The Administration's Strengthening America's Communities Initiative and Its Impact on Economic Development." In advance of the release of the Fiscal Year 2006 budget, the Administration announced a new initiative entitled "Strengthening America's Communities." This new initiative proposed to consolidate a number of existing community and economic development grant programs into one new grant program housed at the Department of Commerce. The Subcommittee received testimony on the proposed consolidation of programs from the Honorable David A. Sampson, Assistant Secretary of Commerce for Economic Development; Ms. Anne Habiby, Inner City Economic Forum; Mr. Ken Jones, First Vice-President, National Association of Development Organizations and Executive Director of the Lower Rio Grande Valley Development Council; Mr. Charles Fluharty, Director, University of Missouri's Rural Policy Research Institute; Mr. Edward M. Silvetti, Executive Director, Southern Alleghenies Planning and Development Commission; and Robert A. Anspach, Mayor, Lebanon, Pennsylvania.

On April 14, 2005, the Subcommittee held a hearing on "The National Preparedness System: What Are We Preparing For?" After the terrorist attacks of September 11, 2001, the Department of Homeland Security was created and tasked with the responsibility to develop a new and comprehensive National Preparedness System. The Subcommittee held a hearing to examine the progress and the Department of Homeland Security (DHS) focus on terrorism at the expense of natural disaster preparedness. The Subcommittee received testimony from Mr. Corey D. Gruber, Associate Director, Office for Domestic Preparedness, DHS; Mr. Gil Jamieson, Director, NIMS Integration Center, DHS; Mr. David E. Liebersbach, President, National Emergency Management Association and Director, Division of Homeland Security and Emergency Management, State of Alaska; Chief John Buckman, Past President, International Association of Fire Chiefs and Fire Chief, German Township, Indiana; Captain John P. Salle, International Association of Chiefs of Police; Mr. Armond Mascelli, Vice President,

Emergency Response, American Red Cross; Mr. Dewayne West, Vice Chairman, Emergency Management Accreditation Program Commission, President, International Association of Emergency Managers and Director, Emergency Management, Johnson County, North Carolina.

On June 21, 2005, the Subcommittee held a hearing on “The Judiciary’s Ability to Pay for Current and Future Space Needs.” Over the past 20 years, the Judiciary’s personnel, office space, appropriation and caseload have increased significantly. As a result, the Judiciary commits an ever-increasing proportion of its budget to securing space needed to accommodate its growth. To reverse this trend and commit a larger proportion of funds to personnel, the Judiciary requested that the Administrator of the General Services Administration permanently waive roughly one-half of the Judiciary’s more than \$900+ million annual rental obligation to the Federal Buildings Fund. The purpose of this hearing was to better understand how the current situation with the Judiciary developed, to evaluate the potential repercussions of the Judiciary’s waiver request, and to explore alternative solutions. The Subcommittee received testimony from Mr. Mark Goldstein, Director, Physical Infrastructure Issues, Government Accountability Office; Honorable Jane R. Roth, Judge, United States Court of Appeals for the Third Circuit and Chairman, Judicial Conference Committee on Security and Facilities; Mr. F. Joseph Moravec, Commissioner, Public Buildings Service; and Mr. Leonidas Ralph Mecham, Director, Administrative Office of the United States Courts and Secretary, Judicial Conference of the United States.

On July 26, 2005, the Subcommittee held a hearing on “Honoring the Protectors of the Capitol: The Passengers and Crew of Flight 93.” On the morning of September 11, 2001, United Airlines flight 93 departed from Newark, New Jersey, bound for San Francisco, California. Just 46 minutes into the flight, four terrorists hijacked Flight 93, took control of the aircraft, and turned it 180 degrees to head east towards Washington, DC. The passengers and crew members of Flight 93 phoned relatives from the sky, and learned of the attacks that had already occurred, including the two planes that had struck the World Trade Center towers in New York City. Based on this knowledge and the belief that the terrorists aboard the flight were involved in the same plot, the passengers and crew attempted to retake the plane and in doing so, averted a potential attack on the United States Capitol. The terrorists crashed the plane into an empty field in Shanksville, Pennsylvania, killing 40 innocent passengers and crew. The purpose of this hearing was to both honor those that died in possible defense of the United States Capitol, and also to explore legislative and creative options for how to honor them through a memorial. The Subcommittee received testimony from Mr. Alan Hantman, Architect of the Capitol; Mr. Hamilton Peterson, President, Families of Flight 93; Dr. Brent Glass, Member, Flight 93 Memorial Advisory Commission and Director, Smithsonian Museum of American History; Mr. Ken Nacke, Family Member of a Passenger on Flight 93; Mr. Clay Mankamyer and Mrs. Mary Alice Mankamyer, Residents of Shanksville, Pennsylvania, and Ambassadors at the Shanksville Memorial Site.

On October 6, 2005, the Subcommittee held a hearing on “Recovering after Katrina: Ensuring that Federal Emergency Management Agency is up to the task?” On the morning of August 29, 2005, Hurricane Katrina, a Category Four hurricane, made landfall in Southeastern Louisiana. Damage directly from the storm was felt in Louisiana, Mississippi, Alabama, Georgia, Florida, and Tennessee, though Louisiana and Mississippi received the brunt of the storm. Recovery efforts were hampered by a number of problems. The Subcommittee received testimony on the concerns raised by state and local officials on recovery and possible solutions from the Honorable Richard Baker, United States Congressman (LA-06); Mr. Ken Burris, Chief Operating Officer, Federal Emergency Management Agency; Mr. Richard Skinner, Inspector General, Department of Homeland Security; Mr. Henry “Junior” Rodriguez, President, St. Bernard Parish; Mr. Kent Buckley, Director, Emergency Management and Homeland Security Coordinator, Bolivar County, Mississippi; Ms. Janice Kilgore, CEM Director, Escambia County Public Safety; Mr. Bob Wise, President, Alliance for Excellent Education; and Mr. Albert Ashwood, Vice President, National Emergency Management Association.

On October 18, 2005, the Subcommittee held a joint hearing with the Subcommittee on Water Resources and Environment on “A Vision and Strategy for Rebuilding New Orleans.” Hurricane Katrina devastated the nation’s Gulf coast in August 2005, destroying homes, businesses, highways, bridges, levees, and other critical infrastructure. The purpose of this hearing was to receive testimony on how to rebuild New Orleans in the wake of Hurricane Katrina, and allow those directly impacted by Hurricane Katrina the opportunity to inform Congress of how to tailor assistance and hurricane protection projects to best suit their needs. The Subcommittee received testimony from Honorable Richard Baker; Honorable William J. Jefferson; Honorable Kathleen Babineaux Blanco, Governor, State of Louisiana; Honorable C. Ray Nagin, Mayor, New Orleans, Louisiana; Honorable Mitchell J. Landrieu, Lieutenant Governor, State of Louisiana; Mr. Wynton Marsalis, Musician, New York, New York; Mr. Mtumishi St. Julien, Executive Director, The Finance Authority, New Orleans, Louisiana; Mr. Paul Farmer, Executive Director, American Planning Association, Washington, DC; Mr. J. Stephen Perry, President and CEO, New Orleans Metropolitan Convention and Visitors Bureau, New Orleans, Louisiana; Mr. Gary P. LaGrange, President and CEO, Port of New Orleans, New Orleans, Louisiana; Mr. John Felmy, Chief Economist, American Petroleum Institute, Washington, DC; Mr. Jerome Ringo, Chair, National Wildlife Federation, Lake Charles, Louisiana; and Mr. Michael C. Voisin, Owner and General Manager, Motivati Seafoods, Inc., Houma, Louisiana.

On November 3, 2005, the Committee held a legislative hearing on “Legislative Proposals in Response to Hurricane Katrina.” The objective of this hearing was to examine how legislation related to the Federal Emergency Management Agency’s structure, the oversight of disaster relief and recovery spending, public assistance and individual and household assistance programs, flood insurance, recovery/rebuilding proposals, and cash flow problems can improve and expedite recovery from major catastrophic disasters. The Sub-

committee received testimony from several United States Congressmen including the Honorable Patrick Kennedy, Honorable Jim Kolbe, Honorable Todd Platts, Honorable Robert Menendez, Honorable Earl Blumenauer, Honorable Jean Schmidt, Honorable Mark Foley, Honorable Mark Udall, Honorable Tom Lantos, Honorable Christopher Shays, Honorable Bobby Jindal, Honorable Clay Shaw, and Honorable Chip Pickering.

On February 16, 2006, the Full Committee held a hearing entitled “Disasters and the Department of Homeland Security: Where Do We Go From Here?” At this hearing, the Committee discussed the key findings of the Federal government’s inadequate response to Hurricane Katrina and Department of Homeland Security’s (DHS) perspective on improving emergency management capabilities and readiness at the Federal, state, and local levels. The Committee received testimony from DHS Secretary Michael Chertoff.

On February 23, 2006, the Subcommittee held a field hearing in Whittier, California, on “The Big One: How Do We Ensure a Robust Federal Response to a Catastrophic Earthquake in the Los Angeles Region?” The response to Hurricane Katrina revealed a number of failures and shortcomings in the Federal, State, and local response to a catastrophic disaster. The purpose of this hearing was to solicit state and local government input for improving the Federal government’s capability and readiness in responding to catastrophic disasters, as well as for enhancing state and local response capabilities. The Subcommittee received testimony from Dr. Lucy Jones, United States Geological Survey; Mr. Ellis M. Stanley, Sr., CEM, City of Los Angeles Emergency Preparedness Department; Ms. Ann-Marie Hayashi, City of Whittier Emergency Services; and Mr. Henry Renteria, Director, California Office of Emergency Services.

On February 24, 2006, the Subcommittee held a field hearing in St. Louis, Missouri, on “How Do We Ensure a Robust Federal Response to a Catastrophic Earthquake in the New Madrid Region?” The response to Hurricane Katrina revealed a number of failures and shortcomings in the Federal, State, and local response to a catastrophic disaster. The purpose of this hearing was to solicit state and local government input for improving the Federal government’s capability and readiness in responding to catastrophic disasters, as well as for enhancing state and local response capabilities. The Subcommittee received testimony from Mr. Jim Wilkinson, Central United States Earthquake Consortium; Dr. Eugene “Buddy” Schweig, United States Geological Survey; Mr. Michael S. Pawlowski, Federal Emergency Management Agency; Mr. Ronald Reynolds, Director, Missouri State Emergency Management Agency; Mr. William C. Burke, Director, Illinois Emergency Management Agency; and the Honorable James Talent, United States Senate.

On March 30, 2006, the Subcommittee held a hearing on the General Services Administration’s Fiscal Year 2007 Capital Investment and Leasing Program (CILP). The hearing covered all aspects of the CILP including the alteration/modernization and construction portions. The Subcommittee received testimony from Mr. David Winstead, Commissioner of the Public Buildings Service of the General Services Administration (GSA). GSA requested new

authority totaling \$489.8 million for design, modernization, repair, and alteration of 18 Federal buildings. This includes \$465 million for Basic Repairs and Alterations projects and \$24.8 million for the design of future projects. GSA requested \$520.1 million in new authority for the construction of new facilities. This includes \$383.9 million to support the consolidation of the Coast Guard in Washington, DC. No money was requested in the Fiscal Year 2007 program for construction of new judicial facilities. Additionally, 15 lease prospectuses were considered.

On June 22, 2006, the Subcommittee held an oversight hearing on "The Future of the Federal Courthouse Construction Program: Results of a Government Accountability Office Study on the Judiciary's Rental Obligations." After requests by the Judiciary that the Administrator of the General Services Administration (GSA) permanently waive roughly one-half of the Judiciary's \$940 million annual rental obligation to the Federal Buildings Fund, the Subcommittee requested the Government Accountability Office (GAO) conduct an investigation into the rent and space increases of the Judiciary. The purpose of this hearing was to help the Committee better understand the current problems with managing judicial facilities and the results of the study as well as recommendations for the future of the courthouse construction program. The Subcommittee received testimony from Mr. Mark Goldstein, Director, Physical Infrastructure Issues, GAO; Honorable Jane R. Roth, Judge, United States Court of Appeals for the Third Circuit and Chairman, Judicial Conference Committee on Security and Facilities; and Mr. David L. Winstead, Commissioner, Public Buildings Service, GSA.

On July 12, 2006, the Subcommittee held a legislative hearing on "The Reauthorization of the Appalachian Regional Commission and Legislative Proposals to Create Additional Regional Economic Development Authorities." Over the past 40 years, the Appalachian Regional Commission (ARC) has significantly improved economic conditions in the Appalachian region. The purpose of this hearing was to assess the progress of the ARC's programs in preparation for reauthorization beginning in Fiscal Year 2007, and examine legislative proposals to create additional regional economic development authorities, including the Northeast Regional Development Commission, the Southeast Crescent Authority, and the Southwest Regional Border Authority. The Subcommittee received testimony from Ms. Anne B. Pope, Federal Co-Chair, ARC; Mr. Steve Robertson, Commissioner, State of Kentucky Governor's Office for Local Development, ARC; Mr. Edward Silvetti, Executive Director, Southern Alleghenies Planning and Development Commission and National Association of Development Organizations; Mr. Jonathan Daniels, President and CEO, Eastern Maine Development Corporation; Mr. Albert A. Delia, President and CEO, North Carolina Eastern Region and Director, Federal Relations, East Carolina University; Mr. Jake Brisbin, Jr., Executive Director, Rio Grande Council of Governments.

On July 26, 2006 the Subcommittee held a legislative hearing on "Proposed Amendments to and Reauthorization of the National Dam Safety Program Act." In 1972, Congress directed the Secretary of the Army to undertake a national program on the inspec-

tion of dams (Public Law 92–367). The Water Resources Development Act of 1996 (Public Law 104–303) amended that Act to establish the National Dam Safety Program as a partnership of the States, Federal agencies and other stakeholders to encourage individual and community responsibility for dam safety. Since its creation, the National Dam Safety Program has helped to mitigate the risk of dam failure by providing technical and financial assistance to state dam safety officials. This hearing was held in order to receive testimony on the benefits of the program, the need for reauthorization, and proposed reforms. The Subcommittee received testimony from Mr. David Maurstad, Director, Mitigation Division and Federal Insurance Administrator, Federal Emergency Management Agency; Mr. Steven L. Stockton, Deputy Director, Civil Works, United States Army Corps of Engineers; Mr. David P. Kelly, County Legislator, District 23, Dutchess County, New York; Ms. Ruth A. Moore, Deputy Commissioner, Natural Resources and Water Quality, State of New York Department of Environmental Conservation; Mr. Larry Roth, Deputy Executive Director, American Society of Civil Engineers; and Mr. Kenneth Smith, President, Association of State Dam Safety Officials and Assistant Director of Indiana Department of Natural Resources Division of Water.

GOVERNMENT ACCOUNTABILITY OFFICE REQUESTS

In addition to requests for testimony at hearings held by the Subcommittee and legislative mandates included in enacted laws, the Subcommittee requested the Government Accountability Office (GAO) conduct a study and publish a report on the Administrative Office of the United States Courts' management and financial controls over its rental accounts, recent trends in the judiciary's rent payments and square footage occupied and challenges the judiciary faces in managing its rent costs. The subsequent report entitled "Federal Courthouses: Rent Increases Due to New Space and Growing Energy and Security Costs Require Better Tracking and Management" was published June 2006.

Additionally, studies and reports requested during the 108th were completed during the 109th Congress. These included a request to look at issues regarding the Smithsonian Institution's facilities construction, repair, and alteration projects and to report on the impact of the Smithsonian Institution's facilities needs on its operating budgets. The report, entitled "Impact of Smithsonian Institution's Facilities on Operations", was released in April 2005. GAO was also requested to examine how the Department of Homeland Security is working with and assisting state and local first responders, in particular, how the Department's efforts enhance state and local first responders' all-hazards capacity. The report, entitled "DHS Efforts to Enhance State/Local First Responders' All-Hazards Capacity" was released in September 2005.

SITE VISITS

During the 109th Congress, the Subcommittee participated in a number of site visits related to topics within its jurisdiction, on legislation developed by the Subcommittee, and proposals made by Members of Congress not on the Committee. Site visits included a

number of trips to hurricane ravaged states along the Gulf Coast, trips to economically distressed communities in the Appalachian and Delta regions, trips abroad to assess foreign emergency management systems, and trips around Washington, DC to view the federal facility requirements of the region.

Emergency Management

On March 3 and 4, 2005, the Subcommittee participated in a site visit related to Hurricane Ivan. The trip focused on areas severely impacted by Hurricane Ivan in Escambia and Santa Rosa Counties, Florida. During July 2005, the Subcommittee also toured areas severely impacted by the 2004 Hurricanes in South Carolina, Georgia, and other parts of Florida. These visits contributed to the Subcommittee's assessment of Federal, state, and local response and recovery efforts surrounding the 2004 Hurricane Season.

During January 2006, the Subcommittee traveled to South Carolina, Louisiana, and Mississippi, to meet with state and local officials regarding the handling of past disasters and the future of emergency management.

From April 7 through 15, 2006, the Subcommittee traveled throughout Europe to evaluate and study the emergency management and flood control systems of Italy, the United Kingdom, and the Netherlands. Information gathered during this trip assisted in the drafting of legislation to reform our country's emergency management system.

On May 30, 2006, the Subcommittee traveled to Lake Charles, Louisiana, to assess the damage to Cameron Parish from Hurricanes Katrina and Rita. The Subcommittee met with a number of State and local officials, as well as victims of the storms. The trip focused on the immediate and future needs of the region as they prepared for the 2006 Hurricane season.

Economic Development

Subcommittee staff traveled with the Delta Regional Authority (DRA) to inspect economic development projects throughout the Delta region in August of 2005 and 2006. Staff visited sites in Louisiana, Arkansas, Missouri, Tennessee, and Mississippi.

Additionally, Subcommittee staff accompanied the Chairman to Pennsylvania and West Virginia to host two town hall meetings to hear concerns, opinions, and suggestions of the Appalachian Regional Commission (ARC) as the Committee considered reauthorization. The Chairman was also accompanied by ARC Federal Co-Chair Ann Pope.

Public Buildings

Subcommittee staff visited sites in and around the Washington Metropolitan area to better understand issues within the Subcommittee's public building jurisdiction. Staff visited the John F. Kennedy Center for the Performing Arts to view prior capital improvements and the future needs of the Center. Select Smithsonian facilities were toured to assess the backlog of maintenance, repair and restoration needs of the museums. Staff also toured St. Elizabeth's campus in Southwest Washington, DC, to examine proposals

for the future use of the site. Additionally, staff routinely toured the progress of the Capitol Visitors Center.

All third-party travel was approved in advance by the Committee on Standards of Official Conduct.

OTHER OVERSIGHT ACTIVITIES

During the 109th Congress the Subcommittee remained extremely interested in the oversight of Federal emergency management policies, which include the preparation, mitigation, response and recovery aspects of national disasters, and general interest in the National Capital Region.

Additionally, the Subcommittee continued its ongoing oversight of activities within the National Capital Region of the General Services Administration, including the new headquarters for Department of Homeland Security, Department of Transportation, development of the Southeast Federal Center, development of St. Elizabeth's campus, and the Judiciary's Courthouse Construction Program.

Select Bipartisan Committee to Investigate the Preparation for and Response to Hurricane Katrina

On September 15, 2005, the House of Representatives approved H. Res. 437, which created the Select Bipartisan Committee to Investigate the Preparation for and Response to Hurricane Katrina. The Committee was charged with conducting an investigation and report findings to the House by February 15, 2006, regarding the development, coordination, and execution by local, State, and Federal authorities of emergency response plans and other activities in preparation for Hurricane Katrina, and the local, State, and Federal government response to Hurricane Katrina. Subcommittee Chairman Shuster served on the Katrina Committee.

The Select Committee held nine hearings over the course of approximately three months. Select Committee Members and staff, including the Subcommittee staff director who was detailed to the Select Committee, conducted scores of interviews and received dozens of briefings from local, State, and Federal officials; non-governmental organizations; private companies and individuals who provided or offered external support after Katrina; and hurricane victims. The Committee Members and staff traveled to the Gulf Coast numerous times. Subcommittee staff assisted in the investigation and drafting of the final report entitled, "A Failure of Initiative: The Final Report of the Select Bipartisan Committee to Investigate the Preparation for and Response to Hurricane Katrina."

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959

Date Referred	Date Approved	Location	Project
	October 26, 2005	Washington, DC	Resolution authorizing appropriations for the design of a 1,000,000 gross square foot facility, located at the West Campus of St. Elizabeths Hospital in Washington, District of Columbia, at a design and review cost of \$24,900,000.
	October 26, 2005	Calais, ME	Resolution authorizing appropriations for the construction of two United States border stations and renovation of one United States border station totaling 116,245 gross square feet and 12 inside and 121 outside parking spaces located in Calais, Maine, at an additional site cost of \$1,096,000 (site acquisition cost of \$332,000 was previously authorized), a new and additional design and review cost of \$1,617,000 (design and review cost of \$2,937,000 was previously authorized), management and inspection cost of \$3,589,000, and estimated construction cost of \$43,844,000 for a combined estimated total project cost of \$53,415,000.
	October 26, 2005	Jackman, ME	Resolution authorizing appropriations for the construction of a 61,581 gross square foot facility including 12 inside and 28 outside parking spaces located in Jackman, Maine, at an additional site cost of \$812,000 (site cost of \$500,000 was previously authorized), additional design and review cost of \$657,000 (design and review cost of \$1,595,000 was previously authorized), and an additional estimated construction cost of \$11,319,000 (management and inspection cost of \$1,445,000 and construction cost of \$14,234,000 were previously authorized) for a combined estimated total project cost of \$30,562,000 a prospectus for which is attached to, and included in, this resolution. This resolution amends. Committee resolutions dated June 21, 2000, which authorized \$619,000 for design; July 18, 2001, which authorized \$249,000 for additional design; June 26, 2002, which authorized \$753,000 for management and inspection and \$8,441,000 for construction; and July 23, 2003, which authorized \$6,267,000 for construction and \$1,445,000 for site and design and management and inspection.
	October 26, 2005	Champlain, NY	Resolution authorizing appropriations for the construction of a 108,500 gross square foot facility including 381 outside parking spaces located in Champlain, New York, at an additional site cost of \$241,000 (site cost of \$409,000 was previously authorized), additional design and review cost of \$3,609,000 (design and review cost of \$3,391,000 was previously authorized), additional management and inspection cost of \$5,231,000 (management and inspection cost of \$2,519,000 was previously authorized), and an additional estimated construction cost of \$43,429,000 (construction cost cost of \$32,512,000 was previously authorized) for a combined estimated total project cost of \$91,341,000, a prospectus for which is attached to, and included in, this resolution. This resolution amends the Committee resolution dated July 23, 2003, which authorized \$42,831,000 for additional site, design and review, management and inspection, and construction (including \$4,000,000 for site acquisition and design and review appropriated pursuant to Public Law 108-7 and \$3,800,000 for site acquisition and design and review authorized by Committee Resolution on November 7, 2001).

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959—Continued

Date Referred	Date Approved	Location	Project
October 26, 2005		Massena, NY	Resolution authorizing appropriations for the construction of a 66,075 gross square foot facility including ten inside and 162 outside parking spaces located in Massena, New York, at an additional site cost of \$458,000 (site cost of \$532,000 was previously authorized), additional design and review cost of \$1,450,000 (design and review cost of \$4,378,000 was previously authorized), additional management and inspection cost of \$1,881,000 (management and inspection cost of \$3,500,000 was previously authorized), and an additional estimated construction cost of \$45,994,000 (construction cost of \$8,236,000 was previously authorized) for a combined estimated total project cost of \$66,429,000, a prospectus for which is attached to, and included in, this resolution. This resolution amends Committee resolutions dated June 26, 2002, which authorized \$100,000 for site acquisition and \$1,546,000 for design and review and July 21, 2004, which authorized \$432,000 for additional site, \$2,832,000 for additional design and review, \$5,040,000 for additional management and inspection, and \$48,938,000 for additional construction.
October 26, 2005		Blaine, WA	Resolution authorizing appropriations for the construction of a 90,904 gross square foot facility including 156 outside parking spaces located in Blaine, Washington, at an additional design and review cost of \$1,038,000 (design and review cost of \$2,752,000 was previously authorized), management and inspection cost of \$2,999,000, and an estimated construction cost of \$42,497,000 for a combined estimated total project cost of \$56,346,000 (site acquisition cost of \$7,060,000 was previously authorized), a prospectus for which is attached to, and included in, this resolution. This resolution is in addition to a Committee resolution dated July 23, 2003, which authorized \$7,060,000 for site acquisition and \$2,752,000 for design and review.
October 26, 2005		Multiple locations	Resolution authorizing appropriations for the material price increases for the construction of projects located in New York City, New York; Houston, Texas; and Cape Girardeau, Missouri, at an estimated additional construction cost of \$48,634,000.
October 26, 2005		Multiple locations	Resolution authorizing appropriations for the for the design of projects scheduled for the Peachtree Summit Federal Building, located in Atlanta, Georgia at a design cost of \$5,941,000; Birch Bayh Federal Building and United States Courthouse, located in Indianapolis, Indiana at a design cost of \$1,342,000; Minton-Capehart Federal Building, located in Indianapolis, Indiana at a design cost \$1,923,000; IRS Customer Service Center, located in Andover, Massachusetts; Margaret Chase Smith Federal Building, Post Office and United States Courthouse, located in Bangor, Maine at a design cost of \$1,587,000; Dr. A.H. McCoy Federal Building, located in Jackson, Mississippi at a design cost of \$3,529,000; G.T. "Mickey" Leland Federal Building, located in Houston, Texas at a design cost of \$2,208,000; Post Office and United States Courthouse, located in San Antonio, Texas at a design cost of \$500,000 for a total design cost of \$21,915,000.
October 26, 2005		Tucson, AZ	Resolution authorizing appropriations for the alteration of the James A. Walsh United States Courthouse located at 38 South Scott Avenue, in Tucson, Arizona at an estimated construction cost of \$14,029,000, and management and inspection cost of \$2,107,000 for a combined estimated total project cost of \$17,724,000 (design and review cost of \$1,588,000 was previously authorized).

October 26, 2005	Washington, DC	Resolution authorizing appropriations for the alteration of of the 17th Street portion of the Eisenhower Executive Office Building located at Pennsylvania Avenue and 17th Street, NW, in Washington, District of Columbia, at an additional design and review cost of \$500,000 (design and review cost of \$5,718,000 was previously authorized and \$515,000 was provided through a reprogramming), an additional estimated construction cost of \$14,650,000 (estimated construction cost of \$63,531,000 was previously authorized and \$5,718,000 was provided through a reprogramming), and an additional management and inspection cost of \$550,000 (management and inspection cost of \$5,686,000 was previously authorized and \$343,000 was provided through a reprogramming) for a total additional cost of \$15,700,000 and an estimated total one project cost of \$97,211,000, a prospectus for which is attached to, and included in, this resolution. This resolution amends Committee resolutions dated June 26, 2002, authorizing \$7,500,000 for design and management and inspection and July 23, 2003, authorizing \$65,757,000 for management and inspection and construction.
October 26, 2005	Washington, DC	Resolution authorizing appropriations for the alteration of Federal Office Building 8 located at 2nd and C Streets, SW, in Washington, District of Columbia, at an additional design and review cost of \$663,000 (design and review cost of \$10,062,000 was previously authorized), an additional estimated construction cost of \$13,598,000 (estimated construction cost of \$126,080,000 was previously authorized), and an additional management and inspection cost of \$429,000 (management and inspection cost of \$6,491,000 was previously authorized) for an estimated total project cost of \$157,323,000, a prospectus for which is attached to, and included in, this resolution. This resolution amends Committee resolutions dated July 18, 2001, authorizing \$7,761,000 for design and July 23, 2003, authorizing \$134,872,000 for additional design, management and inspection, and construction.
October 26, 2005	Washington, DC	Resolution authorizing appropriations for the alteration of the GSA Heating, Operations and Transmission District Steam Heating System, in Washington, District of Columbia, at a design and review cost of \$1,096,000, an estimated construction cost of \$16,200,000, and management and inspection cost of \$1,487,000 for a combined estimated total project cost of \$18,783,000.
October 26, 2005	Washington, DC	Resolution authorizing appropriations for the alteration of the Herbert C. Hoover Building located at 1401 Constitution Avenue, NW, in Washington, District of Columbia, at an additional design and review cost of \$11,100,000 (design and review cost of \$16,900,000 was previously authorized), an estimated construction cost of \$422,901,000, and management and inspection cost of \$32,100,000 for a combined estimated total project cost of \$483,001,000.
October 26, 2005	Atlanta, GA	Resolution authorizing appropriations for Phase II of the alteration of the Martin Luther King, Jr. Federal Building, in Atlanta, Georgia at an estimated construction cost of \$28,137,000 and management and inspection cost of \$1,992,000 for a combined estimated total project cost of \$47,280,000 (design and review, estimated construction and management and inspection cost for Phase I totaling \$17,151,000 were previously authorized).
October 26, 2005	New York, NY	Resolution authorizing appropriations for the alteration of the James L. Watson United States Court of International Trade Building at a design and review cost of \$720,000, an estimated construction cost of \$8,892,000, and management and inspection cost of \$829,000 for a combined estimated total project cost of \$10,441,000.
October 26, 2005	Miami, FL	Resolution authorizing appropriations for the the alteration of the James L. King Federal Building at a design and review cost of \$147,000, an estimated construction cost of \$2,064,000, and management and inspection cost of \$64,000 for a combined estimated total project cost of \$2,275,000.
October 26, 2005	Kansas City, MO	Resolution authorizing appropriations for the alteration of the Winchester Center, located in Kansas City, Missouri, at a design and review cost of \$140,000, an estimated construction cost of \$2,278,000, and management and inspection cost of \$148,000 for a combined estimated total project cost of \$2,566,000.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959—Continued

Date Referred	Date Approved	Location	Project
	October 26, 2005	Washington, DC	Resolution authorizing appropriations for the alteration of the Eisenhower Executive Office Building, located in Washington, District of Columbia, at an additional design and review cost of \$3,118,000 (design and review cost of \$4,788,000 was previously authorized), an estimated construction cost of \$97,183,000, and management and inspection cost of \$17,416,000 for a combined estimated total project cost of \$122,505,000.
	October 26, 2005	Atlanta, GA	Resolution authorizing appropriations for the alteration of the Richard B. Russell Federal Building, located in Atlanta, Georgia, at a design and review cost of \$375,000, an estimated construction cost of \$3,730,000, and management and inspection cost of \$142,000 for a combined estimated total project cost of \$4,247,000.
	October 26, 2005	Woodlawn, MD	Resolution authorizing appropriations for the alteration of the Social Security Administration's National Computer Center, located in Woodlawn, Maryland, at a design and review cost of \$407,000, an estimated construction cost of \$8,477,000, and management and inspection cost of \$848,000 for a combined estimated total project cost of \$9,732,000.
	October 26, 2005	St. Louis, MO	Resolution authorizing appropriations for the alteration of Federal Center Buildings 104/105, located in St. Louis, Missouri, at an additional design and review cost of \$374,000 (design and review cost of \$1,635,000 was previously authorized), an additional estimated construction cost of \$3,377,000 (estimated construction cost of \$17,991,000 was previously authorized), and an additional management and inspection cost of \$374,000 (management and inspection cost of \$1,794,000 was previously authorized) for a combined estimated total project cost of \$25,545,000. This resolution amends Committee Resolution dated July 21, 2001, which authorized \$19,785,000 for additional design, construction, and management and inspection.
	October 26, 2005	Tampa, FL	Resolution authorizing appropriations for the alteration of the Samuel M. Gibbons United States Courthouse located at 801 North Florida Avenue, Tampa, Florida at an estimated design cost of \$815,000, an estimated construction cost of \$7,558,000, and management and inspection cost of \$541,000, for a combined estimated total project cost of \$8,914,000.
	October 26, 2005	St. Paul, MN	Resolution authorizing appropriations for the alteration of the Warren E. Burger Federal Building and United States Courthouse located at 316 Robert Street, St. Paul, Minnesota, at an additional estimated design cost of \$1,908,000 (design and review cost of \$2,591,000 was previously authorized), an additional estimated construction cost of \$20,155,000 (estimated construction cost of \$33,745,000 was previously authorized), and management and inspection cost of \$3,971,000 (management and inspection cost of \$2,899,000 was previously authorized), for a combined estimated total project cost of \$65,269,000, a prospectus for which is attached to, and included in, this resolution. This resolution amends a Committee Resolution dated July 21, 2004, which authorized \$36,664,000 for estimated construction and management and inspection.
	October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to 492,000 rentable square feet of space for the General Services Administration currently located in government-owned space at 1800 F Street, NW, in Washington, District of Columbia at a proposed total annual cost of \$22,140,000 for a lease term of five years, with two additional one-year extensions.
	October 26, 2005	San Francisco, CA	Resolution authorizing appropriations to lease up to 111,227 rentable square feet and 24 parking spaces for the U.S. Army Corps of Engineers, and other agencies, currently located in leased space at 333 Market Street, in San Francisco, California, at a proposed total annual cost of \$4,341,826 for a lease term of ten years.

October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to approximately 205,388 rentable square feet of space for the Department of Agriculture currently located in leased space at 1800 M Street, NW, in Washington, District of Columbia, at a proposed total annual cost of \$9,447,848 for a lease term of ten years.
October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to approximately 311,000 rentable square feet of space for the Department of Commerce currently located at the Herbert C. Hoover Building in Washington, District of Columbia, at a proposed total annual cost of \$14,306,000 for a lease term of ten years.
October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to approximately 115,870 rentable square feet of space for the Department of Homeland Security currently located in leased space at 801 Eye Street, NW, in Washington, District of Columbia, at a proposed total annual cost of \$5,330,020 for a lease term of ten years.
October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to approximately 577,000 rentable square feet and 40 parking spaces for the Department of Homeland Security, United States Coast Guard, currently located in leased space at 2100 2nd Street, SW, in Washington, District of Columbia, at a proposed total annual cost of \$17,310,000 for a lease term of five years.
October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to approximately 84,000 rentable square feet and 182 parking spaces for the Department of Justice, Drug Enforcement Administration, currently located in leased space at 801 Eye Street, NW, in Washington, District of Columbia, at a proposed total annual cost of \$3,864,000 for a lease term of ten years.
October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to approximately 98,096 rentable square feet and 55 inside parking spaces for the Department of Justice, Office of Justice Programs, currently located in leased space at 810 7th Street, NW, in Washington, District of Columbia, at a proposed total annual cost of \$4,512,416 for a lease term of ten years.
October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to approximately 122,496 rentable square feet and 17 parking spaces for the Department of State, currently located in leased space at 515 22nd Street, NW, in Washington, District of Columbia, at a proposed total annual cost of \$5,634,816 for a lease term of ten years.
October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to approximately 165,302 rentable square feet and 129 parking spaces for the Department of State, currently located in leased space at 2121 Virginia Avenue, NW, in Washington, District of Columbia, at a proposed total annual cost of \$7,603,892 for a lease term of ten years.
October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to approximately 98,096 rentable square feet of space for the Department of Veterans Affairs, Administrative Services Division, currently located in leased space at 801 Eye Street, NW, in Washington, District of Columbia, at a proposed total annual cost of \$4,512,416 for a lease term of ten years.
October 26, 2005	Washington, DC	Resolution authorizing appropriations to lease up to approximately 149,526 rentable square feet and 34 parking spaces for the Federal Election Commission, currently located in leased space at 999 E Street, NW, in Washington, District of Columbia, at a proposed total annual cost of \$6,878,196 for a lease term of ten years.
October 26, 2005	Rockville, MD	Resolution authorizing appropriations to lease up to approximately 104,892 rentable square feet for the Food and Drug Administration, currently located in leased space at 1401 Rockville Pike, in Rockville, Maryland, at a proposed total annual cost of \$3,356,544 for a lease term of five years.
October 26, 2005	Boston, MA	Resolution authorizing appropriations to lease up to approximately 232,388 rentable square feet and 398 parking spaces for the Environmental Protection Agency, currently located in leased space at One Congress Street in Boston, Massachusetts, at a proposed total annual cost of \$11,049,042 for a lease term of five years.
October 26, 2005	Albuquerque, NM	Resolution authorizing appropriations to lease up to approximately 306,949 rentable square feet and 825 parking spaces for the National Nuclear Security Administration, currently located in multiple locations in Albuquerque, New Mexico, at a proposed total annual cost of \$8,594,572 for a lease term of 20 years.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959—Continued

Date Referred	Date Approved	Location	Project
	October 26, 2005	Alexandria, VA	Resolution authorizing appropriations to lease up to 186,599 rentable square feet and 12 inside parking spaces for the Department of Agriculture, currently located in leased space at 3101 Park Center Drive, in Alexandria, Virginia, at a proposed total annual cost of \$5,224,772 for a lease term of ten years.
	October 26, 2005	Arlington, VA	Resolution authorizing appropriations to lease up to approximately 240,872 rentable square feet and 471 inside parking spaces for the Department of Defense, currently located in leased space at 400 Army Navy Drive, in Arlington, Virginia, at a proposed total annual cost of \$8,830,520 for a lease term of ten years.
	October 26, 2005	Northern Virginia	Resolution authorizing appropriations to lease up to 526,397 rentable square feet and 73 inside parking spaces for the Department of Defense, currently located in leased space at 1500 Wilson Boulevard and Rosslyn Plaza North, in Northern Virginia, at a proposed total annual cost of \$18,423,895 for a lease term of ten years.
	October 26, 2005	Northern Virginia	Resolution authorizing appropriations to lease up to approximately 593,100 rentable square feet and 268 parking spaces for the Drug Enforcement Administration, currently located in leased space at 600–700 Army Navy Drive, in Arlington, Virginia, at a proposed total annual cost of \$21,401,700 for a lease term of ten years.
	October 26, 2005	Arlington, VA	Resolution authorizing appropriations for the authorized to lease up to approximately 135,282 rentable square feet and no parking spaces for the multiple agencies currently located in leased space at the Ballston Metro Center, 901 North Stuart Street, in Arlington, Virginia, at a proposed total annual cost of \$4,734,870 for a lease term of ten years.
	October 26, 2005	Arlington, VA	Resolution authorizing appropriations to lease up to approximately 168,468 rentable square feet and no parking spaces for the Department of Commerce, Patent and Trademark Office, currently located in leased space at 2809 Jefferson Davis Highway, in Arlington, Virginia, at a proposed total annual cost of \$5,896,380 for a lease term of ten years.
	October 26, 2005	Jacksonville, FL	Resolution authorizing appropriations to lease up to approximately 129,672 rentable square feet and 129 parking spaces for the Federal Bureau of Investigation, currently located at 7820 Arlington Expressway in Jacksonville, Florida, at a proposed total annual cost of \$4,668,192 for a lease term of 15 years.
	October 26, 2005	Indianapolis, IN	Resolution authorizing appropriations to lease up to approximately 110,531 rentable square feet and 142 parking spaces for the Federal Bureau of Investigation, currently located in both government owned and leased space, in Indianapolis, Indiana, at a proposed total annual cost of \$4,200,178 for a lease term of 15 years.
	October 26, 2005	Louisville, KY	Resolution authorizing appropriations to lease up to 120,197 rentable square feet and 115 parking spaces for the Federal Bureau of Investigation, currently located in multiple government owned and leased locations in Louisville, Kentucky, at a proposed total annual cost of \$4,327,092 for a lease term of 15 years.
	October 26, 2005	Detroit, MI	Resolution authorizing appropriations to lease up to 266,200 rentable square feet and 271 parking spaces for the Federal Bureau of Investigation, currently located in multiple government owned and leased locations in Detroit, Michigan, at a proposed total annual cost of \$10,914,200 for a lease term of 15 years.
	October 26, 2005	Jackson, MS	Resolution authorizing appropriations to lease up to 109,819 rentable square feet and 85 parking spaces for the Federal Bureau of Investigation, currently located in multiple government owned and leased locations in Jackson, Mississippi, at a proposed total annual cost of \$3,733,846 for a lease term of 15 years.
	October 26, 2005	Omaha, NE	Resolution authorizing appropriations to lease up to 112,337 rentable square feet and 85 parking spaces for the Federal Bureau of Investigation, currently located in multiple leased locations in Omaha, Nebraska, at a proposed total annual cost of \$4,044,132 for a lease term of 15 years.

October 26, 2005	Charlotte, NC	Resolution authorizing appropriations to lease up to 171,460 rentable square feet and 175 parking spaces for the Federal Bureau of Investigation, currently located in multiple leased locations in Charlotte, North Carolina, at a proposed total annual cost of \$6,001,100 for a lease term of 15 years.
October 26, 2005	Merrifield and Arlington, VA	Resolution authorizing appropriations to lease up to 165,000 rentable square feet and 106 parking spaces for the Federal Bureau of Investigation, currently located in leased space in Merrifield and Arlington, Virginia, at a proposed total annual cost of \$5,775,000 for a lease term of ten years.
October 26, 2005	Philadelphia, PA	Resolution authorizing appropriations to lease up to 862,692 rentable square feet and 1,800 parking spaces for the Department of the Treasury, Internal Revenue Service, currently located in multiple leased locations in Philadelphia, Pennsylvania, at a proposed total annual cost of \$29,202,124 for a lease term of 20 years.
October 26, 2005	Knoxville, TN	Resolution authorizing appropriations to lease up to 99,130 rentable square feet and 95 parking spaces for the Federal Bureau of Investigation, currently located in government owned space in Knoxville, Tennessee, at a proposed total annual cost of \$3,097,813 for a lease term of 15 years.
October 26, 2005	Frederick County, VA	Resolution authorizing appropriations to lease up to 947,000 rentable square feet and 1,232 parking spaces for the Federal Bureau of Investigation, in Frederick County, Virginia, at a proposed total annual cost of \$33,145,000 for a lease term of 15 years.
October 26, 2005	Seattle, WA	Resolution authorizing appropriations to lease up to 172,322 rentable square feet and 18 parking spaces for the Environmental Protection Agency and Centers for Disease Control and Prevention, currently located at 1200 Sixth Avenue, in Seattle, Washington, at a proposed total annual cost of \$6,548,236 for a lease term of ten years.
February 16, 2006	Miami/Miramar, FL	Resolution authorizing appropriations to lease up to approximately 723,780 rentable square feet of space and 1,155 outside parking spaces for the Department of Justice, currently located in multiple leased currently located in leased space at locations throughout South Florida, at a proposed total annual cost of \$25,332,300 for a lease term of 15 years, a prospectus for which is attached to, and included in, this resolution.
February 16, 2006	Brooklyn, NY	Resolution authorizing additional appropriations for the alteration of the Emanuel Celler Courthouse located at 225 Cadman Plaza East, in Brooklyn, New York, at an additional design and review cost of \$3,511,000 (design and review cost of \$3,791,000 was previously authorized), an additional estimated construction cost of \$27,193,000 (estimated construction cost of \$61,046,000 was previously authorized), and additional management and inspection cost of \$4,220,000 (management and inspection cost of \$4,465,000 was previously authorized) for a combined estimated total project cost of \$104,226,000, a prospectus for which is attached to, and included in, this resolution. This resolution amends Committee resolutions dated July 23, 2003, authorizing \$65,511,000 for management and inspection and construction.
April 5, 2006	Various Locations	Resolution authorizing additional appropriations for material price increases for the construction of projects located in Las Cruces, New Mexico; Del Rio, Texas; and two projects in El Paso, Texas, at an estimated additional construction cost of \$19,155,000.
April 5, 2006	Washington, DC	Resolution authorizing appropriations for the alteration of the Department of the Interior's main headquarters building located at 1849 C Street, NW, Washington, District of Columbia, at a design and review cost of \$11,213,000, a management and inspection cost of \$20,900,000, and an estimated construction cost of \$243,444,000, a prospectus for which is attached to, and included in, this resolution. This resolution amends a Committee resolution dated June 23, 2003, which authorized an estimated total project cost of \$220,265,000.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959—Continued

Date Referred	Date Approved	Location	Project
	April 5, 2006	Washington, DC	Resolution authorizing appropriations for the alteration of the Mary E. Switzer Memorial Federal Building located at 330 C Street, SW, in Washington, District of Columbia, at an estimated construction cost of \$120,600,000, a design and review cost of \$10,256,000, and management and inspection cost of \$9,080,000, for a combined estimated total project cost of \$139,936,000 (design and review, estimated construction and management and inspection cost totaling \$116,325,000 were previously authorized), a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	Chicago, IL	Resolution authorizing appropriations for the alteration of the Everett M. Dirksen United States Courthouse located at 219 South Dearborn Street, Chicago, Illinois at an estimated construction cost of \$89,629,000 and management and inspection cost of \$6,942,000 (design cost of \$8,152,000 was previously authorized), for a combined estimated total project cost of \$104,723,000, a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	Laurel, MD	Resolution authorizing appropriations for the alteration of the Food and Drug Administration Center for Veterinary Medicine located on Muirkirk Road in Laurel, Maryland at an estimated design cost of \$435,000, an estimated construction cost of \$5,057,000, and management and inspection cost of \$536,000, for a combined estimated total project cost of \$6,028,000, a prospectus for which is attached to, included in, this resolution.
	April 5, 2006	Silver Spring, MD	Resolution authorizing appropriations for the alteration of the White Oak Building located at 130 Dahlgren Road in Silver Spring, Maryland, at an estimated design cost of \$296,000, as estimated construction cost of \$5,265,000, and management and inspection cost of \$232,000, for a combined estimated total project cost of \$5,793,000, a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	Kansas City, MO	Resolution authorizing appropriations for the alteration of the Richard Bolling Federal Building located at 601 East 12th Street, in Kansas City, Missouri, at an estimated construction cost of \$225,760,000, design and review cost of \$15,917,000, and management and inspection cost of \$22,233,000 for a combined estimated total project cost of \$263,910,000 (estimated total project cost of \$199,583,000 was previously authorized), a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	Albuquerque, NM	Resolution authorizing appropriations for the alteration of three Federal buildings, one located at 517 Gold Avenue, Albuquerque, New Mexico; the Chavez Federal Building and Courthouse; and the Albuquerque Courthouse, at an estimated design cost of \$543,000, an estimated construction cost of \$4,821,000, and management and inspection cost of \$419,000, for a combined estimated total project cost of \$5,783,000, a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	New York, NY	Resolution authorizing appropriations for the alteration of the Thurgood Marshall United States Courthouse in New York, New York, at an estimated design cost of \$16,393,000, an estimated construction cost of \$201,640,000, and management and inspection cost of \$9,849,000, for a combined estimated total project cost of \$227,882,000 (design and review costs totaling \$13,500,000 were previously authorized) a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	Milwaukee, WI	Resolution authorizing appropriations for the alteration of the Federal Building and United States Courthouse located at 517 East Wisconsin Avenue, in Milwaukee, Wisconsin, at an estimated design cost of \$458,000, an estimated construction cost of \$4,796,000, and management and inspection cost of \$345,000, for a combined estimated total project cost of \$5,599,000, a prospectus for which is attached to, and included in, this resolution.

April 5, 2006	Woodlawn, MD	Resolution authorizing appropriations for the alteration of the Security West Building, located at 1500 Woodlawn Drive, Woodlawn, Maryland, at a design and review cost of \$1,310,000, an estimated construction cost of \$16,382,000, and management and inspection cost of \$2,123,000, for a combined estimated total project cost of \$19,815,000, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Nogales, AZ	Resolution authorizing appropriations for site acquisition and design of a 217,924 gross square foot facility and 400 outside parking spaces, located in Nogales, Arizona, at a site acquisition cost of \$2,450,000 and design and review cost of \$7,386,000, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	San Luis, AZ	Resolution authorizing appropriations the construction of a 76,794 gross square foot facility and 80 outside parking spaces, located in San Luis, Arizona, at a design and review cost of \$3,306,000, management and inspection cost of \$3,854,000, and estimated construction cost of \$34,869,000 for an estimated total project cost of \$42,029,000, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Calexico, CA	Resolution authorizing appropriations for site acquisition and design of a 233,943 gross square foot facility and 197 new outside parking spaces, located in Calexico, California, at a site acquisition cost of \$2,000,000 and design and review cost of \$12,350,000 a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Washington, DC	Resolution authorizing appropriations for the construction of a mail processing and screening facility of 80,000 gross square feet and 104 outside parking spaces located in Washington, District of Columbia, at a design and review cost of \$1,025,000, management and inspection cost of \$2,358,000, and estimated construction cost of \$36,229,000 for a combined estimated total project cost of \$39,612,000, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Washington, DC	Resolution authorizing appropriations for construction of a 1,338,000 gross square foot facility and a structured parking garage containing 1,000 spaces, located in Washington, District of Columbia, at a management and inspection cost of \$31,040,000, (design and review cost cost of \$24,900,000 was previously authorized), and an estimated construction cost of \$352,957,000 for an estimated total project cost of \$408,897,000, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Columbus, NM	Resolution authorizing appropriations for the construction of a 114,202 gross square foot facility and 33 new outside parking spaces located in Columbus, New Mexico, at a design and review cost of \$2,629,000, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	El Paso, TX	Resolution authorizing appropriations for the construction of a 190,300 gross square foot facility including 100 new outside parking spaces, located in El Paso, Texas, at a management and inspection cost of \$2,051,000 (design cost of \$2,491,000 was previously authorized), and estimated construction cost of \$18,166,000 for an estimated total project cost of \$22,708,000, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	McAllen, TX	Resolution authorizing appropriations for the construction of a 46,648 gross square foot facility and 96 outside parking spaces, located in McAllen, Texas, at an additional design and review cost of \$429,000 (design and review cost of \$2,375,000 was previously authorized), additional management and inspection cost of \$134,000 (management and inspection cost of \$1,691,000 was previously authorized), and an additional estimated construction cost of \$6,915,000 (construction cost of \$13,872,000 was previously authorized) for a combined estimated total project cost of \$25,416,000, a prospectus for which is attached to, and included in, this resolution. This resolution amends a Committee resolution dated July 23, 2003, which authorized \$2,375,000 for design and review, \$1,691,000 for management and inspection, and \$13,872,000 for construction.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959—Continued

Date Referred	Date Approved	Location	Project
	April 5, 2006	Various Locations	Resolution authorizing appropriations for the design of projects scheduled for the Eisenhower Executive Office Building (Phase III), located in Washington, District of Columbia, at a design cost of \$8,447,000; the Nebraska Avenue Complex, located in Washington, District of Columbia, at a design cost of \$1,200,000; the David Dyer Federal Building and Courthouse, located in Miami, Florida, at a design cost of \$4,502,000; the George C. Young Federal Building-Courthouse, located Orlando, Florida, at a design cost of \$2,563,000; the Dr. A.H. McCoy Federal Building-Post Office, located in Jackson, Mississippi, at a design cost of \$1,043,000; the United States Post Office and Courthouse, located in Brooklyn, New York, at a design cost of \$4,723,000; the United States Post Office and Courthouse located in New Bern, North Carolina, at a design cost of \$1,279,000; and the Joseph P. Kinneary United States Courthouse, located in Columbus, Ohio, at a design cost of \$1,068,000 for a total design cost of \$24,825,000, for which a prospectus is attached to, and included in, this resolution.
	April 5, 2006	Denver, CO	Resolution authorizing appropriations to lease up to 170,704 rental square feet of space and 57 inside parking spaces for the Internal Revenue Service currently located in leased space at Dominion Plaza, 600 17th Street, Denver, Colorado and government-owned space at Building 53, Denver Federal Center, Lakewood, Colorado, at a proposed total annual cost of \$5,974,640 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	Washington, DC	Resolution authorizing appropriations to lease up to 144,000 rentable square feet of space and ten parking spaces for the United States Equal Employment Opportunity Commission, currently located in leased space at 1801 L Street, NW, Washington, District of Columbia, at a proposed annual cost of \$6,768,000 for a lease term of up to ten years, a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	Washington, DC	Resolution authorizing appropriations to lease up to 376,219 rentable square feet of space for the Department of Justice currently located in leased space at 555 4th Street, NW in Washington, District of Columbia, at a proposed annual cost of \$17,682,293 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	Washington, DC	Resolution authorizing appropriations to lease up to approximately 330,000 rentable square feet of space and 65 parking spaces for the Department of Agriculture currently located in multiple leased locations in the Washington, District of Columbia Metropolitan Area, at a proposed annual cost of \$15,510,000 for a lease term of fifteen years, a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	Washington, DC	Resolution authorizing appropriations to lease up to approximately 325,000 rentable square feet and 17 parking spaces for the Federal Emergency Management Agency, currently located in leased space at 500 C Street, SW, Washington, District of Columbia, at a proposed annual cost of \$15,275,000 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
	April 5, 2006	Metairie, LA	Resolution authorizing appropriations for a superseding lease of up to approximately 197,084 rentable square feet and 650 parking spaces for the Department of the Interior—Minerals Management Service, currently located at 1201 Elmwood Park, Metairie, Louisiana, at a proposed annual cost of \$4,730,016 for a lease term of fifteen years, a prospectus for which is attached to, and included in, this resolution.

April 5, 2006	Baltimore, MD	Resolution authorizing appropriations to lease up to approximately 538,000 rentable square feet of space and 1,076 parking spaces for the Social Security Administration, currently located in government-owned space at 300 North Greene Street, Baltimore, Maryland, at a proposed annual cost of \$18,830,000 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Boston, MA	Resolution authorizing appropriations to lease up to approximately 268,452 rentable square feet of space and 228 secured inside and 20 outside parking spaces for the Federal Bureau of Investigation, currently located in multiple leased locations in Massachusetts, at a proposed annual cost of \$12,348,792 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Kansas City, MO	Resolution authorizing appropriations to lease up to approximately 342,865 rentable square feet of space and 1,628 outside parking spaces for the Department of Agriculture, currently located in leased space in the Winchester Center at 6501 Beacon Drive, Kansas City, Missouri, at a proposed total annual cost of \$6,727,011 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Portland, OR	Resolution authorizing appropriations to lease up to approximately 134,159 rentable square feet of space and 200 inside secured parking spaces for the Federal Bureau of Investigation, currently located in multiple leased locations in the Portland area, at a proposed total annual cost of \$4,695,565 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Arlington, VA	Resolution authorizing appropriations to lease up to approximately 347,947 rentable square feet of space and two inside parking spaces for the Department of Defense, currently located in leased space at Jefferson Plaza 1 and 2, Arlington, Virginia, at a proposed total annual cost of \$10,438,410 for a lease term of five years, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Arlington, VA	Resolution authorizing appropriations to lease up to approximately 221,084 rentable square feet of space and 16 inside parking spaces, for the Department of Defense, currently located in leased space at 3100 Clarendon Boulevard, Arlington, Virginia, at a proposed total annual cost of \$7,737,940 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Arlington, VA	Resolution authorizing appropriations to lease up to approximately 143,572 rentable square feet for the Department of the Interior—Fish and Wildlife Service, currently located in leased space at Arlington Square, 4401 Fairfax Avenue, Arlington, Virginia, at a proposed total annual cost of \$5,024,985 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Northern VA	Resolution authorizing appropriations to lease up to approximately 325,000 rentable square feet of space and two parking spaces for the Patent and Trademark Office in Northern Virginia, at a proposed total annual cost of \$11,375,000 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
April 5, 2006	Northern VA	Resolution authorizing appropriations to lease up to 334,103 rentable square feet and 24 parking spaces for the Social Security Administration, currently located in leased space at 5107 and 5111 Leesburg Pike, Falls Church, Virginia, at a proposed annual cost of \$11,693,605 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
May 17, 2006	Washington, DC	Resolution authorizing appropriations to lease up to approximately 180,000 Metropolitan Area rentable square feet of space and 30 outside parking spaces for the Federal Bureau of Investigation in the Washington, District of Columbia Metropolitan Area, at a proposed total annual cost in Washington, District of Columbia, of \$8,460,000, Northern Virginia of \$6,300,000, or Maryland of \$5,760,000 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959—Continued

Date Referred	Date Approved	Location	Project
May 17, 2006		Miami, FL	Resolution authorizing appropriations to lease up to approximately 708,597 rentable square feet of space and 2,874 outside parking spaces for the United States Southern Command, at a proposed total annual cost of \$22,675,104 for a lease term of 20 years, a prospectus for which is attached to, and included in, this resolution.
May 17, 2006		Northern VA	Resolution authorizing appropriations to lease up to approximately 136,800 rentable square feet of space for the Federal Bureau of Investigation—Information Technology Facility, at a proposed total annual cost of \$4,788,000 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
July 19, 2006		Washington, DC	Resolution authorizing appropriations to lease up to approximately 521,000 rentable square feet for the Department of Justice, currently located at 1301 New York Avenue, NW, 1331 F Street, NW, and 1400 New York Avenue, NW, Washington, District of Columbia, at a proposed total annual cost of \$24,487,000 for a lease term of up to fifteen years, a prospectus for which is attached to, and included in, this resolution.
July 19, 2006		San Francisco, CA	Resolution authorizing appropriations to extend an existing lease of 151,716 rentable square feet and 25 parking spaces for the Department of Labor, located at 71 Stevenson Street, San Francisco, California, at a proposed total annual cost of \$5,765,208 for a lease term of two years, a prospectus for which is attached to, and included in, this resolution.
July 19, 2006		Washington, DC	Resolution authorizing appropriations to lease up to approximately 320,000 rentable square feet of space and 510 parking spaces for the Presidential Transition Team and Presidential Inaugural Committee, at a proposed total annual cost of \$15,040,000 for a lease term of 15 months, a prospectus for which is attached to, and included in, this resolution.
July 19, 2006		Suburban MD	Resolution authorizing appropriations to lease up to approximately 574,614 rentable square feet of space and five parking spaces for the National Institutes of Health, currently located in leased space at 6116, 6120, and 6130 Executive Boulevard, Rockville, Maryland, at a proposed total annual cost of \$18,387,648 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
July 19, 2006		Tucson, AZ	Resolution authorizing appropriations to lease up to approximately 84,353 rentable square feet of space and 120 inside and 18 surface parking spaces for the Federal Bureau of Investigation, currently located at One South Church Street, 2551 North Dragoon and 3285 South Hemisphere Loop, Tucson, Arizona, at a proposed total annual cost of \$3,036,708 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution.
July 19, 2006		Sacramento, CA	Resolution authorizing appropriations to lease up to approximately 148,184 rentable square feet of space and 215 inside parking and 15 outside parking spaces for the Federal Bureau of Investigation, currently located in multiple lease facilities in Sacramento, California, at a proposed total annual cost of \$5,927,360 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution.
July 19, 2006		Denver, CO	Resolution authorizing appropriations to lease up to approximately 175,155 rentable square feet of space and 175 inside and 45 outside parking spaces for the Federal Bureau of Investigation, currently located in three government owned facilities in Denver and Lakewood, Colorado, at a proposed total annual cost of \$6,130,425 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution.
July 19, 2006		Minneapolis, MN	Resolution authorizing appropriations to lease up to approximately 162,530 rentable square feet of space and 200 inside and 20 outside parking spaces for the Federal Bureau of Investigation, currently located in leased space in Minneapolis and Roseville, Minnesota, at a proposed total annual cost of \$6,176,140 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution.

July 19, 2006	Cincinnati, OH	Resolution authorizing appropriations to lease up to approximately 108,874 rentable square feet of space and 145 structured and 20 surface parking spaces for the Federal Bureau of Investigation, currently located in multiple locations in Cincinnati, Ohio, at a proposed total annual cost of \$3,810,590 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution.
July 19, 2006	Martinsburg, WV	Resolution authorizing appropriations for the design of the alteration of the Internal Revenue Service Enterprise Computing Center located in Martinsburg, West Virginia, at a design and review cost of \$2,893,000, for which a prospectus is attached to, and included in, this resolution.
July 19, 2006	Philadelphia, PA	Resolution authorizing appropriations for the alteration of Internal Revenue Service space in the William J. Green Federal Building located at 601 Arch Street, Philadelphia, Pennsylvania, at a design and review cost of \$378,000, a management and inspection cost of \$283,000, and an estimated construction cost of \$4,065,000 for an estimated total project cost of \$4,726,000, for which a prospectus is attached to and included in, this resolution.
July 19, 2006	San Diego, CA	Resolution authorizing appropriations for additional site, additional design, management and inspection, and construction of a 466,886 gross square foot facility and 105 inside parking spaces located in San Diego, California, at an additional site and design cost of \$3,258,000 (site and design cost of \$42,369,000 were previously authorized), management and inspection cost of \$7,740,000, and an estimated construction cost of \$248,816,000 a combined estimated total project cost of \$302,183,000, a prospectus for which is attached to, and included in, this resolution. Within one year of the date of approval of this resolution, the Judicial Conference of the United States shall amend the United States Courts Design Guide to require that each United States Courthouse construction project provide one courtroom for every two senior judges. Beginning on the date of approval of this Resolution, the Judicial Conference of the United States shall specifically approve each departure from the United States Court Design Guide for each United States Courthouse construction project which result in additional estimated costs of the project (including additional rent payment obligations) and that the Judicial Conference provide a specific list of each departure and the justification and estimated cost (as supplied by the General Services Administration) of such departure for each United States Courthouse construction project to the General Services Administration. Each United States Courthouse construction prospectus submitted by the General Services Administration shall include a specific list of each departure and the justification and estimated cost (including additional rent payment obligations) of such departure and the General Services Administration's recommendation on whether the Committee on Transportation of the United States House of Representatives and the Committee on Environment and Public works of the United States Senate should approve such a departure.
July 19, 2006	Suffolk, VA	Resolution authorizing appropriations to enter into a superseding lease up to 154,428 rentable square feet of space and 288 surface parking spaces for the Department of Defense, United States Joint Forces Command, located in leased space at 112 Lakeview Parkway, Suffolk, Virginia, at a proposed total annual cost of \$3,689,285 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution. Approval of this prospectus constitutes authority for the General Services Administration to use funds made available by the Department of Defense and a portion of the annual rent payment authorized above for space alterations in this facility at a design and review cost of \$1,375,000, a management and inspection cost of \$1,250,000, and an estimated total project cost of \$15,958,000, a prospectus for which is attached to, and included in, this resolution.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959—Continued

Date Referred	Date Approved	Location	Project
	July 19, 2006	Frederick County, VA	Resolution authorizing appropriations to lease up to approximately 947,000 rentable square feet of space and 1,232 parking spaces for the Federal Bureau of Investigation, in Frederick County, Virginia, at a proposed total annual cost of \$33,145,000 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution. This resolution amends the Committee resolution dated October 26, 2005, authorizing a lease up to 947,000 rentable square feet of and 1,232 parking spaces for the Federal Bureau of Investigation, in Frederick County, Virginia, at a proposed total annual cost of \$33,145,000, for a lease term of fifteen years.
	July 19, 2006	Miami/Miramar, FL	Resolution authorizing appropriations to lease up to approximately 723,780 rentable square feet of space and 1,155 outside parking spaces for the Department of Justice, currently located in multiple leased locations throughout South Florida, at a proposed total annual cost of \$25,332,300 for a lease term of twenty years, a prospectus for which is attached to, and included in, this resolution. This resolution amends the Committee resolution dated February 16, 2006, authorizing a lease up to approximately 723,780 rentable square feet of space and 1,155 outside parking spaces for the Department of Justice, at a proposed total annual cost of \$25,332,300 for a lease term of fifteen years.
	September 20, 2006	Washington, DC	Resolution authorizing appropriations to lease up to approximately 238,708 rentable square feet of space for the Peace Corps, currently located at 1111 20th Street, NW, Washington, District of Columbia, 2001 L Street, NW, Washington, District of Columbia, and 1525 Wilson Boulevard, Arlington, Virginia, at a proposed total annual cost of \$11,219,276 for a lease term of ten years, a prospectus for which is attached to, and included in, this resolution.
	September 20, 2006	Los Angeles, CA	Resolution authorizing appropriations to lease up to approximately 167,754 rentable square feet of space and 442 inside parking spaces for the Drug Enforcement Administration currently located in leased space at Roybal Federal Building-Courthouse, 255 East Temple Street, Los Angeles, California, at a proposed annual cost of \$6,710,160 for a lease term of up to 20 years, a prospectus for which is attached to, and included in, this resolution.
	September 20, 2006	Philadelphia, PA	Resolution authorizing appropriations to lease up to approximately 862,692 rentable square feet of space and up to 1,200 parking spaces (and up to an additional 400 spaces for up to five years) for the Internal Revenue Service, currently located in multiple locations in the Philadelphia region, at a proposed total annual cost of \$32,256,912 for a lease term of 20 years, a prospectus for which is attached to, and included in, this resolution. This resolution amends the Committee resolution dated October 26, 2005, authorizing a lease up to 862,692 rentable square feet and 1,800 parking spaces for the Internal Revenue Service in Philadelphia, Pennsylvania, at a proposed total annual cost of \$29,202,124 for a lease term of 20 years. Approval of this resolution constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease. Approval of this resolution constitutes authority, in the event the General Services Administration is unable to secure a lease agreement with the United States Postal Service, to conduct a competitive procurement for an alternate facility in the City of Philadelphia for the same maximum rentable square footage, rental rate, lease term, and number of parking spaces included in the prospectus. Provided, that the General Services Administration shall not delegate to any other agency the authority granted by this resolution.

September 20, 2006	Citrus Heights, CA	Resolution authorizing appropriations for the alteration of leased space, located at 6501 Sylvan Road, Citrus Heights, California, for backfill by the Internal Revenue Service, at a design and reveiw cost of \$406,000, a management and inspections cost of \$339,000, and an estimated construction cost of \$4,455,000, for an estimated total project cost of \$5,200,000, for which a prospectus is attached to, and included in, this resolution.
September 20, 2006	Pittsburgh, Pennsylvania	Resolution authorizing appropriations for the alteration of the United States Post Office and Courthouse Building in Pittsburgh, Pennsylvania, at a design and review cost of \$4,543,000, a management and inspection cost of \$4,482,000, and an estimated construction cost of \$80,466,000, for an estimated total project cost of \$89,491,000, for which a prospectus is attached to, and included in, this resolution. This resolution amends Committee resolutions dated November 7, 2001, June 21, 2000, and June 25, 1998.
September 20, 2006	Washington, DC	Resolution authorizing appropriations for the alteration of the Eisenhower Executive Office Building in Washington, District of Columbia, at a design and review cost of \$3,500,000, a management and inspection cost of \$2,300,000, and an estimated construction cost of \$25,291,000, for an estimated total project cost of \$31,091,000, a prospectus for which is attached to, and included in, this resolution.
September 20, 2006	Madawaska, ME	Resolution authorizing appropriations to meet expanded scope requirements including additional site area, site development and design of the United States Border Station project in Madawaska, Maine, a 39,211 gross square foot facility on a 13.32 acre site with 48 outside and five inside parking spaces, at an additional site and design cost of \$17,160,000 (site and design cost of \$1,760,000 were previously authorized), management and inspection cost of \$4,186,000, and an estimated construction cost of \$36,411,000, for a combined estimated total project cost of \$59,517,000, a propectus for which is attached to, and included in, this resolution. This resolution amends a Committee resolution dated July 21, 2004.
September 20, 2006	Alexandria Bay, NY	Resolution authorizing appropriations to meet expanded scope requirements including additional site area, site development and design of the United States Border Station project in Alexandria Bay, New York, a 138,517 gross square foot facility on a 59.9 acre site with 120 outside parking spaces, at an additional site and design cost of \$11,676,000 (site and design cost of \$8,884,000 were previously authorized), management and inspection cost of \$17,050,000, and an estimated construction cost of \$136,396,000, for a combined estimated total project cost of \$174,006,000, a prospectus for which is attached to, and included in, this resolution.
September 20, 2006	Derby Line, VT	Resolution authorizing appropriations to meet expanded scope requirements including additional site area, site development and design of the United States Border Station project in Derby Line, Vermont, a 51,159 gross square foot facility on a 23.25 acre site with eight inside and 100 outside parking spaces, at an additional site and design cost of \$2,880,000 (site and design cost of \$4,270,000 were previously authorized), management and inspection cost of \$3,740,000, and an estimated construction cost of \$26,519,000, (estimated construction cost of \$6,120,000 were previously authorized), for a combined estimated total project cost of \$43,529,000, a propectus for which is attached to, and included in, this resolution. This resolution amends a Committee resolution dated July 21, 2004.
September 20, 2006	Warroad, MN	Resolution authorizing appropriations to meet expanded scope requirements including additional site area, site development and design of the United States Border Station project in Warroad, Minnesota, a 50,120 gross square foot facility on a 10.44 acre site with five inside and 22 outside parking spaces, at an additional site and design cost of \$2,496,000 (site and design cost of \$1,837,000 were previously authorized), management and inspection cost of \$3,798,000, and an estimated construction cost of \$35,664,000, for a combined estimated total project cost of \$43,795,000, a propectus for which is attached to, and included in, this resolution. This resolution amends a Committee resolution dated July 21, 2004.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959—Continued

Date Referred	Date Approved	Location	Project
	September 20, 2006	Donna, TX	Resolution authorizing appropriations for the design of a border station in Donna, Texas, of 170,528 gross square feet with 112 outside parking spaces, at a design cost of \$3,726,000, for which a prospectus is attached to, and included in, this resolution.

PUBLIC BUILDINGS 3314(b) RESOLUTIONS

Date Referred	Date Approved	Location	Project
	May 18, 2005	Lancaster County, PA	Pursuant to Title 40 U.S.C. § 3314(b), the Administrator of General Services shall investigate the feasibility and need to construct or acquire a facility to house the United States District Court for the Eastern District of Pennsylvania, in Lancaster County, Pennsylvania.
	May 18, 2005	Vancouver, WA	Pursuant to Title 40 U.S.C. § 3314(b), the Administrator of General Services shall investigate the feasibility and need to construct or acquire a facility to house the United States District Court for the Western District of Washington, in Vancouver, Washington.
	December 7, 2005	Riverside, CA	Pursuant to Title 40 U.S.C. § 3314(b), the Administrator of General Services shall investigate the feasibility and need to construct or acquire a facility to house a Federal Building-Courthouse, located in Riverside, CA.

SUMMARY OF ACTIVITIES FOR THE SUBCOMMITTEE ON HIGHWAYS, TRANSIT, AND PIPELINES

In the 109th Congress, the Subcommittee on Highways, Transit, and Pipelines was Chaired by the Honorable Thomas E. Petri of Wisconsin. The Honorable Peter A. DeFazio of Oregon served as the Subcommittee Ranking Democratic Member.

The Subcommittee developed and reported H.R. 3, the Transportation Equity Act: A Legacy for Users, (TEA: LU) legislation reauthorizing the Federal highway, public transportation, highway safety, motor carrier safety, research and hazardous materials transportation safety programs for the five years from Fiscal Year 2005 through Fiscal Year 2009. H.R. 3 passed the House on March 10, 2005, and the Senate on April 17, 2005. The conference report, titled the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA: LU), was agreed to by the House and the Senate on July 29, 2005. To continue the funding of the aforementioned Federal programs, six short-term extensions to the previous reauthorization, the Transportation Equity Act for the 21st Century, were signed into law in the first session of the 109th Congress. These were Public Laws 109-14, 109-20, 109-35, 109-37, 109-40, and 109-42.

In the second session of the 109th Congress, the Subcommittee also developed two bills which made technical corrections to SAFETEA: LU. H.R. 5689, which passed the House on June 28, 2006, made technical corrections to SAFETEA: LU that were identified by the Department of Transportation and were mostly of a conforming nature. H.R. 6233 passed the House on September 29, 2006, and included virtually all of the House-passed language from H.R. 5689 and also incorporated provisions requested by the Senate Committees of jurisdiction. The Senate took no action on either bill.

H.R. 5782, the Pipeline Safety Improvement Act of 2006, was also developed by the Subcommittee in the 109th Congress. H.R. 5782 reauthorizes the Federal pipeline safety programs and amends title 49, United States Code, to enhance the safety and reliability of transporting the nation's energy products by pipelines. The bill was reported favorably by the Transportation and Infrastructure Committee on July 19, 2006.

The Subcommittee also held 16 hearings in the 109th Congress.

ENACTED LEGISLATION

SURFACE TRANSPORTATION EXTENSION ACT OF 2005

H.R. 2566

(Public Law 109–14)

Public Law 109–14 extended Federal highway, highway safety, motor carrier safety and transit programs for one month, and authorized appropriations through June 30, 2005.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2005,
PART II**

H.R. 3104

(Public Law 109–20)

Public Law 109–20 extended Federal highway, highway safety, motor carrier safety, and transit programs, and authorized appropriations from July 1 to July 19, 2005.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2005,
PART III**

H.R. 3332

(Public Law 109–35)

Public Law 109–35 extended Federal highway, highway safety, motor carrier safety, and transit programs, and authorized appropriations from July 20 to July 21, 2005.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2005,
PART IV**

H.R. 3377

(Public Law 109–37)

Public Law 109–37 extended Federal highway, highway safety, motor carrier safety, and transit programs, and authorized appropriations from July 22 to July 27, 2005.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2005,
PART V**

H.R. 3453

(Public Law 109–40)

Public Law 109–40 extended Federal highway, highway safety, motor carrier safety, and transit programs, and authorized appropriations from July 28 to July 30, 2005.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2005,
PART VI**

H.R. 3512

(Public Law 109–42)

Public Law 109–42 extended Federal highway, highway safety, motor carrier safety, and transit programs, and authorized appropriations from July 30 to August 14, 2005.

**SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS
SAFETEA: LU**

H.R. 3

(Public Law 109–59)

This legislation reauthorizes the Federal highway, public transportation, highway safety, motor carrier safety, research, and hazardous materials transportation safety programs for five years, from Fiscal Year 2005 through Fiscal Year 2009. SAFETEA: LU, together with the Surface Transportation Extension Acts enacted in 2004 and 2005, provides \$286.4 billion in new funding over the life of the bill. This is an increase of 42 percent over the previous reauthorization, the Transportation Equity Act for the 21st Century (TEA 21) from 1998–2003.

COMPARISON OF GUARANTEED FUNDING TOTALS BY AGENCY

[In millions]

AGENCY	TEA 21	SAFETEA LU
Federal Highway Administration	\$163,000	\$227,560
Federal Transit Administration	\$36,000	\$52,579
Federal Motor Carrier Safety Administration	\$1,300	\$2,888
National Highway Traffic Safety Administration	\$1,700	\$3,430
TOTAL	\$202,000	\$286,457

Through increased investment in our nation's transportation infrastructure, this bill will maintain and improve our roads, bridges, and transit systems. H.R. 3 passed the House on March 10, 2005, and the Senate on May 17, 2005. The conference report was agreed to by the House and the Senate on July 29, 2005, and the bill was signed into law on August 10, 2005, (Public Law 109–59).

Congestion relief

Annually, congestion costs American drivers \$67 billion in lost productivity and wasted motor fuel and 3.6 billion hours of delay. The average traveler who drives during peak periods loses \$1,160 a year due to congestion-related delays. And congestion is not only a problem in America's big cities—33 percent of all travel on major roadways in the United States is affected by congestion.

SAFETEA: LU provides federal funding and policy initiatives to combat congestion. The bill provides more than \$227 billion between fiscal years 2004 and 2009 for the Federal highway program

(an almost 40 percent increase over TEA 21), and more than \$52 billion for federal public transportation programs. Public transportation is an important component to solving the nation's congestion problems.

SAFETEA: LU creates several new programs designed to bridge current infrastructure gaps and to address congestion choke points. These programs include a \$1.9 billion National Corridor Infrastructure Improvement program, a \$1.8 billion Projects of Regional and National Significance program, and \$833 million for a Coordinated Border Infrastructure program.

SAFETEA: LU ensures that States utilize congestion relief technologies to make roadway travel safer and more reliable. The Act also includes several provisions that encourage and promote the recapturing of unused highway capacity. Provisions in SAFETEA: LU related to HOV/HOT lanes, transportation system management and operations, and value pricing will allow highway managers to squeeze more capacity from our existing highway investments.

Safety

In 2003, more than 42,000 Americans were killed and 2.9 million were seriously injured each year on the Nation's highways. Substandard road conditions and roadside hazards are a contributing factor in nearly 1/3 of all fatal crashes each year. In total, motor vehicle crashes cost the United States more than \$231 billion annually.

SAFETEA: LU creates a new core program for highway safety infrastructure improvements with its own dedicated funding stream. The new program is funded at approximately \$5 billion from Fiscal Year 2006 through 2009. To address the problem of substandard road conditions in rural areas, SAFETEA: LU includes \$360 million for a new High Risk Rural Road Safety Improvement program that targets funding for safety improvements on rural two-lane roads. About 61 percent of all highway-related fatalities occur on rural roads.

SAFETEA: LU increases funding for National Highway Traffic Safety Administration (NHTSA) highway safety formula grants to support a full range of State safety programs, including impaired driving programs, occupant protection programs, motorcycle safety, police traffic services and roadway safety. A new Safe Routes to School program is authorized that provides \$612 million over five years to States to encourage communities to adopt strategies and fund projects designed to allow children to walk and bike to school safely.

SAFETEA: LU provides \$1.7 billion in State motor carrier safety grants, including the Motor Carrier Safety Assistance Program (MCSAP), Border Enforcement Grants, Commercial Driver's License Grants, Performance and Registration Information System Management grants, and State Data Improvement Grants. These grants will promote State enforcement of and compliance with Federal Motor Carrier safety regulations.

Freight mobility

In 2002, 8.9 billion tons of freight—at a value of more than \$5 trillion—was transported by highway. From 1990 to 2000, United

States truck travel increased by 38 percent. In the next 20 years, truck travel is expected to increase 90 percent due to an expanding economy and the increased reliance on just-in-time delivery.

SAFETEA: LU funds several programs that are specifically designed to improve the movement of freight. \$1.9 billion over five years is authorized for a National Corridor Infrastructure Improvement program. This program is designed to fund regional and multi-state corridor projects that will improve mobility and economic growth in areas underserved by existing highway infrastructure. An additional \$833 million is provided to the Coordinated Border Infrastructure program, which apportions funds to border States for highway projects that will improve the safe and efficient movement of people and goods at or across the border between the United States and Mexico and the United States and Canada.

SAFETEA: LU provides \$1.8 billion for a new program to fund projects of regional and national significance. This program is designed to fund projects that will have a significant impact on the movement of goods and people beyond the immediate local area of the project.

SAFETEA: LU provides \$100 million to complete the core deployment and encourage the expanded deployment of the Commercial Vehicle Information Systems and Networks (CVISN) program, which will improve commercial motor vehicle efficiency by allowing trucks to by-pass safety inspections and weigh stations, based on their safety records.

Public transportation

From 1996 to 2005, public transit ridership grew 25 percent, and now carries 9.8 billion passenger trips a year. But in many United States cities, public transportation infrastructure is not keeping up with demand. Public transportation provides vital mobility to seniors, individuals with disabilities, and families with only one car or no car—but in 40 percent of United States counties, there is no public transportation system.

SAFETEA: LU increases funding to meet public transportation infrastructure needs. The Act provides \$52.58 billion for transit programs, all guaranteed. This is a 46 percent increase in guaranteed funding over TEA 21 levels. To address the problem of so many U.S. counties having no public transportation system at all, SAFETEA: LU increases the percentage of formula funding for public transportation in rural areas (towns of less than 50,000 in population). Total six-year funding for rural public transportation increases by 95 percent, going from \$1.25 billion to \$2.44 billion.

SAFETEA: LU strengthens public transportation services for individuals with disabilities by increasing the elderly and disabled formula program and authorizes President Bush's New Freedom Initiative, providing funds for disabled transportation activities in areas where these services are not available, or that go beyond the requirements of the Americans with Disabilities Act. These two initiatives total \$1 billion over the six-year authorization period, more than double the amount provided for the elderly and disabled formula grants program under TEA 21.

National infrastructure needs

The Federal highway, transit, and highway safety program authorizations would have expired on September 30, 2003, without the 12 extension bills. During the almost two-year period that was required to pass the SAFETEA: LU legislation, the critical needs of America's transportation infrastructure became even more severe. In June 2006, the Interstate System turned 50 years old. The Department of Transportation's 2002 Conditions and Performance Report shows that 32 percent of our major roads are in poor or mediocre condition, 29 percent of our bridges are structurally deficient or functionally obsolete, 36 percent of the nation's urban rail vehicles and maintenance facilities are in substandard or poor condition, and 29 percent of the nation's bus fleet and maintenance facilities are in substandard or poor condition. According to the United States Department of Transportation, the combined spending of all levels of government for the existing infrastructure should be \$106 billion annually for highways and \$20.6 billion for transit.

To reach that investment level by 2009, the federal share of highway investments over the next six years should be roughly \$40 billion in 2004 growing to \$60 billion in 2009. To reach that investment level by 2009, capital public transportation grants should reach \$12.8 billion, with an additional \$1 billion for operating grants, research, planning, and administrative costs.

SAFETEA: LU significantly increases investment in transportation infrastructure. The highway obligation authority grows from \$34.4 billion in 2004 to \$41 billion in 2009; public transportation funding grows from \$7.3 billion in 2004 to \$10.3 billion in 2009.

TO ENSURE FUNDING FOR SPORTFISHING AND BOATING SAFETY PROGRAMS FUNDED OUT OF THE HIGHWAY TRUST FUND THROUGH THE END OF FISCAL YEAR 2005

H.R. 3649

(Public Law 109-74)

H.R. 3649 extends programs funded from the Boat Safety Account of the Aquatic Resources Trust Fund through the end of Fiscal Year 2005. The programs that were extended in this Act include recreational boating safety, the sport fish restoration national outreach and communications program, and Clean Vessel Act programs. The bill passed the House on September 13, 2006 and was passed with an amendment by the Senate on September 15, 2006. The House concurred in the Senate amendment and passed the bill, as amended, on September 20, 2006.

**TO DESIGNATE THE STATE ROUTE 1 BRIDGE IN THE
STATE OF DELAWARE AS THE “SENATOR WILLIAM V.
ROTH, JR. BRIDGE”**

S. 1140

(Public Law 109–381)

S. 1140 designates the State Route 1 Bridge over the Chesapeake and Delaware Canal in Delaware as the “Senator William V. Roth, Jr. Bridge.” The bill was passed in the Senate by Unanimous Consent on June 15, 2005, and was agreed to in the House on November 13, 2006.

**PIPELINE INSPECTION, PROTECTION, ENFORCEMENT
AND SAFETY ACT OF 2006**

H.R. 5782

(Public Law 109–XXX)

H.R. 5782 reauthorizes the Federal pipeline safety programs and amends title 49, United States Code, to enhance the safety and reliability of transporting the Nation’s energy products by pipelines. This Act addresses enforcement of one-call laws, provides guidance to states on underground damage programs, requires a rule to be issued establishing a distribution integrity management program, and requires that standards be developed to reduce the risks in pipeline control rooms associated with human factors. The Act also directs the Pipeline and Hazardous Materials Safety Administration to develop regulations on the operation of low-stress hazardous liquid pipelines. H.R. 5782 also authorizes funding levels for the pipeline safety programs for Fiscal Year 2007 through Fiscal Year 2010. H.R. 5782 was reported favorably by the House Transportation and Infrastructure Committee on July 19, 2006, and the House Energy and Commerce Committee on September 27, 2006. H.R. 5782 was agreed to by the House on December 6, 2006, and the Senate on December 7, 2006.

**EXPRESSING THE SENSE OF THE CONGRESS THAT
STATES SHOULD REQUIRE CANDIDATES FOR DRIV-
ER’S LICENSES TO DEMONSTRATE AN ABILITY TO EX-
ERCISE GREATLY INCREASED CAUTION WHEN DRIV-
ING IN THE PROXIMITY OF A POTENTIALLY VISUALLY
IMPAIRED INDIVIDUAL**

H. CON. RES. 235

House Concurrent Resolution 235 finds that many visually impaired people travel about their communities without personal assistance and that many of these people and their guide dogs suffer injury and death each year as a result of being struck by motor vehicles. This legislation expresses the sense of Congress that States should require candidates for drivers licenses to demonstrate an ability to exercise greatly increased caution when driving in the

proximity of potentially visually impaired individuals. The bill encourages States to teach candidates for drivers licenses to associate guide dogs and white canes with visually impaired pedestrians. The Concurrent Resolution passed the House on July 25, 2006, and passed the Senate on September 25, 2006.

**RECOGNIZING THE 50TH ANNIVERSARY OF THE
INTERSTATE HIGHWAY SYSTEM**

H. CON. RES. 372

The purpose of House Concurrent Resolution 372 is to recognize the 50th Anniversary of the Dwight D. Eisenhower National System of Interstate and Defense Highways and its importance to American economic development and daily life. The concurrent resolution passed the House on June 13, 2006, and passed the Senate on June 19, 2006.

OTHER LEGISLATION

TO AMEND THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS TO MAKE TECHNICAL CORRECTIONS, AND FOR OTHER PURPOSES.

H.R. 5689 and H.R. 6233

H.R. 5689 makes various technical corrections to the major highways and transit reauthorization bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109–59, 119 Stat. 1144). The technical corrections included in this bill have been identified by the Department of Transportation and are mostly of a conforming nature, and also corrects drafting errors. The principal correction is to strengthen the Federal Highway research program by ensuring the viable continuation of the legacy research programs carried out by the Department of Transportation. The bill passed the House on June 28, 2006.

H.R. 6233 was introduced September 28, 2006. This technical corrections bill includes almost all of the House-passed language from H.R. 5689 and also incorporates provisions requested by the Senate Committees on Environment and Public Works and Banking, Housing, and Urban Affairs. H.R. 6233 passed by the House on September 29, 2006. There was no subsequent Senate action on either H.R. 5689 or H.R. 6233.

TO REPEAL A PROHIBITION ON THE USE OF CERTAIN FUNDS FOR TUNNELING IN CERTAIN AREAS WITH RESPECT TO THE LOS ANGELES TO SAN FERNANDO VALLEY METRO RAIL PROJECT, CALIFORNIA

H.R. 4653

This legislation repeals a 20 year-old prohibition on the use of Federal transit funds associated with the Los Angeles Metro Rail

project for tunneling in areas that had been identified as methane risk zones. The bill passed the House on September 20, 2006, and was received in the Senate and referred to the Committee on Banking, Housing and Urban Affairs. There was no subsequent Senate action.

EXPRESSING THE SENSE OF CONGRESS IN SUPPORT OF A
NATIONAL BIKE MONTH

H. CON. RES. 145

This Resolution states that it is the sense of Congress that Americans should observe the month of May as National Bike Month to promote bike safety, and the health, transportation, recreational, and environmental benefits derived from cycling. The Resolution was agreed to by the House on July 25, 2006. No further action was taken by the Senate.

PUBLIC TRANSPORTATION SECURITY ASSISTANCE ACT OF
2006

H.R. 5808

This legislation authorizes the Secretary of Transportation to award grants to public transportation systems and intercity bus operators to improve security. Throughout the world, public transportation systems have been primary targets of terrorist attacks, causing thousands of deaths and injuries. Transit systems have open access and frequent stops and transfer points, and are thus difficult to protect. They also serve high concentrations of people in crowded quarters, an environment with a high probability of death or injury. H.R. 5808 authorizes a total of \$3.4 billion in grant funds for Fiscal Years 2007 through 2009: \$2.4 billion is authorized for capital grants to transit agencies; \$900 million is authorized for operating grants to transit agencies; and \$150 million is authorized for security grants to intercity and charter bus operators. Grants are prioritized on the basis of risk, consequences, vulnerability, and threat, and allocations are based on the transit agency security assessments conducted by the Department of Homeland Security. The bill was reported favorably to the House by the Transportation and Infrastructure Committee on September 15, 2006. No further action was taken.

HEARINGS AND MEMBER BRIEFINGS

The Subcommittee on Highways, Transit, and Pipelines held a total of 16 hearings and one Member Briefing in the 109th Congress.

On February 10, 2005, the Subcommittee held an organizational meeting to discuss the legislative objectives in the 109th Congress.

On May 11, 2005, the Subcommittee held an oversight hearing on the Hazardous Material Endorsement Background Check. The hearing reviewed the background check process for truck drivers who apply for a hazardous material endorsement. Officials from the Federal Motor Carrier Safety Administration, Department of

Transportation Office of Inspector General, Transportation Security Administration, and representatives from the American Trucking Associations, Teamsters, and the American Association of Motor Vehicle Administrators testified on the current status and challenges of the background check process.

On October 20, 2005, the Subcommittee held a hearing updating the Members on the progress of the repair, restoration, and replacement of highway and transit infrastructure and services along the Gulf Coast necessitated as a result of the effects of Hurricane Katrina.

On October 27, 2005, the Subcommittee held another hearing on the effects of Hurricane Katrina. In this hearing State and local officials from the Gulf Coast updated the Members on the progress that States and localities were making in repairing, restoring, and replacing highway and transit infrastructure and services.

On February 15, 2006, the Subcommittee held a hearing to discuss the status of the Highway Trust Fund and on how the new revenue estimates related in the President's Fiscal Year 2007 Budget Request will impact the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA: LU).

On March 2, 2006, the Subcommittee held a hearing on Curbside Operators. The hearing provided Members with information regarding the Curbside Operator segment of the passenger bus industry and the extent to which these operators comply with the Federal Motor Carrier Safety Regulations and the Americans with Disabilities Act.

On March 16, 2006, the Subcommittee held an oversight hearing on Pipeline Safety. The Subcommittee heard testimony from Pipeline and Hazardous Materials Safety Administration on the pipeline safety regulation since the passage of H.R. 3609, the Pipeline Safety Improvement Act of 2002 (Public Law 107-355).

On March 29, 2006, the Subcommittee held a hearing on Transit and Over-the-Road Bus Security. The hearing examined current issues of transit and over-the-road bus security, including: the roles and responsibilities of the Federal Transit Administration and Department of Homeland Security; the state of preparedness in the transit industry; and Federal programs and activities that help meet the security needs and funding priorities for mitigation of security threats against the Nation's public transportation systems.

On April 4, 2006, the Subcommittee held a hearing to provide Members with information on the reliability of the revenue estimates for the Highway Trust Fund. Since Highway Account balances are projected by the Treasury Department to drop below zero in the last year of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users authorization period, it is imperative that Congress understand the revenue estimating procedures used at both Treasury and Congressional Budget Office and whether or not the recent changes in revenue projections are cause for concern.

On May 10, 2006, the Subcommittee held a hearing on Highway Capacity and Freight Mobility. The hearing, the first in a series of three hearings on freight, presented the Members with information regarding the current state of freight mobility on the United States

highway system and the challenges posed by a freight capacity shortage in the near future.

On May 24, 2006, the Subcommittee held a hearing on Understanding Contemporary Public Private Transactions. Members heard testimony from the Governors of Indiana and Virginia on public private transportation transactions in their States as well as testimony from experts who put these transactions together.

On June 7, 2006, the Subcommittee held a hearing on the implementation of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The hearing focused on the progress of the Administration's efforts to implement the recently enacted surface transportation program reauthorization and provided the Members opportunity to ask questions on the process of the implementation of new programs and regulatory action.

On June 15, 2006, the Subcommittee held a hearing on Intermodalism. The Members discussed the concept of Intermodalism and how it can be used in transportation planning to solve transportation problems, such as congestion and freight delay.

On June 27, 2006, the Subcommittee held a hearing commemorating the 50th Anniversary of the Interstate Highway System. The testimony focused on the interstate's history, impact, and future outlook.

On July 19, 2006, the Subcommittee held an oversight hearing on Rail Transit Safety. The hearing examined the effectiveness and management of the Federal Transit Administration's State Safety Oversight program, which governs the safety of rail transit systems other than commuter rail.

On July 27, 2006, the Subcommittee held a Member's Briefing on the status of the Environmental Protection Agency (EPA) sponsored Ultra-Low Sulfur Diesel emission reduction rule. The briefing provided Members with the background of EPA's 2007 Heavy-Duty Highway Rule and how the implementation will affect the different stakeholders in the diesel fuel industry.

On September 7, 2006, the Subcommittee held the second hearing in the freight series. The hearing focused on freight logistics. Witnesses explained how businesses rely on an efficient and reliable transportation system making supply chain management decisions and how important freight logistics is to those decisions.

On September 13, 2006, the Transportation and Infrastructure Committee held a hearing regarding the low-pressure liquid pipeline in the North Slope, Greater Prudhoe Bay, Alaska.

SUMMARY OF ACTIVITIES FOR THE SUBCOMMITTEE ON
RAILROADS

BILLS ENACTED

**SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT
TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS**

H.R. 3

(Became Public Law 109–59)

This legislation expanded the authorization under the Swift Act for high speed rail corridor development to \$100 million per year for seven years. The existing law was also broadened to permit Swift Act funds to be used for the acquisition of high speed trains, signal systems and infrastructure. This legislation also expanded the existing \$3.5 billion Railroad Infrastructure Finance loan program (RRIF) to \$35 billion. These funds may be used by State and local governments, railroads, entities in a joint venture with a railroad, interstate compacts, and certain shippers to provide funding for railroad lines, cars and facilities.

The Alaska Railroad is authorized to receive fund for technology and rolling stock.

The following railroad related provisions were also included in this Act:

Rehabilitation and improvement financing expanded the existing \$3.5 billion Railroad Rehabilitation and Improvement Financing loan program (RRIF) to \$35 billion. These funds may be used by State and local governments, railroads, entities in a joint venture with a railroad, interstate compacts and certain shippers to provide funding for railroad lines, cars and facilities. The Alaska Railroad is eligible for these funds.

H.R. 3 enacted a new authorization to provide Federal assistance for the relocation of rail lines to enhance motor vehicle and pedestrian traffic, safety, community quality of life, and area commerce. The authorization provides \$350,000,000 for each of the Fiscal Years 2006 through 2009.

The Act also authorizes the Secretary of Department of Transportation to make general fund grants to the Alaska Railroad for capital rehabilitation and improvements benefiting its passenger operations.

The Act orders the Department of Transportation to conduct a study of the safety and security impacts of blocked highway grade crossings.

The Act orders the improvement of safety standards for welded rail tracks and requires the Department of Transportation to conduct further studies on railroad tank car safety.

The Act provides \$1.8 million for the Transportation Research Board (TRB) to conduct a comprehensive study of our nation's rail transportation system. The TRB is required to complete the study within one year of enactment and submit a report to Congress.

ENERGY POLICY ACT OF 2005

H.R. 6

(Public Law 109–58)

Included in the provisions of the Energy Policy Act of 2005 were \$65 million in new funding to increase locomotive fuel efficiency and reduce emissions, and \$45 million in new funding for the installation of devices to reduce diesel locomotive idling.

RAILROAD RETIREMENT TECHNICAL IMPROVEMENT ACT OF 2006

H.R. 5074

REPORTED BY THE COMMITTEE ON JULY 17, 2006

PASSED BY THE HOUSE ON JULY 25, 2006

PASSED BY THE SENATE ON SEPTEMBER 25, 2006

(Became Public Law 109–305)

Current law (enacted in 2001) mandates that the Railroad Retirement Board utilize a private disbursing agent to send Tier II checks to retirees. Implementation of this requirement has been delayed in appropriations measures each year, because using a private disbursing agent would result in increased cost to the Railroad Retirement Board.

H.R. 5074 permanently amends the Railroad Retirement Act to use the United States Treasury as the disbursing agent. This Act results in a savings of \$2 million per year.

THE RAILROAD RETIREMENT DISABILITY EARNINGS ACT OF 2006

H.R. 5483

(Public Law 109–XXX)

Under current law, the Railroad Retirement Board pays disabled railroad workers a stipend averaging \$1,911 per month. Disabled workers may earn additional outside income, but not more than \$400 per month.

H.R. 5483 permanently amends the Railroad Retirement Act to increase the amount of permissible outside earnings. The Act raises the earnings limit from \$400 to \$700 per month effective January 1, 2007, and enacts an indexing formula to provide for automatic increases in the future. The cost estimate from the Congressional Budget Office is less than \$500,000 per year.

OTHER LEGISLATION

AMTRAK REAUTHORIZATION ACT OF 2005

H.R. 1630

REPORTED BY THE COMMITTEE ON NOVEMBER 8, 2005

The Amtrak Reauthorization Act of 2005 amends Federal transportation law to authorize appropriations for Amtrak for Fiscal Year 2006 through 2008 for: (1) capital expenditures; (2) certain mandatory payments; and (3) Amtrak's contractual obligations for commuter and state-supported passenger rail service.

The bill's mandatory Amtrak payments to the Treasury include: (1) an amount equal to the tax Amtrak must pay as an employer under the Railroad Retirement Tax Act that is more than the amount needed for anticipated benefits for retirees and their beneficiaries; (2) amounts necessary to pay the contribution for employee unemployment benefits under the Railroad Unemployment Insurance Act that are more than its obligations calculated on an experience-related basis; and (3) amounts necessary to pay railroad unemployment repayment taxes.

The bill requires Amtrak to transmit to the Secretary of Transportation annually a comprehensive business plan, including targets for ridership and for each intercity train route (including Auto-train), revenues, and capital and operating expenses, and supplemental reports describing the work completed to date, any changes to the business plan, and the reasons for such changes.

It also prohibits the use of amounts appropriated under this Act to subsidize operating losses of commuter rail passenger or rail freight transportation.

RAIL INFRASTRUCTURE DEVELOPMENT AND EXPANSION
ACT FOR THE 21ST CENTURY

H.R. 1631

REPORTED BY THE COMMITTEE ON NOVEMBER 8, 2005

H.R. 1631 permits the Secretary of Transportation to designate tax-exempt bonds and tax-credited bonds for funding the development of high-speed rail in the United States. The amount of bonds the Secretary of Transportation may designate to be issued in each year is limited to \$1.2 billion per year from 2006–2015 of private activity tax-exempt bonds and \$1.2 billion per year from 2006–2015 of tax-credit bonds. Any amount that the Secretary of Transportation does not designate in a year may be carried over and designated in subsequent years (through Fiscal Year 2019).

H.R. 1631 would also authorize approximately \$60 billion in infrastructure funding for high-speed rail corridors and other rail infrastructure. This would be divided principally between authority for States participating in high-speed rail to issue tax-exempt and/or tax-credit bonds, and an expansion of the existing Railroad Rehabilitation and Improvement Financing (RRIF) loan program established in TEA–21 (Public Law 105–178) from \$3.5 billion in authorized principal to \$35 billion. H.R. 1631 would also reauthorize

and expand the existing Swift Rail Development Act program of general fund grants for planning and technology development related to high-speed rail corridors.

Expansion of the RRIF program and the Swift Rail Development Act program was included in SAFETEA: LU.

HEARINGS

On April 28, 2005, the Subcommittee held a hearing on new technologies for rail safety. Witnesses testified about new rail inspection technologies, positive train control, and vehicle crash protection.

On May 11, 2005, the Subcommittee held a hearing entitled "Getting Acela Back on Track." The hearing focused on the discovery of cracks on the Acela's brake discs, which had recently sidelined the entire fleet.

On June 9, 2005, the Subcommittee held a hearing on the Amtrak Food and Beverage Department and uncovered losses in excess of \$100 million per year. Along with several other witnesses, the Amtrak Inspector General and Government Accountability Office presented testimony that Amtrak was spending two dollars for every dollar of Food and Beverage Revenue.

On July 21, 2005, the Subcommittee held a hearing on Grade Crossing Safety. Witnesses included the National Transportation Safety Board, Operation Lifesaver, the Federal Railroad Administration, and others. Testimony included an examination of current injury rates and new technologies to reduce injuries.

On September 21, 2005, the Subcommittee held a hearing on Amtrak Reform Proposals. The Subcommittee received testimony from the Department of Transportation General Counsel, Department of Transportation Office of Inspector General, and several private experts regarding the restructuring of Amtrak.

On November 15, 2005, the Subcommittee held a hearing on Current Governance Issues at Amtrak. In the wake of the departure of Amtrak CEO David Gunn, the Subcommittee held this hearing to examine whether Amtrak had a legally constituted Board of Directors and a quorum to conduct business.

On March 15, 2006, the Subcommittee held an oversight hearing on the Railroad Rehabilitation and Improvement Financing (RRIF) loan program, which was expanded by Public Law 109-59, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act. The Administrator of the Federal Railroad Administration (FRA) appeared as the sole witness and explained FRA's handling of the expanded RRIF program.

On April 26, 2006, the Subcommittee held a hearing on rail capacity. Witnesses included the Federal Railroad Administration, representatives of the rail industry and shippers, and industry expert Carl Martland of the Massachusetts Institute of Technology.

On May 10, 2006, the Subcommittee held an oversight hearing on Railroad Retirement reform. Testimony was elicited from representatives of rail labor and management, the Chairman of the Railroad Retirement Board, and the Trustees of the National Railroad Retirement Investment Trust.

On May 23, 2006, the Subcommittee held a hearing on railroad waste facilities. The main question of the hearing involved the ap-

plicability of Federal preemption under Section 10501(b)(2) of title 49, United States Code, to waste transload facilities operated by railroads.

On June 13, 2006, the Subcommittee held a hearing on the transportation of Hazardous Materials. The focus of the hearing was current regulatory requirements, routing, liability exposure and common carrier obligations.

On June 27, 2006, the Subcommittee held a hearing on Federal Railroad Administration Safety Initiatives. The Subcommittee examined issues and problems relating to recent safety initiatives at the Federal Railroad Administration, including Department of Transportation Secretary Norman Mineta's Action Plan Addressing Critical Railroad Safety Issues.

On July 25, 2006, the Subcommittee held a hearing on Human Factors, including the impact of the Hours of Service Act on employee fatigue.

On September 28, 2006, the Subcommittee held a hearing entitled "New Hands on the Amtrak Throttle," which served to introduce new Amtrak CEO Alexander Kummant to the Subcommittee.

SUMMARY OF ACTIVITIES FOR THE SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

During the 109th Congress the Subcommittee on Water Resources and Environment was chaired by Congressman John J. Duncan, Jr. Congresswoman Eddie Bernice Johnson served as Ranking Democratic Member. Over the course of this Congress the Subcommittee had referred to it or took action on four bills that became public laws, three bills that were approved by the House but did not become public law, and five bills that were approved by the Committee but were not considered by the House. The Committee also approved 33 Committee Resolutions authorizing studies by the Corps of Engineers of potential water resources projects and one Committee Resolution authorizing a small flood control project to be carried out by the Natural Resources Conservation Service. The Subcommittee held 18 hearings during the 109th Congress.

ENACTED LEGISLATION

AN ACT TO EXTEND THROUGH MARCH 31, 2006, THE AUTHORITY OF THE SECRETARY OF THE ARMY TO ACCEPT AND EXPEND FUNDS CONTRIBUTED BY NON-FEDERAL PUBLIC ENTITIES AND TO EXPEDITE THE PROCESSING OF PERMITS

H.R. 3765

(Public Law 109–99)

H.R. 3765 provided a short-term extension through March 31, 2006, of the authority of the Corps of Engineers to accept funds from public entities to expedite the processing of Corps of Engineers permits. This issue is also addressed in the Water Resources Development Act, H.R. 2864. H.R. 3765 became Public Law 109–99.

AN ACT TO EXTEND THROUGH DECEMBER 31, 2006, THE AUTHORITY OF THE SECRETARY OF THE ARMY TO ACCEPT AND EXPEND FUNDS CONTRIBUTED BY NON-FEDERAL PUBLIC ENTITIES AND TO EXPEDITE THE PROCESSING OF PERMITS

H.R. 4826

(Public Law 109–209)

H.R. 4826 provides a short-term extension through December 31, 2006, of the authority of the Corps of Engineers to accept funds from public entities to expedite the processing of Corps of Engineers permits. This issue is also addressed in the Water Resources

Development Act, H.R. 2864. H.R. 4826 became Public Law 109–209.

**A BILL TO AMEND THE FEDERAL WATER POLLUTION
CONTROL ACT TO EXTEND THE AUTHORIZATION OF
APPROPRIATIONS FOR LONG ISLAND SOUND**

H.R. 3963

(Public Law 109–137)

H.R. 3963 reauthorizes the Long Island Sound program within the Environmental Protection Agency to provide \$40 million a year for the protection and restoration of the Long Island Sound. On December 22, 2005, this bill became Public Law 109–137.

LONG ISLAND SOUND STEWARDSHIP ACT OF 2006

H.R. 5160

(Public Law 109–359)

H.R. 5160 establishes the Long Island Sound Stewardship Initiative and Advisory Committee to identify, protect, and enhance sites in Connecticut and New York that are within the Long Island Sound region and which have significant ecological, educational, open space, public access, or recreational values. The bill requires the Advisory Committee to identify areas with significant value as potential stewardship sites and to report on recommended sites and recommended grants for securing and improving those sites. The bill directs the Environmental Protection Agency to review the Advisory Committee's recommendations, approve stewardship sites, award grants, and report annually on the Initiative.

**TO AMEND THE FEDERAL WATER POLLUTION CONTROL
ACT TO REAUTHORIZE A PROGRAM RELATING TO THE
LAKE PONTCHARTRAIN BASIN, AND FOR OTHER PUR-
POSES**

H.R. 6121

(Public Law 109–392)

H.R. 6121 amends section 121 of the Federal Water Pollution Control Act to reauthorize appropriations for the Environmental Protection Agency's Lake Pontchartrain Basin Restoration Program in Louisiana and Mississippi. The purpose of the program is to restore the ecological health of the Basin by developing and funding restoration projects and related scientific and public education projects. On November 13, 2006, the House of Representatives passed H.R. 6121 by voice vote, and the Senate passed H.R. 6121 by unanimous consent on November 16, 2006. The bill was presented to the President on December 4, 2006.

**AN ACT TO EXTEND THROUGH DECEMBER 31, 2008, THE
AUTHORITY OF THE SECRETARY OF THE ARMY TO AC-
CEPT AND EXPEND FUNDS CONTRIBUTED BY NON-
FEDERAL PUBLIC ENTITIES AND TO EXPEDITE THE
PROCESSING OF PERMITS.**

H.R. 6316

(Public Law 109–434)

H.R. 6316 provides a short-term extension through December 31, 2008, of the authority of the Corps of Engineers to accept funds from public entities to expedite the processing of Corps of Engineers permits. This issue is also addressed in the Water Resources Development Act (WRDA), H.R. 2864. H.R. 6316 was presented to the President on December 11, 2006.

OTHER LEGISLATION

**THE TWENTY-FIRST CENTURY WATER COMMISSION ACT OF
2005**

H.R. 135

H.R. 135 establishes the Twenty-First Century Water Commission to provide a report to Congress with recommendations to address future water supply and demand. The report would include recommendations relating to management of water, incentives to ensure an adequate and dependable water supply, capturing excess water and flood water for conservation and use in the event of a drought, financing for comprehensive water management projects, appropriate public works projects, and finally the conservation of existing water supplies, including recommendations for repairing aging infrastructure. The House passed H.R. 135 by a vote of 402–22 on April 12, 2005.

WATER RESOURCES DEVELOPMENT ACT OF 2005

H.R. 2864

H.R. 2864 authorizes over \$10 billion for critical flood control, hurricane protection, navigation, and ecosystem restoration projects around the United States. The bill includes funding for several major projects including the expansion of seven navigation locks on the Upper Mississippi River and Illinois Waterway (\$1.795 billion Federal cost); the restoration of the Upper Mississippi River ecosystem (\$2.7 billion Federal cost); the first two Everglades restoration projects (\$780 million Federal cost); the Morganza to the Gulf hurricane protection project for Louisiana (\$512 million Federal cost); and restoration of the Louisiana Coastal Area (\$718 million Federal cost). Studies of these projects have been completed and will bring significant economic and environmental benefits to the Nation. On June 16, 2005, the Subcommittee on Water Resources and Environment approved the Water Resources Development Act of 2005 for Full Committee action, with an amendment, by voice vote. On June 22, 2005, the Full Committee ordered H.R. 2864 reported, with an amendment, by voice vote. The Committee

filed its report on June 24, 2005, (House Report 109–154). On July 14, 2005, the House of Representatives considered H.R. 2864 under H. Res. 346, and passed the bill by a vote of 406–14.

A BILL TO AMEND THE FEDERAL WATER POLLUTION CONTROL ACT TO REAUTHORIZE PROGRAMS TO IMPROVE THE QUALITY OF COASTAL RECREATION WATERS, AND FOR OTHER PURPOSES

H.R. 1721

H.R. 1721 reauthorizes the Environmental Protection Agency program to improve the quality of coastal recreation waters to ensure safe beaches for swimming and other recreation activities. The bill includes \$30 million annually for States to monitor water quality. H.R. 1721 passed the House of Representatives by voice vote on December 7, 2005.

THE NATIONAL LEVEE SAFETY PROGRAM ACT OF 2006

H.R. 4650

H.R. 4650, requires the United States Army Corps of Engineers to produce an inventory of levees in the United States, provides incentives for States to develop their own levee safety programs, and establishes an Interagency Committee on Levee Safety to create standards for Federal levees. H.R. 4650 authorizes \$90 million over six years of the program. On June 28, 2006, the Committee on Transportation and Infrastructure ordered H.R. 4650 reported, with an amendment, by voice vote. The Committee filed its report on July 28, 2006 (House Report 109–609).

A BILL TO AMEND THE FEDERAL WATER POLLUTION CONTROL ACT TO AUTHORIZE APPROPRIATIONS FOR SEWER OVERFLOW CONTROL GRANTS.

H.R. 624

H.R. 624 reauthorizes Environmental Protection Agency grants to municipalities and States to control overflows of untreated waste that can occur during episodes of wet weather and can pose a health and safety risk. H.R. 624 would authorize appropriations of \$250 million annually over the 2006–2011 period for this purpose. On May 18, 2005, the Committee on Transportation and Infrastructure ordered H.R. 624 reported by voice vote. The Committee filed its report on July 13, 2005 (House Report 109–166).

A BILL TO AMEND THE FEDERAL WATER POLLUTION CONTROL ACT TO EXTEND THE PILOT PROGRAM FOR ALTERNATIVE WATER SOURCE PROJECTS

H.R. 1359

H.R. 1359 reauthorizes appropriations for Environmental Protection Agency grants for alternative water source projects to meet critical water supply needs. These grants can be used by communities to create alternative water supplies through reclamation,

reuse, and conservation. H.R. 1359 authorizes a total of \$125 million for this purpose through 2010. On May 18, 2005, the Committee on Transportation and Infrastructure ordered H.R. 1359 reported by voice vote. The Committee filed its report on July 13, 2005 (House Report 109–167).

THE CHESAPEAKE BAY RESTORATION ENHANCEMENT ACT OF 2005

H.R. 4126

H.R. 4126 reauthorizes appropriations for the Chesapeake Bay Program through 2011. It requires the Environmental Protection Agency to report biannually on the progress being made toward meeting tributary goals. The bill establishes an Implementation Assistance Program for local governments, and Targeted Watershed Grants to address nonpoint sources of nutrient and sediment pollution. It increases the overall authorization for the program from \$40 million to \$50 million. On September 20, 2006, the Committee on Transportation and Infrastructure ordered H.R. 4126 reported, with an amendment, by voice vote.

A BILL TO AMEND THE COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT

H.R. 5810

H.R. 5810 authorizes appropriations for the Environmental Protection Agency's brownfields program through 2012 and requires reports Congress every four years providing a description of the management of the brownfields program and the allocation of funds. It eliminates the requirement that 25 percent of available funding be devoted to petroleum-specific site cleanup, though petroleum sites are still eligible. On June 28, 2006, the Committee on Transportation and Infrastructure ordered H.R. 5810 reported by voice vote. The Committee filed its report on July 28, 2006 (House Report 109–608).

AN ACT TO AUTHORIZE THE SECRETARY OF THE ARMY TO CARRY OUT CERTAIN ELEMENTS OF THE PROJECT FOR HURRICANE AND STORM DAMAGE REDUCTION, MORGANZA TO THE GULF OF MEXICO, LOUISIANA

H.R. 6428

H.R. 6428, authorizes two smaller flood damage reduction components of a larger flood damage reduction project to protect south-central Louisiana. On December 9, 2006, this bill passed the House of Representatives by voice vote.

HEARINGS

The Subcommittee met on February 16, 2005, to receive testimony from the Environmental Protection Agency and the National Oceanic and Atmospheric Administration on their proposed budgets and program priorities for Fiscal Year 2006. The purpose this hearing was to provide Members with an opportunity to review both the

Fiscal Year 2006 budget request and Administration priorities for consideration in the Subcommittee's legislative and oversight agenda for the first session of the 109th Congress.

The Subcommittee met on March 10, 2005, to receive testimony from the United States Army Corps of Engineers, the Tennessee Valley Authority, the Natural Resources Conservation Service, and the Saint Lawrence Seaway Development Corporation on their proposed budgets and program priorities for Fiscal Year 2006. This hearing was intended to provide Members with an opportunity to review the agencies' Fiscal Year 2006 budget requests, as well as Administration priorities for consideration in the Subcommittee's legislative and oversight agenda for the first session of the 109th Congress.

The Subcommittee met on March 16, 2005, to receive testimony from Members of Congress regarding their requests for authorizations for United States Army Corps of Engineers water resources projects to be included in the Water Resources Development Act of 2005.

The Subcommittee met on April 13, 2005, to receive testimony on wastewater blending at wastewater treatment plants during peak wet weather flow conditions. Testimony was provided by State and local government officials, as well as environmental health science experts and advocates for environmental groups and municipalities.

The Subcommittee held a two-part hearing on Financing Water Infrastructure Projects on June 8 and 14, 2005. The hearing explored questions of how our Nation can bridge the large funding gap that now exists between water infrastructure needs, current levels of spending, how to fund water infrastructure projects in the future, and who should pay for it. Testimony was received from several State and local governments, national associations including the National Association of Clean Water Agencies, the Associated General Contractors of America, and the American Water Works Association, the project finance community, and advocates for alternative wastewater treatment.

The Subcommittee met on September 29, 2005, to receive testimony on H.R. 1749, the "Pest Management and Fire Suppression Flexibility Act." Witnesses included Representatives Otter and Cardoza, and representatives of the Environmental Protection Agency, a State forestry agency, the agricultural community, the irrigation community, and the environmental health and safety community.

The Subcommittee on Water Resources and Environment and the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a joint hearing on October 18, 2005, to receive testimony on how to rebuild New Orleans in the wake of Hurricane Katrina. The Subcommittees heard from State and local elected officials, a representative of the cultural community, an urban planner, a community representative, a representative of the business community, a representative from the Port of New Orleans, a representative from the oil and gas industry, a representative from the environmental community, and a representative of the commercial fishing industry. The focus of this hearing was to provide an opportunity for State and local leaders to describe their

vision for the future of New Orleans and to outline a strategy for achieving that goal.

The Subcommittee met on October 20, 2005, to receive testimony from public and private witnesses on how to integrate hurricane and storm damage reduction and flood damage reduction, navigation, coastal ecosystem restoration, and other water resources needs, while meeting local objectives for rebuilding New Orleans and the Gulf Coast. The Subcommittee received testimony from the Department of the Army (Civil Works), the United States Army Corps of Engineers, the Environmental Protection Agency, a representative of the Governor of Louisiana, and a representative of the Governor of Mississippi, as well as United States and Dutch civil engineering experts, a coastal restoration expert, a navigation expert, and a geologist.

On October 27, 2005, the Subcommittee received testimony from national flood damage reduction and floodplain management experts regarding flood risks throughout the Nation and the policy implications of any decisions to provide hurricane and storm damage protection for New Orleans and the Gulf Coast. The Subcommittee received testimony from Dr. Gerald E. Galloway (Brigadier General, United States Army, Retired), a representative of the National Association of Flood and Stormwater Management Agencies, and a representative of the Association of State Floodplain Managers.

The Subcommittee met on March 1, 2006, to receive testimony from the United States Army Corps of Engineers, the Natural Resources Conservation Service, and the Saint Lawrence Seaway Development Corporation on their proposed budgets and program priorities for Fiscal Year 2007. This hearing was intended to provide Members with an opportunity to review the agencies' Fiscal Year 2007 budget requests, as well as Administration priorities for consideration in the Subcommittee's legislative and oversight agenda for the second session of the 109th Congress.

The Subcommittee met on March 8, 2006, to receive testimony from the Environmental Protection Agency, the National Oceanic and Atmospheric Administration, and the Tennessee Valley Authority on their proposed budgets and program priorities for Fiscal Year 2007. This hearing was intended to provide Members with an opportunity to review the President's Fiscal Year 2007 Budget Request for these agencies, as well as Administration priorities for consideration in the Subcommittee's legislative and oversight agenda for the second session of the 109th Congress.

The Subcommittee met on March 30, 2006, to receive testimony on barriers to the cleanup of abandoned mine sites and potential means for encouraging volunteers (or so-called "Good Samaritans") to clean up abandoned mines. Witnesses included representatives of the Environmental Protection Agency, the Western Governors Association, the Interstate Mining Compact Commission, a municipal utilities district, environmental and conservation organizations, and the academic community.

The Subcommittee met on April 6, 2006, to receive testimony on H.R. 4650, the "National Levee Safety Program Act." Witnesses included a representative from the Army Corps of Engineers, a representative from the American Society of Civil Engineers, a rep-

representative from National Association of Flood and Stormwater Management Agencies, and a representative from the Association of State Floodplain Managers.

The Subcommittee met on May 4, 2006, to receive testimony on H.R. 4126, the “Chesapeake Bay Restoration and Enhancement Act.” Witnesses included representatives from the Environmental Protection Agency, the Chesapeake Bay Executive Council, the Chesapeake Bay Commission, the Chesapeake Bay Local Government Advisory Committee, and the Chesapeake Bay Foundation.

The Subcommittee met on May 18, 2006, to receive testimony concerning “Environmental Protection Agency Grants Management 2003–2006: Progress and Challenge.” Witnesses included the Government Accountability Office, the Environmental Protection Agency’s (EPA) Office of the Inspector General, the EPA Assistant Administrator for the Office of Administration and Resources Management, and an EPA Regional Administrator.

The Subcommittee met on June 8, 2006, to receive testimony on the Environmental Protection Agency’s Brownfields Program and reauthorization of the “Brownfields Revitalization and Environmental Restoration Act of 2001.” Witnesses included representatives from the Environmental Protection Agency, a State brownfields agency, a local brownfields agency, a private developer, and a non-profit entity.

The Subcommittee met on September 13, 2006, to receive testimony on the Great Lakes Regional Collaboration Strategy and how it is serving as a framework for restoring and protecting the Great Lakes. Witnesses included representatives of the Environmental Protection Agency, the Army Corps of Engineers, the Department of the Interior, the Great Lakes region’s governors and mayors, and the academic community.

SUMMARY OF OVERSIGHT ACTIVITIES

WATER RESOURCES AND ENVIRONMENT

1. Environmental Protection Agency (EPA)—Clean Water Act and Water Infrastructure Programs

The Subcommittee examined EPA Clean Water Act and water infrastructure program issues as part of a hearing the Subcommittee held on February 16, 2005, on agencies’ proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on EPA Clean Water Act and water infrastructure program issues in a hearing held on March 8, 2006 on the agency’s proposed program priorities and budgets for Fiscal Year 2007.

The Subcommittee met on April 13, 2005, to receive testimony wastewater blending at wastewater treatment plants during peak wet weather flow conditions. On June 8, 2005, and June 14, 2005, the Subcommittee held hearings on meeting the Nation’s wastewater infrastructure needs. The hearing led to the development of H.R. 4560, the “Clean Water Trust Act of 2005”, introduced on December 15, 2005. The Subcommittee met on September 29, 2005, to receive testimony on H.R. 1749, the “Pest Management and Fire Suppression Flexibility Act.” The Subcommittee met on March 30, 2006, to receive testimony on barriers to the cleanup of abandoned

mine sites and potential means for encouraging volunteers (or so called “Good Samaritans”) to clean up abandoned mines. The Subcommittee met on May 4, 2006, to receive testimony on H.R. 4126, the “Chesapeake Bay Restoration and Enhancement Act.” This hearing led to the Committee markup of H.R. 4126 on September 20, 2006. The Subcommittee met on May 18, 2006, to receive testimony concerning “EPA Grants Management 2003–2006: Progress and Challenge.” The Subcommittee met on September 13, 2006, to receive testimony on the Great Lakes Regional Collaboration Strategy and how it is serving as a framework for restoring and protecting the Great Lakes.

The Subcommittee conducted oversight of wastewater treatment and water pollution control funding issues, including levels and sources of funding and management of grant and loan programs, and wastewater infrastructure and security needs. The Subcommittee conducted oversight of regulatory and non-regulatory approaches to water pollution control, including watershed, market, and performance-based approaches to regulation; issues involving water quality standards; total maximum daily loads; effluent limitations; and permitting. A major ongoing goal of the 109th Congress for the Transportation Committee Oversight staff was work concerning the EPA’s Grants Management Process. In the last year, major progress has been seen in the areas of identifying qualified grantees, ensuring environmental results from grant projects, monitoring grantee follow-through, and developing a system of direct accountability for EPA project managers. The results are greater environmental benefits as well as savings of millions of dollars.

Working closely with the EPA Inspector General, the Government Accountability Office, and the Water Resources and Environment Subcommittee, EPA has implemented a series of new policy guidelines and procedural changes within the agency as a result of the Committee’s oversight efforts. These changes focused on employee training; development of an effective performance review process for the agency personnel overseeing the grants process; more competition in the awarding of EPA grants; and greater tracking and monitoring of grants.

2. Army Corps of Engineers Water Resources Program

The Subcommittee examined the Army Corps of Engineers water resources program issues as part of a hearing the Subcommittee held on March 10, 2005, on agencies’ proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on the Army Corps of Engineers water resources program in a hearing held on March 1, 2006, on the agency’s proposed program priorities and budgets for Fiscal Year 2007.

The Subcommittee on Water Resources and Environment and the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a joint hearing on October 18, 2005, to receive testimony on how to rebuild New Orleans in the wake of Hurricane Katrina. The Subcommittee met on October 20, 2005, to receive testimony from public and private witnesses on how to integrate hurricane and storm damage reduction, and flood damage reduction, navigation, coastal ecosystem restoration, and other

water resources needs, while meeting local objectives for rebuilding New Orleans and the Gulf Coast. On October 27, 2005, the Subcommittee received testimony from national flood damage reduction and floodplain management experts regarding flood risks throughout the Nation and the policy implications of any decisions to provide hurricane and storm damage protection for New Orleans and the Gulf Coast. The Subcommittee met on April 6, 2006, to receive testimony on H.R. 4650, the “National Levee Safety Program Act.” This hearing led to the Committee favorably reporting the bill on July 28, 2006.

The Subcommittee reviewed efforts to improve the efficiency and effectiveness of the organization and the management and mission of the civil works program of the Army Corps of Engineers, including the selection, planning, and implementation of water resources projects. The Subcommittee also reviewed the agency’s regulatory programs, including those pertaining to wetlands and dredging activities.

3. *Environmental Protection Agency—Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)/ Superfund and Brownfields*

The Subcommittee examined Environmental Protection Agency CERCLA and Brownfields program issues as part of a hearing the Subcommittee held on February 16, 2005, on agencies’ proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on Environmental Protection Agency (EPA) CERCLA and Brownfields program issues in a hearing held on March 8, 2006, on the agency’s proposed program priorities and budgets for Fiscal Year 2007.

The Subcommittee met on May 18, 2006, to receive testimony concerning “EPA Grants Management 2003–2006: Progress and Challenge.” The Subcommittee met on June 8, 2006, to receive testimony on the Environmental Protection Agency’s Brownfields Program and reauthorization of the “Brownfields Revitalization and Environmental Restoration Act of 2001.” This led to the introduction of H.R. 5810, a bill to reauthorize the Brownfields program.

The Subcommittee reviewed the liability, financing, funding levels, and settlement mechanisms and procedures of the current Superfund program, including implementation of the Small Business Liability Protection Act; a review of the role of the States in conducting and financing cleanups; a review of the relationships among the States, EPA, and other Federal entities in implementing the Superfund program; and a review of ongoing Federal, State, and local efforts to revitalize “brownfields,” including implementation of the Brownfields Revitalization and Environmental Restoration Act.

In addition to formal hearings, the Subcommittee Chairman requested the Inspector General (IG) of the EPA to review the agency’s Brownfields program. This led to the IG issuing a report on June 7, 2005, showing how the agency can better manage administrative resources to more effectively manage the Brownfields Program.

4. *Army Corps of Engineers, Environmental Protection Agency, and Other Regional Water and Ecosystem Restoration Issues*

Oversight by the Subcommittee included a review of regional and local projects, issues, and controversies involving water quality; water supply; water resources conservation, development, management, and policy; environmental protection; and flood control. A hearing on the Great Lakes Regional Collaboration Strategy was held on September 13, 2006.

5. *Coast Guard/Environmental Protection Agency/Army Corps of Engineers National Invasive Species Act.*

In cooperation with the Subcommittee on Coast Guard and Maritime Transportation, the Subcommittee reviewed efforts by various agencies to implement the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990, as amended by the National Invasive Species Act of 1996, the effectiveness of those efforts, and the need for further action to control invasions of nonindigenous aquatic species through ballast water.

6. *Tennessee Valley Authority (TVA)*

The Subcommittee examined TVA's programs as part of a hearing the Subcommittee held on March 10, 2005, on the agency's proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on TVA's programs in a hearing held on March 8, 2006, on agencies' proposed program priorities and budgets for Fiscal Year 2007.

Oversight included a review of TVA programs, including its energy program and operations in the current and in a less regulated marketplace, TVA's management structure, and the impact of TVA debt. During the 109th Congress, additional efforts have been undertaken by the Committee to work with TVA and validate its efforts to reduce its financial obligations. The goal is to ensure that TVA can remain competitive in the emerging energy markets as well as serve the people of the Tennessee Valley. To accomplish this objective, the Committee has worked with TVA, the local delegation, GAO, and the Office of Management and Budget. The principle challenge for TVA has been to reduce the amount of debt it is carrying. Based largely on its investments in nuclear power plants, TVA debt load in the late 1990's reached a high of \$27.7 billion. Currently, TVA carries \$25.6 billion in total financial obligations.

The Committee has continued to work with TVA since it adopted its new strategic plan in January 2004. In that plan, TVA management acknowledged that reducing debt and associated fixed costs were critical to improving TVA's financial condition and competitive prospects. At that time they adopted a goal of reducing statutory debt by \$3 to \$5 billion over ten to 12 years. In the last year, the Committee has worked with the Government Accountability Office to evaluate the assumptions in that plan to make sure that TVA has a realistic strategy and the necessary commitments in place to reach its debt reduction goals.

Following a request from the Subcommittee, the Government Accountability Office released in August 2006 a report titled "Tennessee Valley Authority Plans to Reduce Debt While Meeting De-

mand for Power". The report describes how TVA plans to meet its goals for reducing debt, assesses the reasonableness of TVA's approach in developing its plan, identifies key factors that could impact TVA's ability to successfully carry out its plan, and identifies how TVA's plans for meeting the growing demand for power in the Tennessee Valley may impact its ability to reduce debt.

7. Saint Lawrence Seaway Development Corporation (SLSDC)

The Subcommittee examined the SLSDC's program as part of a hearing the Subcommittee held on March 10, 2005, on agencies' proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on the SLSDC's program in a hearing held on March 1, 2006, on the agency's proposed program priorities and budgets for Fiscal Year 2007.

Oversight included a review of the efficiency and effectiveness of the SLSDC's current operations and structure, possible improvements in the operation of the Seaway, SLSDC impacts on national security and the economy, and the relation of the SLSDC to the St. Lawrence Seaway Management Corporation, its Canadian counterpart.

8. EPA and Coast Guard Oil Pollution Act (OPA)

Oversight included a review, in cooperation with the Subcommittee on Coast Guard and Maritime Transportation, of the oil spill response, planning, and liability provisions under the Oil Pollution Act and the Clean Water Act, and enforcement activities and effectiveness under the oil spill prevention and response laws. No formal oversight was conducted on this issue.

9. Army Corps of Engineers/Environmental Protection Agency (EPA)/National Oceanic and Atmospheric Administration (NOAA) Ocean and Coastal Programs and Policies

The Subcommittee examined NOAA's program issues as part of a hearing the Subcommittee held on February 16, 2005, on agencies' proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on NOAA's program issues in a hearing held on March 8, 2006, on the agency's proposed program priorities and budgets for Fiscal Year 2007.

Oversight efforts included a review of dredged material management and disposal under the Ocean Dumping Act, Water Resources Development Acts, and the Clean Water Act. Oversight efforts also included various ocean and coastal water quality and shoreline protection issues under the Clean Water Act, Coastal Zone Management Act, Coastal Zone Act Reauthorization Amendments, and Water Resources Development Acts.

10. Natural Resources Conservation Service (NRCS) Small Watershed Program

The Subcommittee examined the NRCS small watershed programs as part of a hearing the Subcommittee held on March 10, 2005, on agencies' proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on the NRCS small watershed programs in a hearing held on March 1,

2006, on the agency's proposed program priorities and budgets for Fiscal Year 2007.

Oversight included a review of the Small Watershed Program, authorized under P.L. 83-566, and conducted by the United States Department of Agriculture's NRCS, including its relation to other conservation, environmental restoration, and flood control efforts.

11. Agency Performance and Results, Agency Innovation, and Ensuring Against Duplicative Programs

The Subcommittee's oversight effort included a review of agency programs, performance, and results, including agency efforts to implement the Government Performance and Results Act. Oversight efforts also includes efforts of agencies, such as the Environmental Protection Agency and the Army Corps of Engineers, to improve environmental results by encouraging regulatory innovation, such as market-based, watershed-based, and performance-based approaches undertaken by State and local governments; and a review of agency programs with a view toward ensuring against duplication of such programs. No formal oversight was conducted on this issue.

WATER RESOURCES SURVEY RESOLUTIONS APPROVED BY THE
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

Mr. Smith (NJ): Wreck Pond, Monmouth County, NJ, Docket number: 2737, Date filed: March 1, 2005 (comprehensive).

October 26, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Baker (LA): West Feliciana Parish, LA, Docket number: 2738, Date filed: March 2, 2005 (comprehensive).

October 26, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Dent: North Hampton and Lehigh County Streams, PA, Docket number: 2739, Date filed: March 2, 2005 (comprehensive).

October 26, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Boustany: Vermilion River, LA, Docket number: 2740, Date filed: March 2, 2005 (navigation).

October 26, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Menendez: Elizabeth River, Elizabeth, NJ, Docket number: 2741, Date filed: March 2, 2005 (comprehensive).

October 26, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Peterson: North Central, PA, Docket number: 2742, Date filed: March 2, 2005 (comprehensive).

October 26, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Crowley: Eastchester Bay, Turtle Cove, NY, Docket number: 2743, Date filed: March 3, 2005 (comprehensive).

October 26, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Gutknecht: Cedar River Watershed, Austin, MN, Docket number: 2744, Date filed: March 23, 2005 (comprehensive).

October 26, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Doyle: Pittsburgh Pool Corridor Improvements, PA, Docket number: 2745, Date filed: September 20, 2005 (comprehensive).

December 7, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Taylor of NC: Tennessee River Tributaries, NC, Docket number: 2746, Date filed: September 20, 2005 (comprehensive).

December 7, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Boustany: Southwest West Central Louisiana, LA, Docket number: 2747, Date filed: December 6, 2005 (hurricane protection and storm damage reduction).

December 7, 2005. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Nunes: Lower Kaweah Distributary System, CA, Docket number: 2748, Date filed: December 8, 2005 (flood damage reduction).

April 25, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Leach: Cedar River, Time Creek Area, Cedar Rapids, IA, Docket number: 2749, Date filed: February 2, 2006 (comprehensive).

April 25, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Ms. Schwartz: Navigational Safety, Delaware River, PA, Docket number: 2750, Date filed: February 15, 2006 (navigation).

April 25, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. DeFazio: Coos Bay, OR, Docket number: 2751, Date filed: March 1, 2006 (navigation).

April 25, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Baird: Vancouver Lake, Clark County, WA, Docket number: 2752, Date filed: March 24, 2006 (erosion control and ecosystem restoration).

April 25, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mrs. Kelly: Tenmile River, CT and NY, Docket number: 2753, Date filed: April 3, 2006 (comprehensive).

April 25, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. King: Long Beach, Back Bay Shore, NY, Docket number: 2754, Date filed: April 3, 2006 (comprehensive).

April 25, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. McIntyre: Wilmington Harbor, NC, Docket number: 2755, Date filed: April 6, 2006 (navigation).

June 28, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. McCrery and Mr. Alexander: J. Bennett Johnson Waterway, MS River to Shreveport, LA, Docket number: 2756, Date filed: April 26, 2006 (comprehensive).

June 28, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Michaud: Penobscot River, ME, Docket number: 2757, Date filed: April 26, 2006 (ecosystem restoration).

June 28, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Boyd: Okaloosa County, FL, Docket number: 2758, Date filed: June 15, 2006 (shoreline protection and environmental restoration).

June 28, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Bishop: Forge River Watershed, Long Island, NY, Docket number: 2759, Date filed: June 22, 2006 (ecosystem restoration and flood control).

June 28, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. McIntyre: Bald Head Island, NC, Docket number: 2760, Date filed: June 22, 2006 (hurricane storm damage reduction and flood damage reduction).

September 20, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Boehlert: Utica Marsh, NY, Docket number: 2761, Date filed: July 10, 2006 (ecosystem restoration).

September 20, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Kucinich: Cuyahoga River and Ohio Canal, OH, Docket number: 2762, Date filed: September 15, 2006 (flood damage reduction and ecosystem restoration).

September 20, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Holt: Manalapan Brook Watershed, NJ, Docket number: 2763, Date filed: September 11, 2006 (flood control and environmental protection).

September 20, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Fortuño: San Juan Harbor, PR, Docket number: 2764, Date filed: February 23, 2006 (navigation project).

September 20, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Paul: San Bernard River, TX, Docket number: 2765, Date filed: September 7, 2006 (flood control, navigation, and ecosystem restoration).

September 20, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Boehlert: Mohawk River Watershed, NY, Docket number: 2766, Date filed: September 8, 2006 (navigation, flood reduction, stream bank stabilization).

September 20, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

Mr. Melancon: Southeast LA, Docket number: 2767, Date filed: May 26, 2006 (comprehensive).

September 20, 2006. Resolution adopted by the Committee on Transportation and Infrastructure.

WATERSHED PROJECTS APPROVED BY THE COMMITTEE
ON TRANSPORTATION AND INFRASTRUCTURE

Name of Project: Caldwell County, Missouri

Adopted: October 26, 2005

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, that pursuant to provisions of Public Law 83-566, the Natural Resources Conservation Service conducted a study and produced the Little Otter Creek Watershed and Environmental Impact Statement, approved by the Caldwell County commission and the Caldwell County Soil and Water Conservation District on May 23, 2003.

The National Economic Development (NED) plan is the recommended plan. It was selected by the Sponsors for implementation. The plan includes one multi-purpose reservoir for agricultural water management (rural water supply); fish, wildlife, and recreational development; and flood prevention in Caldwell County, Missouri. Proper recreational maintenance and replacement is planned for all measures for the 100-year life of the project. The total cost of the project is \$6,229,500 of which \$3,358,000 is Federal and \$2,871,500 is the non-Federal share. The benefit-cost ratio of the project is 1.40.

SUMMARY OF THE OVERSIGHT AND INVESTIGATION ACTIVITIES OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

The oversight and investigation functions of the Committee on Transportation and Infrastructure are vested at the Full Committee level. Oversight and investigation activities are coordinated between the Full Committee and the Subcommittees. The following listed activities outline the Full Committee's activities.

1. Satellite Utilization. The Committee continued its strategic evaluation of the role satellites will play in the future of the transportation industry. The evaluation included research, reports, fact finding trips, and meetings with the White House office in charge of positioning, navigation, and timing (PNT); the Government Accountability Office (GAO); the Department of Defense (DOD); the private sector; and Coast Guard Navigation office. A number of meetings were also held with the DOT offices responsible for developing PNT policy, because DOT is the lead agency for all Federal civil Global Positioning System (GPS) issues.

Although the GPS was originally launched for military purposes, it has been expanded to civilian use. While there are many ways to measure GPS utilization, it would be safe to say that today the vast majority of individuals using GPS are civilian. Military needs for GPS no longer address some of the growing civilian uses. In future years, civilian priorities may become a factor in critical decisions such as when GPS satellites are upgraded and how GPS constellations are oriented.

Currently, funding for GPS remains solely with military budgets. The result is that GPS upgrades compete with other military programs for priority. The cost-benefit analysis concerning opportunities for greater efficiency in the civilian sector from upgraded GPS satellites does not really factor into the equation. Another issue of whether and when to upgrade the GPS constellation is that a consortium of countries, led by the European Union, is developing an alternative GPS system which provides both opportunities and challenges for the domestic United States transportation sector.

Other areas of responsibility within the Committee on Transportation and Infrastructure that are uniquely affected by satellite utilization continue to be evaluated. They include: tracking cargo on an intermodal basis for security and safety; providing communications for the traveling public, freight operations, and real-time air carrier maintenance; management of the national airspace; and navigation infrastructure.

2. Aviation Security. Oversight assessments were made in conjunction with the Aviation Subcommittee concerning: Federal Aviation Administration/Transportation Security Administration development of the Common Strategy to address threats posed by terrorists and disruptive passengers; the use of Personal Electronic De-

vices (PEDs) onboard airplanes; Department of Homeland Security/Transportation Security Administration's (TSA) continuing attempt to develop the computer assisted profiling of passengers using the "Secure Flight" system; the effectiveness of security and biometric measures that TSA may use to identify and screen passengers; and the list of items prohibited on flights along with the treatment of passengers that arrive at screening locations with prohibited items.

3. Federal Aviation Administration operations and Department of Transportation aviation issues. Other oversight activities concerning Federal Aviation Administration (FAA) and Department of Transportation (DOT) operations were conducted in cooperation with the Aviation Subcommittee. They included looking into the ways that the FAA uses internal documentation and electronic communications to manage information. In addition, meetings were held on the revisions that the FAA website underwent to organize information and provide greater service to the general aviation public and the public at large.

4. Amtrak Operation. The Chairman of the Committee continued ongoing work with the Government Accountability Office (GAO) and the Amtrak Inspector General to evaluate a broad range of management and operational issues at Amtrak. A primary objective is to determine whether Amtrak is using its federal and non-federal resources in an efficient manner while acknowledging that those resources may not be sufficient to carry out all of the objectives of the national passenger rail system.

a. GAO, DOT Office of Inspector General, and Amtrak Inspector General Reports: During the 109th Congress the Committee was active in initiating and reviewing five major reports concerning Amtrak operations. These included: two GAO reports on Amtrak Management and the Future of Inter-city Passenger Rail; two Amtrak Inspector General (IG) reports covering the Mechanical operations and the Food and Beverage system; and a joint report with the Department of Transportation Office of the Inspector General and the Amtrak Office of IG dealing with the Amtrak Law Department. All reports showed a strong need to address operations shortfalls at the railroad and highlighted areas where Amtrak could make improvement.

b. Amtrak Working Group. A bipartisan working group of Committee members was created to examine both Amtrak's role and performance as the major provider of intercity passenger rail service. The working group sought to assess the ongoing work being performed by the GAO and the Amtrak IG. Majority views were issued highlighting problems that need to be addressed at Amtrak. Minority views examined Amtrak's ongoing challenges and reviewed areas where Amtrak has shown improvement.

c. The Chairman of the Committee initiated a review of Amtrak Law Department documents to determine if the Department is following basic management practices and its own internal rules for managing outside counsel.

5. Amtrak Safety. In April 2005, Amtrak's flagship operation, the Acela fleet was grounded because of a failure of its brake systems. A hearing was conducted on May 11, 2005, to assess the cause of

the failure, the impact on the system, and to determine the steps needed to restore the trains to full service. Committee oversight staff in cooperation with the Railroad Subcommittee staff held ongoing meetings to stay abreast of developments as Amtrak and the consortium responsible for maintaining the Acela trains looked for alternative brake solutions.

6. **Amtrak Security.** The importance of passenger rail security was underscored by the Madrid and London terrorist bombings in 2004 and 2005. The Committee has worked closely with the Amtrak IG's office on the steps being taken to make America's passenger rail service as secure as possible. Staff attended onsite briefings in New York City where Amtrak is upgrading the tunnels and access ways to make it easier to respond to terrorist attacks and manage events as they develop. Committee staff also participated in briefings and meetings concerning measures taken to better secure Union Station in Washington, DC, as well as access points to the metropolitan passenger rail system. The Committee reviewed the training facilities that are used to ensure that not only Amtrak but also first responders know how to address the unique challenges presented by underground containment and rescue operations.

7. **Environmental Protection Agency Grants.** A major focus of the Committee's oversight efforts for the 109th Congress continued to be the grants management activities at the Environmental Protection Agency (EPA). In May 2006, the Committee held the fourth in a series of hearings conducted since 2003. Its purpose was to assess the progress EPA has made over the last three years in addressing the agency's long record of poor management in making and overseeing grants—particularly discretionary grants to non-profit organizations. In addition the Committee has continued to work closely with the EPA Inspector General (IG), EPA Office of Administration and Resources Management, the GAO, and the Water Resources and Environment Subcommittee on a bipartisan basis to highlight the need for reforms. The EPA IG and GAO conducted two new unique reports that got to the heart of the implementation problems in the field. The reports dealt with the steps undertaken by EPA to hold frontline project managers, EPA supervisors, and EPA management responsible for carrying out the reforms implemented at the request of the Congress.

As a result of the oversight, EPA has focused on developing and implementing new grant-making policy guidelines, better training and personnel systems which will make grant making a factor in the annual performance reviews of employees. The Committee continued to work with EPA to develop the grants databases which allow grant managers to track grantee compliance and make grant information available to the public.

EPA also responded to the Committee by updating the competition policy for the second time in three years and began to focus on ensuring environmental results and undertaking a peer review process that will upgrade the quality of the grants awarded.

8. **Fuel Tax.** The Committee continued its examination of industry practices, regulations, and fuel tax enforcement resources at the Federal and State level. Conservative estimates are that motor fuel tax evasion is costing average Americans nearly \$1 billion annually

in lost revenue. If that money can be recovered it could be used to improve the nation's highway and transit. Staff continues to work with the DOT IG, the Internal Revenue Service Fuel Task Force, and private sector innovators that are developing more robust methods of monitoring and detecting fuel-tax evasion.

9. **Committee Oversight Enhancement.** During the 109th Congress, the Committee concluded a comprehensive effort to enhance oversight of the agencies within its jurisdiction. By focusing on the FAA as a pilot analysis, the Committee and GAO were able to identify additional ways in which the agencies can make additional information readily available on a more real-time basis. Using the tools of the Internet, custom search engines, and subscription information sources, the Agency was able to develop better methods of communications.

During the prior Congress, the Committee selected the FAA as a case study with the intent to develop a sustainable mechanism for ensuring timely and constructive oversight that can be extended to other programs under the Committee's jurisdiction. The Committee requested that the GAO review the FAA and identify what information the Agency relies on for internal management purposes, to what extent that information could be used for Congressional oversight, and how that information can be effectively communicated to the Committee. Committee staff continued to meet with private industry leaders and solicit feedback on improving comprehensive Congressional oversight of Federal Agencies. The Committee worked with officials from the Office of Management and Budget (OMB), DOT, and the FAA to develop new tools for information sharing.

10. **Debt Reduction at the Tennessee Valley Authority.** The Committee continues to work closely with the members of the Board and executive management at the Tennessee Valley Authority (TVA) in addressing the need to reduce TVA's sizeable debt.

During the 109th Congress, Committee staff made several trips to TVA Headquarters in Knoxville, Tennessee, to meet with Members of the Board and executive management team. The purpose of these meetings was to discuss the steps that were being undertaken by TVA to implement the new long-term Strategic Plan it had adopted. This Plan outlined how TVA would respond to its future business landscape. An important part of the Plan remains a goal to reduce TVA's debt by \$3–\$5 billion over the next ten to 12 years (measured in 2004). In the course of this Congress, TVA announced steps to increase its commitment to debt reduction. To provide an important baseline for future assessment of TVA's progress, the Committee asked the GAO to review the strategic plan and report back to Congress on the reasonableness of the goals and the achievability of the steps TVA was proposing to undertake to meet those goals. Finally, GAO was asked to assess the impact that could be expected from the continued growth in the TVA service territory.

11. **Department of Homeland Security.** The Committee staff met regularly with the DHS Office of the Inspector General to coordinate on reviews of the Department. Bimonthly briefings were held covering efforts to oversee the Coast Guard, the Federal Emergency Management Agency (FEMA), the TSA and related agencies. The

meetings served as an opportunity to coordinate and review reports being undertaken by the DHS IG, GAO, and the Committee.

12. Railroad Retirement Board. The Committee staff conducted a series of meetings with the Inspector General of the Railroad Retirement Board (RRB) with an emphasis on the Federal Employers' Liability Act (FELA) claims work that his office conducted. In addition he provided briefings on medical fraud issues facing the RRB.

13. Federal Emergency Management Agency Response. Following damage to Florida the previous week, Hurricane Katrina came ashore on August 29, 2005, near New Orleans, Louisiana. The result was one of the worst natural disasters in the United States. Oversight staff worked with the staff of the Subcommittee on Economic Development, Public Buildings, and Emergency Management in reviewing the lessons learned, the logistics shortfalls, and the review of the National Response Plan. In addition, the Committee staff participated in the ongoing briefings held by the DHS IG as the Chair of the President's interagency IG council overseeing Katrina relief funding.

SUBCOMMITTEE OVERSIGHT SUMMARIES

SUBCOMMITTEE ON AVIATION

In the 109th Congress, the Subcommittee on Aviation remained actively engaged on a wide-range of issues affecting civil aviation in the United States, including aviation safety and security, the financial condition of the United States airline industry, the long-term financial requirements of the Federal Aviation Administration (FAA), airline competition, airport development and capacity, and air traffic control modernization.

The Subcommittee continued its vigorous oversight of FAA safety programs and the investigative activities of the National Transportation Safety Board (NTSB). The Subcommittee held oversight hearings on FAA's safety programs, including the adequacy of FAA's air traffic controller training and staffing levels, the status of FAA's efforts to reduce runway incursions, and the impact of unmanned aerial vehicles, commercial space aircraft, and very light jets (VLJs) on the National Airspace System (NAS). The Subcommittee also held an oversight hearing and passed legislation (H.R. 5076) that would authorize funding for the NTSB for fiscal years 2007–2009.

The United States airline industry has lost more than \$40 billion since the terrorist attacks of September 11, 2001. Although domestic air traffic recently surpassed pre-9/11 levels, the economic recovery of the airline industry has been stymied over the last two years by the rising cost of jet fuel. The Subcommittee held oversight hearings on the financial state of the United States airline industry, and on the impact and cost of commercial jet fuel. During these hearings, the Subcommittee considered what steps, if any, the Federal Government can take to help the airline industry cope with rising fuel costs. The Subcommittee also held a hearing on the status of airline pension plans.

The existing excise taxes that fund a significant portion of FAA programs expire on September 30, 2007. One of the most significant issues that the Subcommittee will address in the FAA reauthorization bill that will be considered in the 110th Congress is how to finance the future needs of the aviation system. The Subcommittee held a series of oversight hearings on the financial condition of the Airport and Airway Trust Fund and possible alternative mechanisms for financing the FAA.

The Subcommittee held a series of hearings and passed legislation on a broad range of aviation competition and consumer affairs issues. In the area of aviation competition, the Subcommittee held oversight and field hearings on market factors affecting United States manufacturers of commercial and general aviation aircraft. The Subcommittee also held a hearing and passed legislation (H.R. 5830) that would lift all domestic flight restrictions on scheduled

commercial service at Love Field in Dallas, Texas. In the area of consumer affairs, the Subcommittee held hearings on the public safety, national security and social implications of cellular telephone and other wireless technologies onboard aircraft during flight, and possible solutions to address lost, delayed, damaged or pilfered baggage on commercial flights.

According to FAA, domestic air traffic will double over the next decade and triple over the next 15 years. At the same time, our nation's air traffic control system is still based on expensive, ground-based radar technology developed during the Second World War. The Subcommittee held two oversight hearings to review the progress and challenges facing the FAA and the Joint Program Development Office in modernizing the NAS to meet future air traffic growth, as well as a hearing on the impact of new types of aircraft, including unmanned aerial systems and VLJs, on the NAS.

In 2004, Congress passed the Intelligence Reform and Terrorism Prevention Act that included several key aviation security-related recommendations of the 9/11 Commission, including provisions on pilot licensing, biometrics technology for airport access control, screening technology at airport passenger check points and checked baggage systems, and missile defense systems for civil aircraft. Accordingly, the Subcommittee continued its oversight responsibility of programs administered by the Department of Homeland Security (DHS) and Transportation Security Administration (TSA) on matters that directly affect the civil aviation system. The Subcommittee held oversight hearings on the potential safety and security implications of visible lasers to civil aircraft, the status of TSA's efforts to deploy the latest security screening technology in our nation's airports, and the status of government programs to prevent the spread of disease by air travel. The Subcommittee passed a resolution (H. Con. Res. 196) that honors the pilots of United States commercial air carriers who volunteer to participate in the highly successful Federal Flight Deck Officer (FFDO) program.

SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

The Subcommittee's oversight plan focused on reviewing and examining the Federal government's efforts to enhance maritime security, including the Coast Guard's ongoing implementation of port and vessel security measures under the Maritime Transportation Act of 2002 (Public Law 107-295) and the Coast Guard and Maritime Transportation Act of 2004 (Public Law 108-293) and the establishment of an enhanced maritime domain awareness system, the Coast Guard's multi-year asset recapitalization program, the Integrated Deepwater System, the continued deterioration of Coast Guard legacy vessels, aircraft and communication and support systems, and the effects of the transfer of the Coast Guard to the Department of Homeland Security (DHS) on Coast Guard missions. The plan also called for oversight over the Coast Guard's drug interdiction activities in United States waters and on the high seas and Coast Guard activities under the Oil Pollution Act of 1990 (Public Law 101-380). The plan also included continued review and monitoring over measures to prevent or minimize introductions of

aquatic invasive species via ships' ballast waters and measures to enhance recreational boating safety in United States waters.

The Subcommittee held several hearings to review efforts of the Coast Guard and the DHS to enhance maritime security. On June 29, 2005, the Subcommittee continued its oversight of the ongoing implementation of maritime transportation security measures required by the Maritime Transportation Security Act (MTSA) of 2002 (Public Law 107-295) and the Coast Guard and Maritime Transportation Act of 2004 (Public Law 108-293). On January 24, 2006, the Subcommittee held an oversight hearing to review the National Strategy for Maritime Security, including the eight supporting implementation plans that were subsequently released. On March 9, 2006, the Subcommittee held a hearing to review the impacts of foreign operations at United States ports, including current requirements regarding port security facility plans and issues related to cargo security and the ongoing delays in the development of Transportation Worker Identification Credentials (TWIC). The Subcommittee analyzed how the operation of terminals at United States ports by foreign entities, such as would have occurred under the purchase by Dubai Ports World (DP World) of the Peninsular and Oriental Steam Navigation Co. (P&O), could affect the implementation of MTSA and the safety and security at these ports.

The Subcommittee also was active in overseeing the implementation of the Coast Guard's fleet recapitalization program, the Integrated Deepwater System, and the Coast Guard's proposed changes to the Deepwater program. Subcommittee members expressed their concerns over the Coast Guard's failure to provide a program update reflecting post-September 11 requirements and changes to the platforms that will be procured under the program.

On April 20, 2005, the Subcommittee held an oversight hearing to review the Coast Guard's Integrated Deepwater System program (Deepwater) and Revised Deepwater Implementation Plan. On March 25, 2005, the Coast Guard submitted a Revised Deepwater Implementation Plan that proposed an amended baseline and a modified acquisition schedule for the Deepwater program. Under the revised plan, the total cost of the Deepwater program would increase to an estimated total of \$19-24 billion (in 2002 dollars) from the previous funding level of \$15 billion. The revised plan also included a modified acquisition schedule that would require funding over a 20-25 year period (completion in 2021-2026), up from the original 20-year schedule.

On June 21, 2005, the Subcommittee held a hearing to continue oversight over the Coast Guard's integrated Deepwater System program (Deepwater) and reviewed the revised implementation program that was submitted with the Service's Capital Investment Plan, Fiscal Year 2006. As a result of a Congressional mandate, the Coast Guard submitted a Capital Investment Plan that included a complete funding projection and acquisition schedule for the Deepwater program beyond the first five fiscal years that were submitted as part of the Revised Deepwater Implementation Plan in March. The Capital Investment Plan retained the range of project costs (between \$19-24 billion) and completion dates (between Fiscal Years 2021-2026) that were originally outlined in the revised plan. However, the Capital Investment Plan also provided detailed

information on the delivery schedule of individual assets under two alternative funding streams: a Capital Investment Plan funding stream (CIP) and a CIP Plus funding stream.

The Subcommittee held another hearing on June 14, 2006, to continue the panel's review of Deepwater and the Revised Deepwater Implementation Plan. After the revised plan was finalized, however, changes occurred concerning the Fast Response Cutter (FRC), which was to replace the 110-foot (some of which were converted to 123-foot) cutter fleet. The FRC's design included a composite hull that was supposed to double the operational life of the vessel. Deepwater's revised plan called for the acquisition of 58 FRC's by 2027. However, various concerns with the hull form, potential speed, and propulsion systems exist. On February 28, 2005, the Coast Guard's Deepwater Program Office temporarily suspended work on the design because of high technical risks. On April 6, 2006, the Coast Guard issued a request for information to obtain data about the state of the market for a proven patrol boat design. The Coast Guard will likely purchase an "off-the-shelf" patrol boat design to serve as the new FRC. Members of the Subcommittee expressed their concerns on how any delay in the delivery of these replacement assets would affect the Coast Guard's mission capabilities.

The Subcommittee also held several hearings to review the Coast Guard's capabilities to carry out all of its traditional and homeland security missions. The Coast Guard's aging inventory of patrol boats, aircraft, helicopters, cutters, and systems in combination with increased homeland security responsibilities has generated growing concerns over the service's ability to effectively and safely perform all of its assigned missions. On May 11, 2006, the Subcommittee held a hearing to oversee Coast Guard mission capabilities, including the effects of increased maritime homeland security responsibilities on the Coast Guard's traditional missions, and to review the implementation of programs to enhance Maritime Domain Awareness. The Subcommittee held another hearing on September 14, 2006, to review the Inspector General's annual review of Coast Guard mission performance and to oversee the Coast Guard's efforts to balance its assets and personnel to carry out each of its many traditional and homeland security missions. The Inspector General's report determined that there are barriers to improving or sustaining the Coast Guard's performance and that the Coast Guard is within 4 percent of its statistically projected maximum level of resource hours.

The Subcommittee held multiple hearings to examine major oil spills in Alaska and in the Delaware River. On January 18, 2005, the Subcommittee held an oversight field hearing on the Delaware River oil spill to review the circumstances that led to a discharge of oil from the M/V ATHOS I into waters of the Delaware River on November 26, 2004, and the response to the discharge by the vessel owner, and the Federal agencies. The Subcommittee examined the response of Federal and State agencies to the spill and whether these agencies had all assets necessary to minimize the environmental and economic damages from this incident. On April 27, 2006, the Subcommittee held a hearing to review the implementa-

tion of the Oil Pollution Act of 1990 (Public Law 101-380) and the financial status of the Oil Spill Liability Trust Fund.

The Subcommittee also held hearings to review issues and legislation related to removing and preventing the creation of marine debris, ballast water management and fisheries law enforcement and illegal drug and migrant interdiction efforts.

ADDITIONAL OVERSIGHT

On July 20, 2006, the Subcommittee held an oversight hearing on the Coast Guard's merchant mariner licensing and documentation program.

On September 26, 2006, the Subcommittee held an oversight hearing to review the recent National Academy of Sciences report on the Coast Guard's polar icebreakers.

SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS AND EMERGENCY MANAGEMENT

EMERGENCY MANAGEMENT AND THE FEDERAL RESPONSE TO DISASTERS

The Subcommittee continued an ongoing comprehensive review and assessment of the Nation's ability to prevent, prepare for, mitigate, respond to, and recover from disasters and emergencies of all types including terrorism. The Subcommittee also closely examined how the Federal government has responded to recent disasters, including the hurricanes that struck the Gulf Coast during 2004 and 2005. Included in this review was an examination of how assistance is provided and to whom, what measures were taken in advance of the hurricanes, and how the Federal Emergency Management Agency (FEMA) and the Department of Homeland Security (DHS) is continuing to help the affected areas with their long-term recovery.

On March 3 and 4, 2005, the Subcommittee participated in a site visit related to Hurricane Ivan. The trip focused on areas severely impacted by Hurricane Ivan in Escambia and Santa Rosa Counties, Florida.

On April 14, 2005, the Subcommittee held a hearing on "The National Preparedness System: What Are We Preparing For?" After the terrorist attacks of September 11, 2001, DHS was created and tasked with the responsibility to develop a new and comprehensive National Preparedness System. The Subcommittee held a hearing to examine the progress and DHS's focus on terrorism at the expense of natural disaster preparedness. The Subcommittee received testimony from Mr. Corey D. Gruber, Associate Director, Office for Domestic Preparedness, DHS; Mr. Gil Jamieson, Director, NIMS Integration Center, DHS; Mr. David E. Liebersbach, President, National Emergency Management Association and Director, Division of Homeland Security and Emergency Management, State of Alaska; Chief John Buckman, Past President, International Association of Fire Chiefs, German Township, Indiana; Captain John P. Salle, International Association of Chiefs of Police; Mr. Armond Mascelli, Vice President, Emergency Response, American Red Cross; Mr. Dewayne West, Vice Chairman, Emergency Management Accreditation Program Commission, President, International Association of

Emergency Managers and Director, Emergency Management, Johnson County, North Carolina.

During July 2005, the Subcommittee also toured areas severely impacted by the 2004 Hurricanes in South Carolina, Georgia, and other parts of Florida. These visits contributed to the Subcommittee's assessment of Federal, State, and local response and recovery efforts surrounding the 2004 Hurricane Season.

Hurricane Katrina devastated the Nation's Gulf Coast in August 2005, destroying homes, businesses, highways, bridges, levees, and other critical infrastructure. The response to Hurricane Katrina revealed a number of failures and shortcomings in the Federal, State, and local response to a catastrophic disaster.

On September 15, 2005, the House of Representatives approved H. Res. 437, which created the Select Bipartisan Committee to Investigate the Preparation for and Response to Hurricane Katrina. The Committee was charged with conducting an investigation and reporting findings to the House by February 15, 2006, regarding the development, coordination, and execution by local, State, and Federal authorities of emergency response plans and other activities in preparation for Hurricane Katrina, and the local, State, and Federal government response to Hurricane Katrina. Subcommittee Chairman Shuster served on the Select Committee. The Select Committee held nine hearings over the course of approximately three months. Select Committee Members and staff, including the Subcommittee staff director who was detailed to the Select Committee, conducted scores of interviews and received dozens of briefings from local, State, and Federal officials; non-governmental organizations; private companies and individuals who provided or offered external support after Katrina; and hurricane victims. The Committee Members and staff traveled to the Gulf Coast numerous times. Subcommittee staff assisted in the investigation and drafting of the final report entitled, "A Failure of Initiative: The Final Report of the Select Bipartisan Committee to Investigate the Preparation for and Response to Hurricane Katrina."

On October 6, 2005, the Subcommittee held a hearing on "Recovering after Katrina: Ensuring that FEMA is up to the task." On the morning of August 29, 2005, Hurricane Katrina, a Category 4 hurricane, made landfall in Southeastern Louisiana. Damage directly from the storm was felt in Louisiana, Mississippi, Alabama, Georgia, Florida, and Tennessee, though Louisiana and Mississippi received the brunt of the storm. Recovery efforts were hampered by a number of problems. The Subcommittee received testimony on the concerns raised by State and local officials on recovery and possible solutions from the Honorable Richard Baker, United States Congressman (LA); Mr. Ken Burris, Chief Operating Officer, FEMA; Mr. Richard Skinner, Inspector General, DHS; Mr. Henry "Junior" Rodriguez, President, St. Bernard Parish; Mr. Kent Buckley, Director, Emergency Management and Homeland Security Coordinator, Bolivar County, Mississippi; Ms. Janice Kilgore, CEM Director, Escambia County Public Safety; Mr. Bob Wise, President, Alliance for Excellent Education; and Mr. Albert Ashwood, Vice President, National Emergency Management Association.

On October 18, 2005, the Subcommittee held a joint hearing with the Subcommittee on Water Resources and Environment on "A Vi-

sion and Strategy for Rebuilding New Orleans.” The purpose of this hearing was to receive testimony on how to rebuild New Orleans in the wake of Hurricane Katrina, and allow those directly impacted by Hurricane Katrina the opportunity to inform Congress of how to tailor assistance and hurricane protection projects to best suit their needs. The Subcommittee received testimony from Honorable Richard Baker, United States Congressman (LA); Honorable William J. Jefferson, United States Congressman (LA); Honorable Kathleen Babineaux Blanco, Governor, State of Louisiana; Honorable C. Ray Nagin, Mayor, New Orleans, Louisiana; Honorable Mitchell J. Landrieu, Lieutenant Governor, State of Louisiana; Mr. Wynton Marsalis, Musician, New York, New York; Mr. Mtumishi St. Julien, Executive Director, The Finance Authority, New Orleans, Louisiana; Mr. Paul Farmer, Executive Director, American Planning Association, Washington, DC; Mr. J. Stephen Perry, President and CEO, New Orleans Metropolitan Convention and Visitors Bureau, New Orleans, Louisiana; Mr. Gary P. LaGrange, President and CEO, Port of New Orleans, New Orleans, Louisiana; Mr. John Felmy, Chief Economist, American Petroleum Institute, Washington, DC; Mr. Jerome Ringo, Chair, National Wildlife Federation, Lake Charles, Louisiana; and Mr. Michael C. Voisin, Owner and General Manager, Motivati Seafoods, Inc., Houma, Louisiana.

During January 2006, the Subcommittee traveled to South Carolina, Alabama, Louisiana, and Mississippi to meet with State and local officials regarding the handling of past disasters and the future of emergency management.

On February 16, 2006, the Full Committee held a hearing entitled “Disasters and the Department of Homeland Security: Where Do We Go From Here?” At this hearing, the Full Committee discussed the key findings of the Federal government’s inadequate response to Hurricane Katrina and DHS’s perspective on improving emergency management capabilities and readiness at the Federal, State, and local levels. The Committee received testimony from DHS Secretary Michael Chertoff.

On February 23, 2006, the Subcommittee held a field hearing in Whittier, California, on “The Big One: How Do We Ensure a Robust Federal Response to a Catastrophic Earthquake in the Los Angeles Region?” The purpose of this hearing was to solicit State and local government input for improving the Federal government’s capability and readiness in responding to catastrophic disasters, as well as for enhancing State and local response capabilities. The Subcommittee received testimony from Dr. Lucy Jones, United States Geological Survey; Mr. Ellis M. Stanley, Sr., CEM, City of Los Angeles Emergency Preparedness Department; Ms. Ann-Marie Hayashi, City of Whittier Emergency Services; and Mr. Henry Renteria, Director, California Office of Emergency Services.

On February 24, 2006, the Subcommittee held a field hearing in St. Louis, Missouri, on “How Do We Ensure a Robust Federal Response to a Catastrophic Earthquake in the New Madrid Region?” The purpose of this hearing was to solicit State and local government input for improving the Federal government’s capability and readiness in responding to catastrophic disasters, as well as for enhancing State and local response capabilities. The Subcommittee

received testimony from Mr. Jim Wilkinson, Central United States Earthquake Consortium; Dr. Eugene “Buddy” Schweig, United States Geological Survey; Mr. Michael S. Pawlowski, FEMA; Mr. Ronald Reynolds, Director, Missouri State Emergency Management Agency; Mr. William C. Burke, Director, Illinois Emergency Management Agency; and the Honorable James Talent, United States Senate.

From April 7 through 15, 2006, the Subcommittee traveled throughout Europe to evaluate and study the emergency management and flood control systems of Italy, the United Kingdom, and the Netherlands. Information gathered during this trip assisted in the drafting of legislation to reform our country’s emergency management system.

On May 30, 2006, the Subcommittee traveled to Lake Charles, Louisiana, to assess the damage to Cameron Parish from Hurricanes Katrina and Rita. The Subcommittee met with a number of State and local officials, as well as victims of the storms. The trip focused on the immediate and future needs of the region as they recovered from the 2005 Hurricane season and prepared for the 2006 season.

As a result of this ongoing oversight, the Subcommittee took the lead in drafting H.R. 5316—Restoring Emergency Services to Protect our Nation from Disasters Act of 2006 or the “RESPOND Act of 2006.” The legislation was approved by the Committee on May 17, 2006, and includes a number of the provisions that became law through the Fiscal Year 2007 Homeland Security Appropriations Bill. The bill puts FEMA back together again and gives FEMA the tools and authority to do its job. With the leadership, authority, and resources necessary to respond effectively to the next disaster, FEMA can once again be a model agency within the Federal Government.

GSA BROKER CONTRACTS

In 2004, the General Services Administration (GSA) awarded four contracts as a part of its national brokerage program. Under this program, the four contractors are responsible for providing 50 percent of GSA’s lease acquisition activities nationwide and on a regional basis. The Subcommittee continued to closely examine the program’s implementation, including how GSA will address some of the systemic weaknesses in the program identified by the Subcommittee, GSA Inspector General, and the Government Accountability Office (GAO). The Subcommittee continued the ongoing review of how GSA provides leasing services to its clients.

GSA LEASE AUTHORITY DELEGATION

Under Title 40, United States Code, the Administrator of General Services may delegate to other Federal agencies the authority to lease space. This delegation authority is discretionary and has been limited by the Committee in previous years’ authorizations of lease prospectuses through the prohibition of its use. The Subcommittee closely reviewed the Administrator’s use of this authority for over 100 outstanding delegations.

REAL PROPERTY MANAGEMENT

Over the past several years, GSA has become increasingly interested in improving the management of its real property assets across the country through the use of enhanced property management tools. These include outleasing, public-private partnerships, and the sale or disposal of under-performing properties. The Subcommittee held hearings on this issue in 1999 and in 2002 and continued to closely monitor this issue.

NATIONAL CAPITAL REGION

The Subcommittee met regularly with representatives of the GSA National Capital Region to discuss a variety of ongoing projects and issues. Among these are: the development of the Southeast Federal Center, the construction of the new headquarters for the Department of Transportation, the potential development of the St. Elizabeth's Campus, renovation of Federal Office Building 8, and other smaller development and construction projects.

HOMELAND SECURITY HEADQUARTERS

During the 108th Congress, Congress passed legislation that transferred the Department of the Navy's Nebraska Avenue Complex (NAC) to the GSA for use as a headquarters for DHS. To make this space suitable for use, GSA undertook a significant modernization program of the existing facilities. Recognizing the need for a long-term plan for DHS, the Subcommittee also coordinated briefings with DHS and GSA on the housing needs of the Department, including the use of the St. Elizabeth's Campus as a future home of the United States Coast Guard and other DHS components.

CAPITAL INVESTMENT AND LEASING PROGRAM

As part of the Subcommittee'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 reviewed each prospectus presented to the Committee and recommend approval only after the Subcommittee was satisfied that the requests were cost-effective and in the best interest of the government.

On March 30, 2006, the Subcommittee held a hearing on the "General Services Administration's Fiscal Year 2007 Capital Investment and Leasing Program (CILP). The hearing covered all aspects of the CILP including the alteration/modernization and construction portions. The Subcommittee received testimony from Mr. David Winstead, Commissioner of the Public Buildings Service of the GSA. GSA requested new authority totaling \$489.8 million for design, modernization, repair, and alteration of 18 Federal buildings. This request includes \$465 million for basic repairs and alterations projects and \$24.8 million for the design of future projects. GSA requested \$520.1 million in new authority for the construction of new facilities. This request includes \$383.9 million to support the consolidation of the Coast Guard in Washington, DC. No money was requested in the Fiscal Year 2007 program for construction of

new judicial facilities. Additionally, 15 lease prospectuses were considered.

The Subcommittee also held two oversight hearings on the Judiciary's space needs. On June 21, 2005, the Subcommittee held a hearing on "The Judiciary's Ability to Pay for Current and Future Space Needs." On June 22, 2006, the Subcommittee held an oversight hearing on "The Future of the Federal Courthouse Construction Program: Results of a GAO Study on the Judiciary's Rental Obligations." (These hearings are discussed further below).

FEDERAL PROTECTIVE SERVICE

As a part of the Homeland Security Act of 2002, the Federal Protective Service (FPS) was transferred from the Public Buildings Service of GSA to DHS. However, responsibility for the protection of federal buildings generally remains with the GSA. The Subcommittee held briefings to monitor and review the policies, procedures and requirements of security at public buildings, including a review of the implementation of these policies, procedures and requirements by the FPS.

ADMINISTRATIVE OFFICE OF THE COURTS

The Subcommittee continued its ongoing review of courthouse construction, the Administrative Office of the Courts (AOC's) review of its Design Guide and the five-year plan as proposed by the AOC. Recently, the Courts have requested that GSA waive rent amounting to \$483 million in the first year alone due to budget problems. The Subcommittee carefully monitored this situation by continuing to review the Courts' budget. The effort was in conjunction with the Courts' ongoing internal review of the comprehensive plan and Design Guide being undertaken to find efficiencies and lower annual and projected future costs.

The Subcommittee requested the GAO conduct a study and publish a report on the Administrative Office of the U.S. Courts' management and financial controls over its rental accounts, recent trends in the Judiciary's rent payments and square footage occupied and challenges the Judiciary faces in managing its rent costs. The subsequent report entitled "Federal Courthouses: Rent Increases Due to New Space and Growing Energy and Security Costs Require Better Tracking and Management" was published June 2006.

The Subcommittee also held two hearings on the courthouse construction program. On June 21, 2005, the Subcommittee held a hearing on "The Judiciary's Ability to Pay for Current and Future Space Needs." Over the past 20 years, the Judiciary's personnel, office space, appropriation and caseload have increased significantly. As a result, the Judiciary commits an ever-increasing proportion of its budget to securing space needed to accommodate its growth. To reverse this trend and commit a larger proportion of funds to personnel, the Judiciary requested that the Administrator of GSA permanently waive roughly half of the Judiciary's \$940 million annual rental obligation to the Federal Buildings Fund. The purpose of this hearing was to better understand how the current situation with the Judiciary developed, to evaluate the potential repercussions of the Judiciary's waiver request, and to explore alternative

solutions. The Subcommittee received testimony from Mr. Mark Goldstein, Director, Physical Infrastructure Issues, GAO; Honorable Jane R. Roth, Judge, United States Court of Appeals for the Third Circuit and Chairman, Judicial Conference Committee on Security and Facilities; Mr. F. Joseph Moravec, Commissioner, Public Buildings Service; and Mr. Leonidas Ralph Mecham, Director, AOC and Secretary, Judicial Conference of the United States.

On June 22, 2006, the Subcommittee held an oversight hearing on "The Future of the Federal Courthouse Construction Program: Results of a GAO Study on the Judiciary's Rental Obligations." After requests by the Judiciary that the Administrator of GSA permanently waive the Judiciary's rental obligation to the Federal Buildings Fund, the Subcommittee requested the GAO to conduct an investigation into the rent and space increases of the Judiciary. The purpose of this hearing was to help the Subcommittee better understand the current problems with managing judicial facilities and the results of the study as well as recommendations for the future of the courthouse construction program. The Subcommittee received testimony from Mr. Mark Goldstein, Director, Physical Infrastructure Issues, GAO; Honorable Jane R. Roth, Judge, United States Court of Appeals for the Third Circuit and Chairman, Judicial Conference Committee on Security and Facilities; and Mr. David L. Winstead, Commissioner, Public Buildings Service, GSA.

CAPITOL GROUNDS

The Subcommittee continued ongoing oversight of projects undertaken by the Architect of the Capitol, redevelopment of the O'Neill House Office Building site, new mail processing facilities, and acquisition and construction of a command and control center. Oversight also included discussions regarding the redevelopment of the Southeast Waterfront and progress of a master plan for the Capitol Complex.

SMITHSONIAN INSTITUTION FACILITIES

The Subcommittee conducted oversight into the acquisition, construction and use of local and remote museum, research and storage facilities of the Institution. As a part of this activity, the Subcommittee initiated a GAO audit of the use of Federal funds regarding the Smithsonian Institution's facilities construction, repair and alteration projects and to report on the impact of the Smithsonian Institution's facilities needs on its operating budgets. The report, entitled "Impact of Smithsonian Institution's Facilities on Operations" was released in April 2005.

JOHN F. KENNEDY CENTER FOR THE PERFORMING ARTS

The John F. Kennedy Center for the Performing Arts was reauthorized during the 108th Congress for an additional four years. As a part of its ongoing oversight of the Kennedy Center's programs, the Subcommittee regularly participated in site visits and reviewed the construction, alteration and modernization activities of the Kennedy Center conducted using Federal funds, including the renovation of the theaters and upgrades to systems and parking facilities.

ECONOMIC DEVELOPMENT ADMINISTRATION

The Economic Development Administration (EDA) was reauthorized during the 108th Congress for an additional four years. As part of its ongoing oversight of EDA's programs, the Subcommittee reviewed how the EDA is using its new authorities, including how funding decisions are made and how recent budgetary decisions are impacting the efficacy of the Agency.

On March 17, 2005, the Subcommittee held a hearing on "The Administration's Strengthening America's Communities Initiative and Its Impact on Economic Development." In advance of the release of the Fiscal Year 2006 Budget, the Administration announced a new initiative entitled "Strengthening America's Communities." This new initiative proposed to consolidate a number of existing community and economic development grant programs into one new grant program housed at the Department of Commerce. The Subcommittee received testimony on the proposed consolidation of programs from the Honorable David A. Sampson, Assistant Secretary of Commerce for Economic Development; Ms. Anne Habiby, Inner City Economic Forum; Mr. Ken Jones, First Vice-President, National Association of Development Organizations and Executive Director of the Lower Rio Grande Valley Development Council; Mr. Charles Fluharty, Director, University of Missouri's Rural Policy Research Institute; Mr. Edward M. Silvetti, Executive Director, Southern Alleghenies Planning and Development Commission; and Robert A. Anspach, Mayor, Lebanon, Pennsylvania.

APPALACHIAN REGIONAL COMMISSION

In preparation for the reauthorization process, the Subcommittee closely examined the activities of the Appalachian Regional Commission (ARC) including how it is meeting the needs of distressed counties, how it uses new and innovative ways to promote economic development, and its track record of success since its last reauthorization.

The Subcommittee held a hearing July 12, 2006, on "The Reauthorization of the Appalachian Regional Commission and Legislative Proposals to Create Additional Regional Economic Development Authorities." The purpose of this hearing was to assess the progress of the ARC's programs in preparation for reauthorization beginning in Fiscal Year 2007, and examine legislative proposals to create additional regional economic development authorities, including the Northeast Regional Development Commission, the Southeast Crescent Authority, and the Southwest Regional Border Authority. The Subcommittee received testimony from Ms. Anne B. Pope, Federal Co-Chair, ARC; Mr. Steve Robertson, Commissioner, State of Kentucky Governor's Office for Local Development, ARC.

The Subcommittee also held town hall meetings in Pennsylvania and West Virginia to hear concerns, opinions, and suggestions for ARC. The Chairman was also accompanied by ARC Federal Co-Chair Ann Pope.

OTHER REGIONAL ECONOMIC DEVELOPMENT AUTHORITIES

The Subcommittee continued to closely examine the activities of the other established development authorities, the Denali Commis-

sion, Delta Regional Authority (DRA) and Northern Great Plains Regional Authority and other proposed authorities. On July 12, 2006, the Subcommittee held a legislative hearing on “The Reauthorization of the Appalachian Regional Commission and Legislative Proposals to Create Additional Regional Economic Development Authorities.” In addition to assessing the progress of the ARC’s programs in preparation for reauthorization beginning in Fiscal Year 2007, the purpose of this hearing was to examine legislative proposals to create additional regional economic development authorities, including the Northeast Regional Development Commission, the Southeast Crescent Authority and the Southwest Regional Border Authority. Additionally, Subcommittee staff met with representatives from the DRA to discuss post-Katrina assistance by the authority and traveled to inspect projects throughout the Delta region in August of 2005 and 2006.

SUBCOMMITTEE ON HIGHWAYS, TRANSIT AND PIPELINES

HIGHWAY TRUST FUND VIABILITY

Treasury and Congressional Budget Office projections show cash balances in the Highway Trust Fund falling below zero between 2009 and 2011. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA: LU) created the National Surface Transportation Policy and Revenue Study Commission which is tasked with coming up with long and short term revenue solutions for the Highway Trust Fund. The Subcommittee worked with the Department of Transportation (DOT) during the establishment of the Commission and has closely monitored its progress. In addition, the Subcommittee held two hearings on this topic. On February 15, 2005, a hearing was held to discuss the status of the Highway Trust Fund and on how the new revenue estimates for the Highway Trust Fund would impact SAFETEA: LU. On April 4, 2006, the Subcommittee held a hearing on the Highway Trust Fund revenue estimating procedures used at both Treasury and the Congressional Budget Office.

INNOVATIVE INFRASTRUCTURE FINANCING

In recent years, the private sector has played a larger role in financing transportation projects. On May 24, 2006, the Subcommittee held a hearing on Understanding Contemporary Public Private Transactions. Members heard testimony from the Governors of Indiana and Virginia on public private transportation transactions in their states as well as testimony from experts who put these transactions together. In addition, National Surface Transportation Policy and Revenue Study Commission, which was created in SAFETEA: LU, will evaluate the future role of innovative finance and public private-partnerships in funding surface transportation infrastructure.

PIPELINE SAFETY

The Pipeline Safety Improvement Act of 2002, which authorizes interstate pipeline safety programs, expired on September 30, 2006. On March 16, 2006, the Subcommittee held an oversight hearing on pipeline safety. The Subcommittee heard testimony from the

Pipeline and Hazardous Materials Safety Administration (PHMSA) on the Pipeline Safety Improvement Act of 2002 and PHMSA activities since enactment of the Act. Chairman Young introduced H.R. 5782, the Pipeline Safety Improvement Act of 2006, and the bill was reported favorably by the Committee on July 19, 2006. H.R. 5782 reauthorizes the Federal pipeline safety programs through Fiscal Year 2010 and amends title 49, United States Code, to enhance the safety and reliability of transporting the nation's energy products by pipelines.

In early March and early August, two separate low-pressure oil pipelines operated by British Petroleum (BP) on Alaska's North Slope experienced leaks. In response to these incidents the Committee held a hearing on September 13, 2006, on the low-pressure liquid pipelines in the North Slope, Greater Prudhoe Bay, Alaska. Witnesses from BP, the Pipeline and Hazardous Materials Safety Administration, and the Pipeline Safety Trust testified on low-pressure liquid pipelines in general and specifically on the two incidents in Alaska.

RESPONSE TO EMERGENCIES—HURRICANE KATRINA

In the aftermath of the devastation caused by Hurricane Katrina in August 2005, the Subcommittee worked closely with DOT, State, and local officials from the affected region to ensure timely assistance and thorough oversight. Initially, the Subcommittee reached out to each of the modal agencies at DOT to ensure that any legal impediments to the Department to provide relief were removed. On October 20 and 27, 2005, the Subcommittee held oversight hearings on the Federal and State response to the hurricane, and more importantly, on the planning for recovery. As emergency supplemental appropriations legislation was being developed, the Subcommittee worked in consultation with the Appropriations Committees to provide flexible funding and operating assistance for area transit agencies through the Federal Transit Administration, plus \$70 million in special mission assignments from the Federal Emergency Management Agency (FEMA). In addition, the Subcommittee worked with the Appropriations Committees to ensure that, in addition to the \$100 million annual authorization for Emergency Relief Program funding, the emergency supplemental appropriations act provided \$17,577,720 for Alabama, \$1,013,000,000 for Mississippi, and \$1,189,553,647 for Louisiana as authorized by section 1112 of SAFETEA: LU to rebuild destroyed bridges and roads.

SURFACE TRANSPORTATION SECURITY

In the 109th Congress, the Subcommittee continued to oversee the security of all surface transportation modes. Throughout the world, public transportation systems have been primary targets of terrorist attacks, causing thousands of deaths and injuries. Transit systems have open access and frequent stops and transfer points, and are thus difficult to protect. They also serve high concentrations of people in crowded quarters, an environment with a high probability of death or injury. On March 29, 2006, the Subcommittee held a hearing on Transit and Over-the-Road Bus Security. The hearing examined current issues of transit and over-the-road bus security, including: the roles and responsibilities of the

Federal Transit Administration and Department of Homeland Security; the state of preparedness in the transit industry; and Federal programs and activities that help meet the security needs and funding priorities for mitigation of security threats against the Nation's public transportation systems.

On July 19, 2006, the Transportation and Infrastructure Committee favorably reported H.R. 5808, the Public Transportation Security Assistance Act of 2006 (House Report 109-662). This legislation authorizes the Secretary of Transportation to award a total of \$3.4 billion in grants over three fiscal years to public transportation systems and intercity bus operators to improve security. The legislation requires that grants be prioritized on the basis of risk, consequences, vulnerability, and threat, and that funding allocations be based on the transit agency security assessments conducted by the Department of Homeland Security. No further action was taken on the bill, although it was considered in the context of the House-Senate conference on the Safe Ports Act of 2006 (Public Law 109-347). Ultimately, transit, rail, and motor carrier security programs were not included in the final legislation.

SURFACE TRANSPORTATION SAFETY

In the 109th Congress, the Subcommittee continued to oversee the safety of the nation's highways and transit systems. Low-cost intercity bus companies called "curbside operators" that pick up and drop off passengers on the street, rather than in a terminal, have seen increased ridership and popularity in recent years. (These are sometimes referred to as "Chinatown Buses", because they originally served Asian communities in the Northeast, transporting restaurant workers from one city's Chinatown to another.) The Federal Motor Carrier Safety Administration (FMCSA) has stepped up its inspections of curbside operator companies in the Washington-to-Boston corridor, prompted by media, industry, and government concerns that curbside operators are unsafe and under-regulated. On March 2, 2006, the Subcommittee held a hearing on curbside operators to determine the extent to which these operators comply with FMCSA regulations and the Americans with Disabilities Act (ADA). No new legislative initiatives resulted from this oversight hearing, although the Subcommittee continued to monitor the progress of the FMCSA's enforcement efforts and also monitored ongoing investigations by the Department of Justice of two curbside operator companies against whom claims of ADA violations have been filed.

The safety of the nation's subways, heavy rail systems, light rail systems, cable cars and trolleys are managed under the Federal Transit Administration's State Safety Oversight (SSO) program. On July 19, 2006, the Subcommittee held an oversight hearing on Rail Transit Safety to examine the effectiveness and management of the SSO program. The findings of the hearing were generally positive: rail transit is a very safe mode of transportation, with a total of 82 fatalities in 2004 for more than 3.25 billion passenger trips. (Of these deaths, 27 were suicides.) However, the Government Accountability Office (GAO) reviewed the State Safety Oversight program and found that there are opportunities for improvement, including the development of performance goals to better

measure the program's benefits. Additionally, GAO found that staffing levels for some SSO programs are inadequate, with as few as 0.1 or 0.2 full-time equivalent positions for dedicated safety oversight at some rail transit systems.

NEW REGULATIONS IMPLEMENTING REAUTHORIZATION

Since enactment of SAFETEA: LU in August 2005, the Subcommittee has closely monitored the Department of Transportation's promulgation of new and amended rules and guidance to implement policy changes made in the Act. On June 7, 2006, the Subcommittee held a hearing on the implementation of SAFETEA: LU. The administrators of all five modal agencies authorized in SAFETEA: LU appeared before the Subcommittee, providing the Members the opportunity to ask questions on any aspect of DOT's actions to carry out newly authorized programs and to implement changes to existing highway, transit, highway safety, and transportation research programs.

SURFACE TRANSPORTATION ENVIRONMENTAL ISSUES

In December 2000, the Environmental Protection Agency issued regulations requiring the installation of advanced emissions control devices on model year 2007, and later diesel engines. To enable these devices to operate efficiently, the Agency required a 97 percent reduction in the sulfur content of on-road diesel fuel. By June 1, 2006, refiners were required to convert 80 percent of their diesel production to the new lower sulfur standard of 15 parts per million (ppm) and 100 percent diesel fuel production must meet this standard by June 1, 2010. By October 15, 2006, any retailer selling Ultra Low Sulfur Diesel had to ensure the sulfur content did not exceed 15 ppm. On July 27, 2006, the Subcommittee held a Member's Briefing on the status of the Environmental Protection Agency (EPA) sponsored Ultra-Low Sulfur Diesel emission reduction rule. The briefing provided Members with the background of the Rule and how the implementation affected the different stakeholders in the diesel fuel industry, including the trucking industry and the pipeline and tank car companies that transport this fuel. The Members learned that the rulemaking is being implemented by EPA and the diesel fuel industry on time, if not before schedule, and that the rulemaking is being well received.

TRANSPORTATION'S ROLE IN THE ECONOMY

The Subcommittee explored the role of transportation in the national and global economy. To accomplish this oversight responsibility, the Subcommittee planned a series of hearings focusing on Freight Mobility. On May 10, 2006, the Subcommittee held the first hearing in the Freight Mobility series on Highway Capacity and Freight Mobility. The hearing presented the Members with information regarding the current state of freight mobility on the United States highway system and the challenges posed by a freight capacity shortage in the near future. Members heard from DOT, as well as freight research professionals that the projected amount of freight that will need transporting in the near future will exceed the available transportation capacity for that freight.

On September 7, 2006, the Subcommittee held the second hearing in the freight series. The hearing focused on freight logistics. Witnesses explained how businesses rely on an efficient and reliable transportation system when making supply chain management decisions and how important freight logistics is to those decisions.

On June 15, 2006, the Subcommittee held a hearing on Intermodalism which also emphasized transportation's role in the economy. The Members discussed the concept of Intermodalism and how Intermodal planning can solve transportation problems, such as congestion and freight delay. The Members heard from a variety of private and public sector intermodal professionals on how creative intermodal planning is imperative to meeting the growing demand of freight movement. The hearings provided Members with a broad landscape of Freight Mobility and the challenges facing the freight movement industry.

COMMERCIAL DRIVER'S LICENSE (CDL)

DOT requires all employers of commercial motor vehicle drivers to conduct background employment and driving record checks on each employee they intend to hire. In addition, the USA PATRIOT Act requires the DOT to conduct criminal background checks of all individuals who are applying for a hazardous materials endorsement for their CDL. On May 11, 2005, the Subcommittee held an oversight hearing on the Hazardous Material Endorsement Background Check. The hearing reviewed the background check process for truck drivers who apply for a hazardous material endorsement, in compliance with the USA PATRIOT Act. Officials from the FMCSA, DOT Office of Inspector General, Transportation Security Administration, and representatives from the American Trucking Associations, Teamsters, and the American Association of Motor Vehicle Administrators testified on the current status and challenges of the background check process. The witnesses described the difficulty in checking all the motor carrier operators, but the process has improved significantly since its inception due to increased cooperation between Federal agencies and the operators. Since the hearing, the Subcommittee has learned the process has further improved more with more background checking service centers and faster threat assessment times. The Subcommittee does not have any legislative activities for CDL issues.

SUBCOMMITTEE ON RAILROADS

The oversight plan contemplated an examination of the Department of Transportation (DOT) Fiscal Year 2006 and 2007 Budgets. The Subcommittee reviewed and evaluated the budget proposals for the Federal Railroad Administration (FRA), Amtrak, the Surface Transportation Board (STB), the Railroad Retirement Board (RRB), and the National Mediation Board within the context of the hearings previously mentioned.

The oversight plan contemplated hearings on functioning of the Surface Transportation Board (STB) and its relationship to DOT (including DOT's obligation to provide administrative support to the STB). On April 26, 2006, the Subcommittee held a hearing on rail capacity. Witnesses included the Federal Railroad Administra-

tion (FRA), representatives of the rail industry and shippers, and industry expert Carl Martland of the Massachusetts Institute of Technology.

The oversight plan contemplated hearings on FRA safety programs, enforcement and rulemaking activities, as well as the various safety laws that govern railroad operations. On April 28, 2005, the Subcommittee held a hearing on New Technologies for Rail Safety. Witnesses testified about new rail inspection technologies, positive train control, and vehicle crash protection. On July 21, 2005, the Subcommittee held a hearing on Grade Crossing Safety. Witnesses included the National Transportation Safety Board (NTSB), Operation Lifesaver, the FRA and others. On June 13, 2006, the Subcommittee held a hearing on Rail Transportation of Hazardous Materials. The focus of the hearing was current regulatory requirements, routing, liability exposure and common carrier obligations. On June 27, 2006, the Subcommittee held a hearing on FRA's Safety Initiatives. The Subcommittee examined issues and problems relating to recent safety initiatives at the FRA, including DOT Secretary Mineta's Action Plan Addressing Critical Railroad Safety Issues. On July 25, 2006, the Subcommittee held a hearing on Human Factors, including the impact of the Hours of Service Act on employee fatigue.

The oversight plan contemplated hearings on various aspects of Amtrak with a view to reauthorization. On May 11, 2005, the Subcommittee held a hearing entitled "Getting Acela Back on Track." The hearing centered on cracks in the Acela's brake discs, which had recently sidelined the entire fleet. On June 9, 2005, the Subcommittee held a hearing on the Amtrak Food and Beverage Department and uncovered losses in excess of \$100 million per year. Along with several other witnesses, the Amtrak Inspector General and the Government Accountability Office presented testimony that Amtrak was spending two dollars for every dollar of Food and Beverage Revenue. On September 21, 2005, the Subcommittee held a hearing on Amtrak Reform Proposals. The Subcommittee received testimony from the DOT General Counsel, DOT Inspector General and several private experts regarding proposed ways of restructuring Amtrak. On November 15, 2005, the Subcommittee held a hearing on Current Governance Issues at Amtrak. In the wake of the departure of Amtrak CEO David Gunn, the Subcommittee held this hearing to examine whether Amtrak had a legally constituted Board of Directors and a quorum to conduct business. On September 28, 2006, the Subcommittee held a hearing entitled "New Hands on the Amtrak Throttle," which served to introduce new Amtrak CEO Alexander Kummant to the Subcommittee.

SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

ENVIRONMENTAL PROTECTION AGENCY (EPA)—CLEAN WATER ACT AND WATER INFRASTRUCTURE PROGRAMS

The oversight plan included a review of wastewater treatment and water pollution control funding issues; a review of regulatory and non-regulatory approaches to water pollution control; and a review of water quality regulatory issues under the Clean Water Act.

The Subcommittee examined Environmental Protection Agency (EPA) Clean Water Act and water infrastructure program issues as part of a hearing the Subcommittee held on February 16, 2005, on agencies' proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on EPA Clean Water Act and water infrastructure program issues in a hearing held on March 8, 2006, on the agency's proposed program priorities and budgets for Fiscal Year 2007. The Subcommittee met on April 13, 2005, to receive testimony on wastewater blending at wastewater treatment plants during peak wet weather flow conditions. On June 8, 2005, and June 14, 2005, the Subcommittee held hearings on meeting the nation's wastewater infrastructure needs. The hearing led to the development of H.R. 4560, "Clean Water Trust Act of 2005", introduced on December 15, 2005. The Subcommittee met on September 29, 2005, to receive testimony on H.R. 1749, the "Pest Management and Fire Suppression Flexibility Act." The Subcommittee met on March 30, 2006, to receive testimony on barriers to the cleanup of abandoned mine sites and potential means for encouraging volunteers (or so-called "Good Samaritans") to clean up abandoned mines. The Subcommittee met on May 4, 2006 to receive testimony on H.R. 4126, the "Chesapeake Bay Restoration and Enhancement Act." This hearing led to the Committee markup of H.R. 4126 on September 20, 2006. The Subcommittee met on May 18, 2006 to receive testimony concerning "EPA Grants Management 2003–2006: Progress and Challenge." The Subcommittee met on September 13, 2006, to receive testimony on the Great Lakes Regional Collaboration Strategy and how it is serving as a framework for restoring and protecting the Great Lakes. The Subcommittee conducted oversight of wastewater treatment and water pollution control funding issues, including levels and sources of funding and management of grant and loan programs, and wastewater infrastructure and security needs. The Subcommittee also conducted oversight of regulatory and nonregulatory approaches to water pollution control, including watershed, market, and performance-based approaches to regulation; issues involving water quality standards; total maximum daily loads; effluent limitations; permitting; monitoring and data; and efforts to improve the management of combined and sanitary sewer overflows, stormwater, and nonpoint source pollution. A major ongoing goal of the 109th Congress for the Transportation Committee Oversight staff was work concerning the EPA's Grants Management Process. In the past year, major progress has been seen in the areas of identifying qualified grantees, ensuring environmental results from grant projects, monitoring grantee follow-through, and developing a system of direct accountability for EPA project managers. The result is greater environmental benefits as well as savings of millions of dollars that were previously wasted. Working closely with the EPA Inspector General, the Government Accountability Office (GAO), and the Water Resources and Environment Subcommittee, EPA has implemented a series of new policy guidelines and procedural changes within the agency as a result of the Committee's oversight efforts. These changes focused on employee training; development of an effective performance review process for the agency personnel

overseeing the grants process; more competition in the awarding of EPA grants; and greater tracking and monitoring of grants.

ARMY CORPS OF ENGINEERS WATER RESOURCES PROGRAM

The oversight plan included a review of efforts to improve the efficiency and effectiveness of the organization and the management and mission of the civil works program of the Army Corps of Engineers, of the financing of harbor and inland waterways infrastructure, and of the agency's regulatory programs. The Subcommittee examined the Army Corps of Engineers water resources program issues as part of a hearing the Subcommittee held on March 10, 2005, on agencies' proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on the Army Corps of Engineers water resources program in a hearing held on March 1, 2006, on the agency's proposed program priorities and budgets for Fiscal Year 2007. The Subcommittee on Water Resources and Environment and the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a joint hearing on October 18, 2005, to receive testimony on how to rebuild New Orleans in the wake of Hurricane Katrina. The Subcommittee met on October 20, 2005, to receive testimony from public and private witnesses on how to integrate hurricane, storm and flood protection, navigation, coastal ecosystem restoration, and other water resources needs, while meeting local objectives for rebuilding New Orleans and the Gulf Coast. On October 27, 2005, the Subcommittee received testimony from national flood damage reduction and floodplain management experts regarding flood risks throughout the nation and the policy implications of any decisions to provide hurricane and storm damage protection for New Orleans and the Gulf Coast. The Subcommittee met on April 6, 2006 to receive testimony on H.R. 4650, the "National Levee Safety Program Act." This hearing led to the Committee favorably reporting the bill on July 28, 2006. The Subcommittee reviewed efforts to improve the efficiency and effectiveness of the organization and the management and mission of the civil works program of the Army Corps of Engineers, including the selection, planning, and implementation of water resources projects. The Subcommittee also reviewed the agency's regulatory programs, including those pertaining to wetlands and dredging activities.

EPA—THE COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT (CERCLA)/SUPERFUND AND BROWNFIELDS

The oversight plan included a review of efforts to improve the efficiency, effectiveness, and fairness of the contaminated site clean-up process and the process of assessing natural resources damages. The Subcommittee examined Environmental Protection Agency CERCLA and Brownfields program issues as part of a hearing the Subcommittee held on February 16, 2005, on agencies' proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on EPA Clean Water Act and water infrastructure program issues in a hearing held on March 8, 2006, on the agency's proposed program priorities and budgets for Fiscal Year 2007. The Subcommittee met on May 18, 2006, to receive testimony concerning "EPA Grants Management 2003–2006:

Progress and Challenge.” The Subcommittee met on June 8, 2006, to receive testimony on the Environmental Protection Agency’s Brownfields Program and reauthorization of the “Brownfields Revitalization and Environmental Restoration Act of 2001.” This led to the introduction of H.R. 5810, a bill to reauthorize the Brownfields program. The Subcommittee reviewed efforts to improve the efficiency, effectiveness, and fairness of the contaminated site cleanup process and the process of assessing natural resources damages. Oversight included a review of the liability, financing, funding levels, and settlement mechanisms and procedures of the current Superfund program, including implementation of the Small Business Liability Protection Act; a review of the role of the States in conducting and financing cleanups; a review of the relationships among the States, EPA, and other Federal entities in implementing the Superfund program; and a review of ongoing Federal, State, and local efforts to revitalize “brownfields,” including implementation of the Brownfields Revitalization and Environmental Restoration Act. In addition to formal hearings, the Subcommittee Chairman requested the Inspector General of the Environmental Protection Agency to review the agency’s Brownfields program. This led to the IG issuing a report on June 7, 2005, showing how the agency can better manage administrative resources to more effectively manage the Brownfields Program.

ARMY CORPS OF ENGINEERS, EPA, AND OTHER REGIONAL WATER AND ECOSYSTEM RESTORATION ISSUES

The oversight plan included a review of regional and local projects, issues, and controversies involving water quality; water supply; water resources conservation, development, management, and policy; environmental protection; and flood control. The Subcommittee met on March 16, 2005, to receive testimony from Members of Congress regarding their requests for authorizations for Corps of Engineer water resources projects to be included in the Water Resources Development Act of 2005. In addition, the Subcommittee met on October 20, 2005, to receive testimony from public and private witnesses on how to integrate hurricane, storm and flood protection, navigation, coastal ecosystem restoration, and other water resources needs, while meeting local objectives for rebuilding New Orleans and the Gulf Coast. On September 13, 2006, the Subcommittee met to receive testimony on the Great Lakes Regional Collaboration Strategy and how it is serving as a framework for restoring and protecting the Great Lakes.

COAST GUARD/EPA/ARMY CORPS OF ENGINEERS NATIONAL INVASIVE SPECIES ACT

The oversight plan included a review of efforts to implement the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990, as amended by the National Invasive Species Act of 1996, and the need to further control invasions of nonindigenous aquatic species through ballast water. In cooperation with the Subcommittee on Coast Guard and Maritime Transportation, the Subcommittee reviewed efforts by various agencies to implement existing Federal law governing the prevention and control of nonindigenous aquatic nuisance species, the effectiveness of those efforts,

and the need for further action to control invasions of nonindigenous aquatic species through ballast water.

TENNESSEE VALLEY AUTHORITY (TVA)

The oversight plan included a review of TVA programs, including its energy program and operations, in the current and in a less regulated marketplace, TVA's management structure, and the impact of TVA debt. The Subcommittee examined TVA's programs as part of a hearing the Subcommittee held on March 10, 2005, on the agency's proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on TVA's programs in a hearing held on March 8, 2006, on agencies' proposed program priorities and budgets for Fiscal Year 2007. During the 109th Congress, additional efforts have been undertaken by the Committee to work with TVA and validate its efforts to reduce its financial obligations. The goal is to ensure that TVA can remain competitive in the emerging energy markets as well as serve the people of the Tennessee Valley. The principal challenge for TVA has been to reduce the amount of debt it is carrying. To accomplish this objective, the Committee has worked with TVA, the local delegation, Government Accountability Office, and the Office of Management and Budget. The Committee has continued to work with TVA since it adopted its new strategic plan in 2004. In the past year, the Committee has worked with the GAO to evaluate the assumptions in that plan to make sure that TVA has a realistic strategy and the necessary commitments in place to reach its debt reduction goals. Following a request from the Subcommittee, the GAO released, in August, 2006, a report titled "Tennessee Valley Authority Plans to Reduce Debt While Meeting Demand for Power". The report describes how TVA plans to meet its goals for reducing debt, assesses the reasonableness of TVA's approach in developing its plan, identify key factors that could impact TVA's ability to successfully carry out its plan, and identify how TVA's plans for meeting the growing demand for power in the Tennessee Valley may impact its ability to reduce debt.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION (SLSDC)

The oversight plan included a review of the efficiency and effectiveness of the SLSDC's current operations and structure, possible improvements in the operation of the Seaway, addressing national security and the economy, and the relation of the SLSDC to the St. Lawrence Seaway Management Corporation, its Canadian counterpart. The Subcommittee examined the SLSDC's program as part of a hearing the Subcommittee held on March 10, 2005, on agencies' proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on the SLSDC's program in a hearing held on March 1, 2006, on the agency's proposed program priorities and budgets for Fiscal Year 2007.

EPA AND COAST GUARD OIL POLLUTION ACT (OPA)

The oversight plan included include a review of the oil spill response, planning, and liability provisions under OPA and the Clean Water Act, and enforcement activities and effectiveness under the

oil spill prevention and response laws. Oversight included an evaluation, in cooperation with the Subcommittee on Coast Guard and Maritime Transportation, of the United States Coast Guard's implementation of the Oil Pollution Act and the Clean Water Act, and enforcement activities under those laws. No other formal oversight was conducted on this issue.

ARMY CORPS OF ENGINEERS/EPA/NATIONAL OCEANIC ATMOSPHERIC
ADMINISTRATION (NOAA) OCEAN AND COASTAL PROGRAMS AND POLI-
CIES

The oversight plan included a review of dredged material management and disposal under the Ocean Dumping Act, Water Resources Development Acts, and the Clean Water Act, and of various ocean and coastal water quality and shoreline protection issues under the Clean Water Act, Coastal Zone Management Act, Coastal Zone Act Reauthorization Amendments, and Water Resources Development Acts. The Subcommittee examined NOAA's program issues as part of a hearing the Subcommittee held on February 16, 2005, on agencies' proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on NOAA's program issues in a hearing held on March 8, 2006 on the agency's proposed program priorities and budgets for Fiscal Year 2007.

NATURAL RESOURCES CONSERVATION SERVICE (NRCS) SMALL
WATERSHED PROGRAM

The oversight plan included a review of the Small Watershed Program, authorized under Public Law 83-566, and conducted by the United States Department of Agriculture's NRCS, including its relation to other conservation, environmental restoration, and flood control efforts. The Subcommittee examined the NRCS small watershed programs as part of a hearing the Subcommittee held on March 10, 2005, on agencies' proposed program priorities and budgets for Fiscal Year 2006. The Subcommittee also received testimony on the NRCS small watershed programs in a hearing held on March 1, 2006, on the agency's proposed program priorities and budgets for Fiscal Year 2007.

AGENCY PERFORMANCE AND RESULTS, AGENCY INNOVATION, AND
ENSURING AGAINST DUPLICATIVE PROGRAMS

The oversight plan included a review of agency programs, performance, and results, including efforts to implement the Government Performance and Results Act, and efforts of agencies, such as EPA and the Corps, to improve environmental results by encouraging regulatory innovation, such as market-based approaches and other approaches undertaken by State and local governments. Agency performance and results were reviewed at the Subcommittee's hearings on February 16, 2005, March 10, 2005, March 1, 2006, and March 8, 2006 on agency budget requests and program priorities for Fiscal Year 2006 and Fiscal Year 2007. In addition, on May 18, 2006, the Subcommittee held a hearing on the progress of, and challenges remaining with, EPA's management of grants over the period 2003-2006.

PUBLICATIONS

109-1—Field Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Field Hearing on the Delaware River Oil Spill. Philadelphia, Pennsylvania, January 18, 2005.

109-2—Hearing before the Subcommittee on Aviation on Commercial Space Transportation: Beyond the X Prize, February 9, 2005.

109-3—Hearing before the Subcommittee on Water Resources and Environment on Agency Budgets and Priorities for Fiscal Year 2006, February 16, 2005.

109-4—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on The Fiscal Year 2006 Budget for Coast Guard and Maritime Transportation Programs, and H.R. 889, the Coast Guard and Maritime Transportation Act of 2005, March 3, 2005.

109-5—Hearing before the Subcommittee on Water Resources and Environment on Agency Budgets and Priorities for Fiscal Year 2006, March 10, 2005.

109-6—Hearing before the Subcommittee on Aviation on Lasers: A Hazard to Aviation Safety and Security? March 15, 2005.

109-7—Hearing before the Subcommittee on Water Resources and Environment on Member Project Requests for the Water Resources Development Act of 2005, March 16, 2005.

109-8—Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on The Administration's Strengthening America's Communities Initiative and Its Impact on Economic Development, March 17, 2005.

109-9—Hearing before the Subcommittee on Aviation on Efforts to Prevent Pandemics by Air Travel, April 6, 2005.

109-10—Hearing before the Subcommittee on Water Resources and Environment on Wastewater Blending, April 13, 2005.

109-11—Hearing before the Subcommittee on Aviation on Transforming the Federal Aviation Administration: A Review of the Air Traffic Organization and the Joint Planning and Development Office, April 14, 2005.

109-12—Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on The National Preparedness System: What Are We Preparing For? April 14, 2005.

109-13—Hearing before the Subcommittee on Aviation on Air Traffic Management in Foreign Countries, April 20, 2005.

109-14—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Deepwater Implementation, April 20, 2005.

109-15—Hearing before the Subcommittee on Railroads on New Technologies in Railroad Safety and Security, April 28, 2005.

109-16—Hearing before the Subcommittee on Aviation on The Financial Condition of the Aviation Trust Fund: Are Reforms Needed? May 4, 2005.

109-17—Hearing before the Subcommittee on Railroads on Getting ACELA Back on Track, May 11, 2005.

109-18—Hearing before the Subcommittee on Highways, Transit and Pipelines on Hazardous Materials Endorsement Background Checks, May 11, 2005.

109-19—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Coast Guard Amendments of 2005, May 12, 2005.

109-20—Hearing before the Subcommittee on Aviation on The U.S. Jet Transport Industry: Global Market Factors Affecting U.S. Producers, May 25, 2005.

109-21—Hearing before the Subcommittee on Water Resources and Environment on Financing Water Infrastructure Projects, June 8 and 14, 2005.

109-22—Hearing before the Subcommittee on Railroads on Amtrak Food and Beverage Operations, June 9, 2005.

109-23—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Coast Guard Law Enforcement, June 15, 2005.

109-24—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Deepwater Implementation, June 21, 2005.

109-25—Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on The Judiciary's Ability to Pay for Current and Future Space Needs, June 21, 2005.

109-26—Hearing before the Subcommittee on Aviation on Airline Pensions: Avoiding Further Collapse, June 22, 2005.

109-27—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Implementation of the Maritime Transportation Security Act, June 29, 2005.

109-28—Hearing before the Subcommittee on Aviation on Cell Phones on Aircraft: Nuisance or Necessity? July 14, 2005.

109-29—Hearing before the Subcommittee on Railroads on Railroad Grade Crossing Safety Issues, July 21, 2005.

109-30—Hearing before the Subcommittee on Aviation on Honoring the Protectors of the Capitol: The Passengers of Flight 93, July 26, 2005.

109-31—Hearing before the Subcommittee on Railroads on Amtrak Reform Proposals, September 21, 2005.

109-32—Hearing before the Subcommittee on Aviation on the Current Situation and Future Outlook of U.S. Commercial Airline Industry, September 28, 2005.

109-33—Hearing before the Subcommittee on Water Resources and Environment on H.R. 1749, Pest Management and Fire Suppression Flexibility Act, September 29, 2005.

109-34—Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on Recovering After Hurricane Katrina: Ensuring that Federal Emergency Management Agency is Up to the Task, October 6, 2005.

109-35—Joint Hearing between the Subcommittee on Economic Development, Public Buildings and Emergency Management and the Subcommittee on Water Resources and Environment on A Vision and Strategy for Rebuilding New Orleans, October 18, 2005.

109-36—Hearing before the Subcommittee on Water Resources and Environment on Expert Views on Hurricane and Flood Protection and Water Resources Planning for a Rebuilt Gulf Coast, October 20, 2005.

109-37—Hearing before the Subcommittee on Highways, Transit and Pipelines on Rebuilding Highway and Transit Infrastructure on the Gulf Coast, October 20, 2005.

109-38—Hearing before the Subcommittee on Water Resources and Environment on Reducing Hurricane and Flood Risk in the Nation, October 27, 2005.

109-39—Hearing before the Subcommittee on Highways, Transit and Pipelines on Rebuilding Highway and Transit Infrastructure on the Gulf Coast Following Hurricane Katrina—State and Local Officials, October 27, 2005.

109-40—Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on Legislative Proposals in Response to Hurricane Katrina, November 3, 2005.

109-41—Hearing before the Subcommittee on Railroads on Current Governance Issues at Amtrak, November 15, 2005.

109-42—Highway Compilation Volume II, Not Printed.

109-43—Field Hearing before the Subcommittee on Coast Guard and Maritime Transportation on The National Strategy for Maritime Security, Camden, New Jersey, January 24, 2006.

109-44—Hearing before the Subcommittee on Aviation on the United States—European Union Open Skies Agreement: With a Focus on the Department of Transportation's Notice of Proposed Rulemaking Regarding Actual Control of the United States Air Carriers, February 8, 2006.

109-45—Hearing before the Subcommittee on Aviation on the Commercial Jet Fuel Supply: Impact and Cost on the United States Airline Industry, February 15, 2006.

109-46—Hearing before the Subcommittee on Highways and Transit on the Status of the Highway Trust Fund: How the Fiscal Year 2007 Budget Impacts Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, February 15, 2006.

109-47—Hearing before the Full Committee on Disasters and the Department of Homeland Security: Where Do We Go From Here? February 16, 2006.

109-48—Field Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on The Big One: How Do We Ensure a Robust Federal Response to a Catastrophic Earthquake in the Los Angeles Region? Whittier, California, February 23, 2006.

109-49—Field Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on How Do We Ensure a Robust Federal Response to a Catastrophic Earthquake? St. Louis, Missouri, February 24, 2006.

109-50—Hearings before the Subcommittee on Coast Guard and Maritime Transportation on The United States Coast Guard and

the Federal Maritime Commission Fiscal Year 2007 Budget Request, March 1, 2006.

109-51—Hearing before the Subcommittee on Water Resources and Environment on Agency Budgets and Priorities for Fiscal Year 2007, March 1, 2006.

109-52—Hearing before the Subcommittee on Highways, Transit and Pipelines on Curbside Operators: Bus Safety and Americans with Disabilities Act Compliance, March 2, 2006.

109-53—Hearing before the Subcommittee on Aviation on the Reauthorization of the National Transportation Safety Board, March 8, 2006.

109-54—Hearing before the Subcommittee on Water Resources and Environment on Agency Budgets and Priorities for Fiscal Year 2007, March 8, 2006.

109-55—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on the Foreign Operation of United States Port Facilities, March 9, 2006.

109-56—Hearing before the Subcommittee on Railroad on the Implementation of the Recently Expanded Rail Infrastructure Loan Program, March 15, 2006.

109-57—Hearing before the Subcommittee on Highways, Transit and Pipelines on Pipeline Safety, March 16, 2006.

109-58—Field Hearing before the Subcommittee on Aviation on Meeting Future Aviation Capacity Needs in Southern California. Corona, California, March 20, 2006.

109-59—Field Hearing before the Subcommittee on Aviation on Keeping United States Manufacturing Competitive. Wichita, Kansas, March 22, 2006.

109-60—Hearing before the Subcommittee on Aviation on Unmanned Aerial Vehicles and the National Airspace System, March 29, 2006.

109-61—Hearing before the Subcommittee on Highways, Transit and Pipelines on Transit and Over the Road Bus Security, March 29, 2006.

109-62—Hearing before the Subcommittee on Water Resources and Environment on Barriers on the Cleanup of Abandoned Mine Sites, March 30, 2006.

109-63—Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on The General Services Administration's Fiscal Year 2007 Capital Investment and Leasing Program, March 30, 2006.

109-64—Hearing before the Subcommittee on Highways, Transit and Pipelines on the Reliability of Highway Trust Fund Revenue Estimates, April 4, 2006.

109-65—Hearing before the Subcommittee on Water Resources and Environment on H.R. 4650, The National Levee Safety Program Act, April 6, 2006.

109-66—Hearing before the Subcommittee on Railroads on the United States Rail Capacity Crunch, April 26, 2006.

109-67—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on the Implementation of the Oil Pollution Act, April 27, 2006.

109-68—Hearing before the Subcommittee on Aviation on Mishandled Baggage: Problems and Solutions, May 3, 2006.

109-69—Hearing before the Subcommittee on Water Resources and Environment on The Reauthorization of the Chesapeake Bay Program, May 4, 2006.

109-70—Hearing before the Subcommittee on Highways, Transit and Pipelines on Highway Capacity and Freight Mobility: The Current Status and Future Challenges, May 10, 2006.

109-71—Hearing before the Subcommittee on Railroads on the Operational Experience Under the 2001 Railroad Retirement Reform Law, May 10, 2006.

109-72—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Coast Guard Mission Capabilities, May 11, 2006.

109-73—Hearing before the Subcommittee on Water Resources and Environment on Environmental Protection Agency Grants Management 2003-2006: Progress and Challenges, May 18, 2006.

109-74—Hearing before the Subcommittee on Railroads on the Impacts of Railroad-Owned Waste Facilities, May 23, 2006.

109-75—Hearing before the Subcommittee on Highways, Transit and Pipelines on Understanding Contemporary Public Private Highway Transactions: The Future of Infrastructure Finance, May 24, 2006.

109-76—Hearing before the Subcommittee on Highways, Transit and Pipelines on the Implementation of Highway and Transit Law (SAFETEA-LU), June 7, 2006.

109-77—Hearing before the Subcommittee on Water Resources and Environment on Reauthorization of the Brownfields Program—Successes and Future Challenges, June 8, 2006.

109-78—Hearing before the Subcommittee on Railroads on Current Issues in Rail Transportation on Hazardous Materials, June 13, 2006.

109-79—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Deepwater Implementation, June 14, 2006.

109-80—Hearing before the Subcommittee on Highways, Transit and Pipelines on Intermodalism, June 15, 2006.

109-81—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Fiscal Year 2007 Coast Guard Authorizing Legislation, June 20, 2006.

109-82—Hearing before the Subcommittee on Aviation on Air Traffic Control Modernization: Present and Future, June 21, 2006.

109-83—Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on the Future of the Federal Courthouse Construction Program: Results of a Government Accountability Office Study on the Judiciary's Rental Obligations, June 22, 2006.

109-84—Hearing before the Subcommittee on Railroads on Current Federal Railroad Administration Safety Initiatives, June 27, 2006.

109-85—Hearing before the Subcommittee on Highways, Transit and Pipelines on Celebrating 50 Years: The Eisenhower Interstate Highway System, June 27, 2006.

109-86—Hearing before the Subcommittee on Aviation on Airline Passenger Baggage Screening: Technology and Airport Deployment Update, June 29, 2006.

109-87—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Draft Legislative Regarding Ballast Water Management and Reduction of Air Pollution from Ships, July 11, 2006.

109-88—Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on The Reauthorization of the Appalachian Regional Commission and Legislative Proposals to Create Additional Regional Economic Development Authorities, July 12, 2006.

109-89—Hearing before the Subcommittee on Aviation on Reforming the Wright Amendment, July 12, 2006.

109-90—Hearing before the Subcommittee on Highways; Transit and Pipelines on Transit Safety: The Federal Transit Administration's State Safety Oversight Program, July 19, 2006.

109-91—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on U.S. Coast Guard Licensing and Documentation of Merchant Marines, July 20, 2006.

109-92—Hearing before the Subcommittee on Railroads on Human Factors in Rail Safety, July 25, 2006.

109-93—Hearing before the Subcommittee on Economic Development, Public Buildings and Emergency Management on Proposed Amendments to and Reauthorization of the National Dam Safety Program Act, July 26, 2006.

109-94—Hearing before the Subcommittee on Highways, Transit and Pipelines on Freight Logistics: The Road Ahead as Seen by the Users of the Highway System, September 7, 2006.

109-95—Hearing before the Full Committee on Low Pressure Liquid Pipelines: In the North Slope, Greater Prudhoe Bay, Alaska, September 13, 2006.

109-96—Hearing before the Subcommittee on Water Resources and Environment on The Great Lakes Regional Collaboration Strategy: Can it Be Implemented to Restore and Protect the Great Lakes? September 13, 2006.

109-97—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on Coast Guard Mission Performance, September 14, 2006.

109-98—Hearing before the Subcommittee on Aviation on Oversight of the Federal Aviation Administration Safety Programs, September 26, 2006.

109-99—Hearing before the Subcommittee on Coast Guard and Maritime Transportation on The National Academy of Science Icebreaker Report, September 26, 2006.

109-100—Hearing before the Subcommittee on Aviation on Next Generation Air Transportation System Financing Options, September 27, 2006.

109-101—Hearing before the Subcommittee on Railroads on New Hands on the Amtrak Throttle, September 28, 2006.

109-102—Summary of Legislative and Oversight Activities.