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SUMMARY ON THE ACTIVITIES OF THE COMMITTEE
ON TRANSPORTATION AND INFRASTRUCTURE FOR
THE 113TH CONGRESS

ONE HUNDRED THIRTEENTH CONGRESS

FIRST SESSION

JANUARY 3, 2013–DECEMBER 16, 2013

COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE

U.S. HOUSE OF REPRESENTATIVES



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LETTER OF TRANSMITTAL

HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
Washington, DC, January 2, 2014.

Hon. JOHN A. BOEHNER,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Pursuant to Clause 1(d) of Rule XI of the Rules of the House of Representatives, I submit the first annual report on the activities of the Committee on Transportation and Infrastructure for the 113th Congress.

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

Sincerely,

BILL SHUSTER,
Chairman.

Union Calendar No. 234

113TH CONGRESS } 1st Session }	HOUSE OF REPRESENTATIVES {	REPORT 113-316
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SUMMARY ON THE ACTIVITIES OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE FOR THE 113TH CONGRESS

JANUARY 2, 2014.—Committed on the Committee of the Whole House on the State
of the Union and ordered to be printed

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

R E P O R T

JURISDICTION OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

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

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

(13) Purchase of sites and construction of post offices, custom-houses, Federal courthouses, and Government buildings within the District of Columbia.

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

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

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

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

(18) Related transportation regulatory agencies (except the Transportation Security Administration).

(19) Roads and the safety thereof.

(20) Transportation, including civil aviation, railroads, water transportation, transportation safety (except automobile safety and transportation security functions of the Department of Homeland Security), transportation infrastructure, transportation labor, and railroad retirement and unemployment (except revenue measures related thereto).

(21) Water power.

**RULES OF THE COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE UNITED STATES HOUSE OF REP-
RESENTATIVES, 113TH CONGRESS**

(Adopted January 23, 2013)

RULE I. GENERAL PROVISIONS

(a) APPLICABILITY OF HOUSE RULES.—

(1) **IN GENERAL.**—The Rules of the House are the rules of the Committee and its subcommittees so far as applicable, except that a motion to recess from day to day, and a motion to dispense with the first reading (in full) of a bill or resolution, if printed copies are available, are non-debatable privileged motions in the Committee and its subcommittees.

(2) **SUBCOMMITTEES.**—Each subcommittee is part of the Committee, and is subject to the authority and direction of the Committee and its rules so far as applicable.

(3) **INCORPORATION OF HOUSE RULE ON COMMITTEE PROCEDURE.**—Rule XI of the Rules of the House, which pertains entirely to Committee procedure, is incorporated and made a part of the rules of the Committee to the extent applicable. Pursuant to clause 2(a)(3) of Rule XI of the Rules of the House, the Chairman of the Committee is authorized to offer a motion under clause 1 of Rule XXII of the Rules of the House whenever the Chairman considers it appropriate.

(b) **PUBLICATION OF RULES.**—Pursuant to clause 2(a) of Rule XI of the Rules of the House, the Committee's rules shall be publicly available in electronic form and published in the Congressional Record not later than 30 days after the Chairman is elected in each odd-numbered year.

(c) **VICE CHAIRMAN.**—The Chairman shall appoint a vice chairman of the Committee and of each subcommittee. If the Chairman of the Committee or subcommittee is not present at any meeting

of the Committee or subcommittee, as the case may be, the vice chairman shall preside. If the vice chairman is not present, the ranking member of the majority party on the Committee or subcommittee who is present shall preside at that meeting.

RULE II. REGULAR, ADDITIONAL, AND SPECIAL MEETINGS

(a) **REGULAR MEETINGS.**—Regular meetings of the Committee shall be held on the first Wednesday of every month to transact its business unless such day is a holiday, or the House is in recess or is adjourned, in which case the Chairman shall determine the regular meeting day of the Committee for that month. A regular meeting of the Committee may be dispensed with if, in the judgment of the Chairman, there is no need for the meeting. This paragraph shall not apply to meetings of any subcommittee.

(b) **ADDITIONAL MEETINGS.**—The Chairman may call and convene, as he or she considers necessary, additional meetings of the Committee for the consideration of any bill or resolution pending before the Committee or for the conduct of other committee business. The Committee shall meet for such purpose pursuant to the call of the Chairman.

(c) **SPECIAL MEETINGS.**—If at least three members of the Committee desire that a special meeting of the Committee be called by the Chairman, those members may file in the offices of the Committee their written request to the Chairman for that special meeting. Such request shall specify the measure or matter to be considered. Immediately upon the filing of the request, the clerk of the Committee shall notify the Chairman of the filing of the request. If, within 3 calendar days after the filing of the request, the Chairman does not call the requested special meeting to be held within 7 calendar days after the filing of the request, a majority of the members of the Committee may file in the offices of the Committee their written notice that a special meeting of the Committee will be held, specifying the date and hour thereof, and the measure or matter to be considered at that special meeting. The Committee shall meet on that date and hour. Immediately upon the filing of the notice, the clerk of the Committee shall notify all members of the Committee that such meeting will be held and inform them of its date and hour and the measure or matter to be considered; and only the measure or matter specified in that notice may be considered at that special meeting. Such notice shall also be made publicly available in electronic form and shall be deemed to satisfy paragraph (d)(1).

(d) **NOTICE.**—

(1) **MINIMUM NOTICE PERIOD.**—Pursuant to clause 2(g)(3) of Rule XI of the Rules of the House, the Chairman shall make a public announcement of the date, place, and subject matter of a Committee or subcommittee meeting, which may not commence earlier than the third day on which members have notice thereof.

(2) **CHANGES IN MEETING TIMES.**—A meeting may commence sooner than announced if the Chairman, with concurrence of the ranking minority member, determines there is good cause to begin the meeting sooner or the Committee or subcommittee so determines by majority vote, a quorum being present for the transaction of business. The Chairman shall make a public an-

nouncement of the meeting time change at the earliest possible opportunity.

(3) NOTIFICATION OF DAILY DIGEST CLERK.—The clerk of the Committee shall notify the Daily Digest Clerk of the Congressional Record as soon as possible after a public announcement of a time change for a Committee or subcommittee meeting is made under this paragraph.

(e) PROHIBITION ON SITTING DURING JOINT SESSION.—The Committee may not sit during a joint session of the House and Senate or during a recess when a joint meeting of the House and Senate is in progress.

RULE III. MEETINGS AND HEARINGS GENERALLY

(a) MINIMUM PERIOD FOR AVAILABILITY OF COMMITTEE MARKUP TEXT.—Pursuant to clause 2(g)(4) of Rule XI of the Rules of the House, the Chairman shall make publicly available, in electronic form, the text of any legislation to be marked up at least 24 hours prior to the commencement of a meeting for the markup of legislation, or at the time of a meeting announcement under paragraph (a)(2)(B) of Committee Rule II if made within 24 hours before such meeting.

(b) OPEN MEETINGS.—Each meeting for the transaction of business, including the markup of legislation, and each hearing of the Committee or a subcommittee shall be open to the public, except as provided by clause 2(g) of Rule XI of the Rules of the House.

(c) MEETINGS TO BEGIN PROMPTLY.—Each meeting or hearing of the Committee shall begin promptly at the time so stipulated in the public announcement of the meeting or hearing.

(d) ADDRESSING THE COMMITTEE.—Except as provided under paragraph (e) of Committee Rule VI, a Committee member may address the Committee or a subcommittee on any bill, motion, or other matter under consideration—

(1) only when recognized by the Chairman for that purpose; and

(2) only for 5 minutes, or for a period of time designated by the Chairman with concurrence of the ranking minority member, until such time as each member of the Committee or subcommittee who so desires has had an opportunity to address the Committee or subcommittee.

A member shall be limited in his or her remarks to the subject matter under consideration. The Chairman shall enforce this paragraph.

(e) PARTICIPATION OF MEMBERS IN SUBCOMMITTEE MEETINGS AND HEARINGS.—All members of the Committee who are not members of a particular subcommittee may, by unanimous consent of the members of such subcommittee, participate in any subcommittee meeting or hearing. However, a member who is not a member of the subcommittee may not vote on any matter before the subcommittee, be counted for purposes of establishing a quorum, or raise points of order.

(f) BROADCASTING.—Whenever a meeting for the transaction of business, including the markup of legislation, or a hearing is open to the public, that meeting or hearing shall be open to coverage by television, radio, and still photography in accordance with clause 4 of Rule XI of the Rules of the House. Operation and use of any

Committee Internet broadcast system shall be fair and nonpartisan and in accordance with clause 4(b) of Rule XI of the Rules of the House and all other applicable rules of the Committee and the House. Further, pursuant to clause 2(e)(5) of Rule XI of the Rules of the House, the Committee shall provide audio and video coverage of each hearing or meeting for the transaction of business in a manner that allows the public to easily listen to and view the proceedings. The Committee shall also maintain the recordings of such coverage in a manner that is easily accessible to the public.

(g) ACCESS TO THE DAIS AND LOUNGES.—Access to the hearing rooms' daises and to the lounges adjacent to the Committee hearing rooms shall be limited to Members of Congress and employees of Congress during a meeting or hearing of the Committee unless specifically permitted by the Chairman or ranking minority member.

(h) USE OF CELLULAR TELEPHONES.—The use of cellular telephones in the Committee hearing room is prohibited during a meeting or hearing of the Committee.

(i) AVAILABILITY OF TEXT OF AMENDMENTS IN ELECTRONIC FORM.—Pursuant to clause 2(e) of Rule XI of the Rules of the House, not later than 24 hours after the adoption of any amendment to a measure or matter considered by the Committee, the Chairman shall cause the text of the amendment to be made publicly available in electronic form.

RULE IV. POWER TO SIT AND ACT; POWER TO CONDUCT INVESTIGATIONS; OATHS; SUBPOENA POWER

(a) AUTHORITY TO SIT AND ACT.—For the purpose of carrying out any of its functions and duties under Rules X and XI of the Rules of the House, the Committee and each of its subcommittees, is authorized (subject to paragraph (d)(1))—

(1) to sit and act at such times and places within the United States whether the House is in session, has recessed, or has adjourned and to hold such hearings; and

(2) to require, by subpoena or otherwise, the attendance and testimony of such witnesses and the production of such books, records, correspondence, memorandums, papers, and documents, as it deems necessary.

(b) AUTHORITY TO CONDUCT INVESTIGATIONS.—

(1) IN GENERAL.—The Committee is authorized at any time to conduct such investigations and studies as it may consider necessary or appropriate in the exercise of its responsibilities under Rule X of the Rules of the House and (subject to the adoption of expense resolutions as required by Rule X, clause 6 of the Rules of the House) to incur expenses (including travel expenses) in connection therewith.

(2) Major investigations by subcommittees.—A subcommittee may not begin a major investigation without approval of a majority of such subcommittee.

(c) OATHS.—The Chairman, or any member designated by the Chairman, may administer oaths to any witness.

(d) ISSUANCE OF SUBPOENAS.—

(1) IN GENERAL.—A subpoena may be issued by the Committee or subcommittee under paragraph (a)(2) in the conduct of any investigation or activity or series of investigations or ac-

tivities, only when authorized by a majority of the members voting, a majority being present. Such authorized subpoenas shall be signed by the Chairman of the Committee or by any member designated by the Committee. If a specific request for a subpoena has not been previously rejected by either the Committee or subcommittee, the Chairman of the Committee, after consultation with the ranking minority member of the Committee, may authorize and issue a subpoena under paragraph (a)(2) in the conduct of any investigation or activity or series of investigations or activities, and such subpoena shall for all purposes be deemed a subpoena issued by the Committee. As soon as practicable after a subpoena is issued under this rule, the Chairman shall notify all members of the Committee of such action.

(2) ENFORCEMENT.—Compliance with any subpoena issued by the Committee or subcommittee under paragraph (a)(2) may be enforced only as authorized or directed by the House.

(e) EXPENSES OF SUBPOENAED WITNESSES.—Each witness who has been subpoenaed, upon the completion of his or her testimony before the Committee or any subcommittee, may report to the offices of the Committee, and there sign appropriate vouchers for travel allowances and attendance fees. If hearings are held in cities other than Washington, D.C., the witness may contact the counsel of the Committee, or his or her representative, before leaving the hearing room.

RULE V. QUORUMS AND RECORD VOTES; POSTPONEMENT OF VOTES

(a) WORKING QUORUM.—One-third of the members of the Committee or a subcommittee shall constitute a quorum for taking any action other than the closing of a meeting pursuant to clauses 2(g) and 2(k)(5) of Rule XI of the Rules of the House, the authorizing of a subpoena pursuant to paragraph (d) of Committee Rule IV, the reporting of a measure or recommendation pursuant to paragraph (b)(1) of Committee Rule VII, and the actions described in paragraphs (b), (c) and (d) of this rule.

(b) QUORUM FOR REPORTING.—A majority of the members of the Committee or a subcommittee shall constitute a quorum for the reporting of a measure or recommendation.

(c) APPROVAL OF CERTAIN MATTERS.—A majority of the members of the Committee or a subcommittee shall constitute a quorum for approval of a resolution concerning any of the following actions:

(1) A prospectus for construction, alteration, purchase or acquisition of a public building or the lease of space as required by section 3307 of title 40, United States Code.

(2) Survey investigation of a proposed project for navigation, flood control, and other purposes by the Corps of Engineers (section 4 of the Rivers and Harbors Act of March 4, 1913, 33 U.S.C. 542).

(3) Construction of a water resources development project by the Corps of Engineers with an estimated Federal cost not exceeding \$15,000,000 (section 201 of the Flood Control Act of 1965).

(4) Deletion of water quality storage in a Federal reservoir project where the benefits attributable to water quality are 15 percent or more but not greater than 25 percent of the total

project benefits (section 65 of the Water Resources Development Act of 1974).

(5) Authorization of a Natural Resources Conservation Service watershed project involving any single structure of more than 4,000 acre feet of total capacity (section 2 of P.L. 566, 83rd Congress).

(d) QUORUM FOR TAKING TESTIMONY.—Two members of the Committee or subcommittee shall constitute a quorum for the purpose of taking testimony and receiving evidence.

(e) RECORD VOTES.—A record vote may be demanded by one-fifth of the members present.

(f) POSTPONEMENT OF VOTES.—

(1) IN GENERAL.—In accordance with clause 2(h)(4) of Rule XI of the Rules of the House, the Chairman of the Committee or a subcommittee, after consultation with the ranking minority member of the Committee or subcommittee, may—

(A) postpone further proceedings when a record vote is ordered on the question of approving a measure or matter or on adopting an amendment; and

(B) resume proceedings on a postponed question at any time after reasonable notice.

(2) RESUMPTION OF PROCEEDINGS.—When proceedings resume on a postponed question, notwithstanding any intervening order for the previous question, an underlying proposition shall remain subject to further debate or amendment to the same extent as when the question was postponed.

(g) AVAILABILITY OF RECORD VOTES IN ELECTRONIC FORM.—Pursuant to clause 2(e)(1)(B)(i) of Rule XI of the Rules of the House, the Chairman shall make the result of any record vote publicly available for inspection at reasonable times in the offices of the Committee and in electronic form within 48 hours of such record vote.

RULE VI. HEARING PROCEDURES

(a) ANNOUNCEMENT OF HEARING.—

(1) MINIMUM NOTICE PERIOD.—Pursuant to clause 2(g)(3) of Rule XI of the Rules of the House, the Chairman shall make a public announcement of the date, place, and subject matter of a Committee or subcommittee hearing, which may not commence earlier than the one week after such notice.

(2) CHANGES IN HEARING TIMES.—A hearing may commence sooner than announced if the Chairman, with concurrence of the ranking minority member, determines there is good cause to begin the hearing sooner or the Committee so determines by majority vote, a quorum being present for the transaction of business. The Chairman shall make a public announcement of the hearing time change at the earliest possible opportunity.

(3) NOTIFICATION OF DAILY DIGEST CLERK.—The clerk of the Committee shall notify the Daily Digest Clerk of the Congressional Record as soon as possible after a public announcement of a time change for a Committee or subcommittee hearing is made under this paragraph.

(b) WRITTEN STATEMENT; ORAL TESTIMONY.—

(1) FILING OF STATEMENT.—So far as practicable, each witness who is to appear before the Committee or a subcommittee

shall file with the clerk of the Committee or subcommittee, at least 2 working days before the day of his or her appearance, a written statement of proposed testimony and shall limit his or her oral presentation to a summary of the written statement.

(2) TRUTH IN TESTIMONY INFORMATION.—Pursuant to clause 2(g)(5) of Rule XI of the Rules of the House, in the case of a witness appearing in a nongovernmental capacity, a written statement of proposed testimony shall include a curriculum vitae and a disclosure of the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by the witness or by an entity represented by the witness.

(3) AVAILABILITY OF INFORMATION IN ELECTRONIC FORM.—Statements filed under this paragraph, with appropriate redaction to protect the privacy of the witness, shall be made publicly available in electronic form not later than one day after the witness appears.

(c) MINORITY WITNESSES.—When any hearing is conducted by the Committee or any subcommittee upon any measure or matter, the minority party members on the Committee or subcommittee shall be entitled, upon request to the Chairman by a majority of those minority members before the completion of such hearing, to call witnesses selected by the minority to testify with respect to that measure or matter during at least one day of hearing thereon.

(d) SUMMARY OF SUBJECT MATTER.—Upon announcement of a hearing, to the extent practicable, the Committee shall make available immediately to all members of the Committee a concise summary of the subject matter (including legislative reports and other material) under consideration. In addition, upon announcement of a hearing and subsequently as they are received, the Chairman shall make available to the members of the Committee any official reports from departments and agencies on such matter.

(e) OPENING STATEMENTS; QUESTIONING OF WITNESSES.—

(1) OPENING STATEMENTS.—

(A) CHAIRMAN AND RANKING MEMBER.—At a hearing of the Full Committee, the Chairman and ranking minority member of the Committee shall each be entitled to present an oral opening statement of five minutes. At a hearing of a subcommittee, the Chairman and ranking minority member of the Committee and the Chairman and ranking minority member of the subcommittee shall each be entitled to present an opening statement for five minutes.

(B) OTHER MEMBERS.—At a hearing of the Full Committee or a subcommittee, other members of the Committee or subcommittee, as appropriate, may submit written opening statements for the record. The Chairman presiding over the hearing may permit oral opening statements by other members of the Committee or subcommittee, as appropriate, with the concurrence of the ranking minority member.

(2) QUESTIONING OF WITNESSES.—The questioning of witnesses in Committee and subcommittee hearings shall be initiated by the Chairman, followed by the ranking minority mem-

ber and all other members alternating between the majority and minority parties. In recognizing members to question witnesses in this fashion, the Chairman shall take into consideration the ratio of the majority to minority members present and shall establish the order of recognition for questioning in such a manner as not to disadvantage the members of the majority nor the members of the minority. The Chairman may accomplish this by recognizing two majority members for each minority member recognized.

(f) PROCEDURES FOR QUESTIONS.—

(1) IN GENERAL.—A Committee member may question a witness at a hearing—

(A) only when recognized by the Chairman for that purpose; and

(B) subject to subparagraphs (2) and (3), only for 5 minutes until such time as each member of the Committee or subcommittee who so desires has had an opportunity to question the witness.

A member shall be limited in his or her remarks to the subject matter under consideration. The Chairman shall enforce this subparagraph.

(2) EXTENDED QUESTIONING OF WITNESSES BY MEMBERS.—

The Chairman of the Committee or a subcommittee, with the concurrence of the ranking minority member, or the Committee or subcommittee by motion, may permit a specified number of its members to question a witness for longer than 5 minutes. The time for extended questioning of a witness under this subdivision shall be equal for the majority party and minority party and may not exceed one hour in the aggregate.

(3) EXTENDED QUESTIONING OF WITNESSES BY STAFF.—The Chairman of the Committee or a subcommittee, with the concurrence of the ranking minority member, or the Committee or subcommittee by motion, may permit committee staff for its majority and minority party members to question a witness for equal specified periods. The time for extended questioning of a witness under this subdivision shall be equal for the majority party and minority party and may not exceed one hour in the aggregate.

(4) RIGHT TO QUESTION WITNESSES FOLLOWING EXTENDED QUESTIONING.—Nothing in subparagraph (2) or (3) affects the right of a Member (other than a Member designated under subparagraph (2)) to question a witness for 5 minutes in accordance with subparagraph (1)(B) after the questioning permitted under subparagraph (2) or (3).

(g) ADDITIONAL HEARING PROCEDURES.—Clause 2(k) of Rule XI of the Rules of the House (relating to additional rules for hearings) applies to hearings of the Committee and its subcommittees.

RULE VII. PROCEDURES FOR REPORTING BILLS, RESOLUTIONS, AND REPORTS

(a) FILING OF REPORTS.—

(1) IN GENERAL.—The Chairman of the Committee shall report promptly to the House any measure or matter approved by the Committee and take necessary steps to bring the measure or matter to a vote.

(2) REQUESTS FOR REPORTING.—The report of the Committee on a measure or matter which has been approved by the Committee shall be filed within 7 calendar days (exclusive of days on which the House is not in session) after the day on which there has been filed with the clerk of the Committee a written request, signed by a majority of the members of the Committee, for the reporting of that measure or matter. Upon the filing of any such request, the clerk of the Committee shall transmit immediately to the Chairman of the Committee notice of the filing of that request.

(b) QUORUM; RECORD VOTES.—

(1) QUORUM.—No measure, matter, or recommendation shall be reported from the Committee unless a majority of the Committee was actually present.

(2) RECORD VOTES.—With respect to each record vote on a motion to report any measure or matter of a public character, and on any amendment offered to the measure or matter, the total number of votes cast for and against, and the names of those members voting for and against, shall be included in the Committee report on the measure or matter.

(c) REQUIRED MATTERS.—The report of the Committee on a measure or matter which has been approved by the Committee shall include the items required to be included by clauses 2(c) and 3 of Rule XIII of the Rules of the House.

(d) ADDITIONAL VIEWS.—If, at the time of approval of any measure or matter by the Committee, any member of the Committee gives notice of intention to file supplemental, minority, or additional views, all members shall be entitled to not less than two additional calendar days after the day of such notice (excluding Saturdays, Sundays, and legal holidays) in which to file such written and signed views in accordance with clause 2(l) of Rule XI of the Rules of the House.

(e) ACTIVITIES REPORT.—

(1) IN GENERAL.—Not later than January 2 of each year, the Committee shall submit to the House a report on the activities of the Committee.

(2) CONTENTS.—The report shall include—

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

(B) in the case of the first such report in each Congress, a summary of the oversight plans submitted by the Committee under clause 2(d) of Rule X of the Rules of the House;

(C) a summary of the actions taken and recommendations made with respect to the oversight plans specified in subdivision (B);

(D) a summary of any additional oversight activities undertaken by the Committee and any recommendations made or actions taken thereon; and

(E) a delineation of any hearings held pursuant to clauses 2(n), (o), or (p) of Rule XI of the Rules of the House.

(3) FILING.—After an adjournment sine die of a regular session of a Congress, or after December 15, whichever occurs

first, the Chairman may file the report described in subparagraph (1) with the Clerk of the House at any time and without approval of the Committee, provided that—

(A) a copy of the report has been available to each member of the Committee for at least seven calendar days; and

(B) the report includes any supplemental, minority, or additional views submitted by a member of the Committee.

(f) OTHER COMMITTEE MATERIALS.—

(1) IN GENERAL.—All Committee and subcommittee prints, reports, documents, or other materials, not otherwise provided for under this rule, that purport to express publicly the views of the Committee or any of its subcommittees or members of the Committee or its subcommittees shall be approved by the Committee or the subcommittee prior to printing and distribution and any member shall be given an opportunity to have views included as part of such material prior to printing, release, and distribution in accordance with paragraph (d) of this rule.

(2) DOCUMENTS CONTAINING VIEWS OTHER THAN MEMBER VIEWS.—A Committee or subcommittee document containing views other than those of members of the Committee or subcommittee shall not be published without approval of the Committee or subcommittee.

(3) DISCLAIMER.—All Committee or subcommittee reports printed pursuant to legislative study or investigation and not approved by a majority vote of the Committee or subcommittee, as appropriate, shall contain the following disclaimer on the cover of such report: “This report has not been officially adopted by the Committee on Transportation and Infrastructure (or pertinent subcommittee thereof) and may not therefore necessarily reflect the views of its members.”

(4) COMPILATIONS OF LAWS.—To the maximum extent practicable, the Committee shall publish a compilation of laws under the jurisdiction of each subcommittee.

(g) AVAILABILITY OF PUBLICATIONS.—Pursuant to clause 2(e)(4) of Rule XI of the Rules of the House, the Committee shall make its publications available in electronic form to the maximum extent feasible.

RULE VIII. ESTABLISHMENT OF SUBCOMMITTEES; SIZE AND PARTY RATIOS

(a) ESTABLISHMENT.—There shall be 6 standing subcommittees. These subcommittees, with the following sizes (including delegates) and majority/minority ratios, are:

(1) Subcommittee on Aviation (32 Members: 18 Majority and 14 Minority).

(2) Subcommittee on Coast Guard and Maritime Transportation (18 Members: 10 Majority and 8 Minority).

(3) Subcommittee on Economic Development, Public Buildings, and Emergency Management (18 Members: 10 Majority and 8 Minority).

(4) Subcommittee on Highways and Transit (45 Members: 25 Majority and 20 Minority).

(5) Subcommittee on Railroads, Pipelines, and Hazardous Materials (32 Members: 18 Majority and 14 Minority).

(6) Subcommittee on Water Resources and Environment (32 Members: 18 Majority and 14 Minority).

(b) EX OFFICIO MEMBERS.—The Chairman and ranking minority member of the Committee shall serve as ex officio voting members on each subcommittee.

(c) RATIOS.—On each subcommittee there shall be a ratio of majority party members to minority party members which shall be no less favorable to the majority party than the ratio for the full Committee. In calculating the ratio of majority party members to minority party members, there shall be included the ex officio members of the subcommittees.

RULE IX. POWERS AND DUTIES OF SUBCOMMITTEES

(a) AUTHORITY TO SIT.—Each subcommittee is authorized to meet, hold hearings, receive evidence, and report to the full Committee on all matters referred to it or under its jurisdiction. Subcommittee chairmen shall set dates for hearings and meetings of their respective subcommittees after consultation with the Chairman and other subcommittee chairmen with a view toward avoiding simultaneous scheduling of full Committee and subcommittee meetings or hearings whenever possible.

(b) CONSIDERATION BY COMMITTEE.—Each bill, resolution, or other matter favorably reported by a subcommittee shall automatically be placed upon the agenda of the Committee. Any such matter reported by a subcommittee shall not be considered by the Committee unless it has been delivered to the offices of all members of the Committee at least 48 hours before the meeting, unless the Chairman determines that the matter is of such urgency that it should be given early consideration. Where practicable, such matters shall be accompanied by a comparison with present law and a section-by-section analysis.

RULE X. REFERRAL OF LEGISLATION TO SUBCOMMITTEES

(a) GENERAL REQUIREMENT.—Except where the Chairman of the Committee determines, in consultation with the majority members of the Committee, that consideration is to be by the full Committee, each bill, resolution, investigation, or other matter which relates to a subject listed under the jurisdiction of any subcommittee established in Committee Rule VIII referred to or initiated by the full Committee shall be referred by the Chairman to all subcommittees of appropriate jurisdiction within two weeks. All bills shall be referred to the subcommittee of proper jurisdiction without regard to whether the author is or is not a member of the subcommittee.

(b) RECALL FROM SUBCOMMITTEE.—A bill, resolution, or other matter referred to a subcommittee in accordance with this rule may be recalled therefrom at any time by a vote of a majority of the members of the Committee voting, a quorum being present, for the Committee's direct consideration or for reference to another subcommittee.

(c) MULTIPLE REFERRALS.—In carrying out this rule with respect to any matter, the Chairman may refer the matter simultaneously to two or more subcommittees for concurrent consideration or for consideration in sequence (subject to appropriate time limitations in the case of any subcommittee after the first), or divide the mat-

ter into two or more parts (reflecting different subjects and jurisdictions) and refer each such part to a different subcommittee, or make such other provisions as he or she considers appropriate.

RULE XI. RECOMMENDATION OF CONFEREES

The Chairman of the Committee shall recommend to the Speaker as conferees the names of those members (1) of the majority party selected by the Chairman, and (2) of the minority party selected by the ranking minority member of the Committee. Recommendations of conferees to the Speaker shall provide a ratio of majority party members to minority party members which shall be no less favorable to the majority party than the ratio for the Committee.

RULE XII. OVERSIGHT

(a) PURPOSE.—The Committee shall carry out oversight responsibilities as provided in this rule in order to assist the House in—

(1) its analysis, appraisal, and evaluation of—

(A) the application, administration, execution, and effectiveness of the laws enacted by the Congress; or

(B) conditions and circumstances which may indicate the necessity or desirability of enacting new or additional legislation; and

(2) its formulation, consideration, and enactment of such modifications or changes in those laws, and of such additional legislation, as may be necessary or appropriate.

(b) OVERSIGHT PLAN.—Not later than February 15 of the first session of each Congress, the Committee shall adopt its oversight plan for that Congress in accordance with clause 2(d)(1) of Rule X of the Rules of the House.

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

(d) REVIEW OF TAX POLICIES.—The Committee and the appropriate subcommittees shall cooperatively review and study on a continuing basis the impact or probable impact of tax policies affecting subjects within the jurisdiction of the Committee.

RULE XIII. REVIEW OF CONTINUING PROGRAMS; BUDGET ACT
PROVISIONS

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

(b) REVIEW OF MULTI-YEAR APPROPRIATIONS.—The Committee shall review, from time to time, each continuing program within its jurisdiction for which appropriations are not made annually in order to ascertain whether such program could be modified so that appropriations therefore would be made annually.

(c) VIEWS AND ESTIMATES.—In accordance with clause 4(f)(1) of Rule X of the Rules of the House, the Committee shall submit to the Committee on the Budget—

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

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

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

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

RULE XIV. RECORDS

(a) KEEPING OF RECORDS.—The Committee shall keep a complete record of all Committee action which shall include—

(1) in the case of any meeting or hearing transcripts, a substantially verbatim account of remarks actually made during the proceedings, subject only to technical, grammatical, and typographical corrections authorized by the person making the remarks involved; and

(2) a record of the votes on any question on which a record vote is taken.

(b) PUBLIC INSPECTION.—The result of each such record vote shall be made available by the Committee for inspection by the public at reasonable times in the offices of the Committee. Informa-

tion so available for public inspection shall include a description of the amendment, motion, order, or other proposition and the name of each member voting for and each member voting against such amendment, motion, order, or proposition, and the names of those members present but not voting.

(c) PROPERTY OF THE HOUSE.—All Committee records (including hearings, data, charts, and files) shall be kept separate and distinct from the congressional office records of the member serving as Chairman of the Committee; and such records shall be the property of the House and all members of the House shall have access thereto.

(d) AVAILABILITY OF ARCHIVED RECORDS.—The records of the Committee at the National Archives and Records Administration shall be made available for public use in accordance with Rule VII of the Rules of the House. The Chairman shall notify the ranking minority member of the Committee of any decision, pursuant to clause 3(b)(3) or clause 4(b) of such rule, to withhold a record otherwise available, and the matter shall be presented to the Committee for a determination on written request of any member of the Committee.

(e) AUTHORITY TO PRINT.—The Committee is authorized to have printed and bound testimony and other data presented at hearings held by the Committee. All costs of stenographic services and transcripts in connection with any meeting or hearing of the Committee shall be paid as provided in clause 1(c) of Rule XI of the House.

RULE XV. COMMITTEE BUDGETS

(a) BIENNIAL BUDGET.—The Chairman, in consultation with the chairman of each subcommittee, the majority members of the Committee, and the minority members of the Committee, shall, for each Congress, prepare a consolidated Committee budget. Such budget shall include necessary amounts for staff personnel, necessary travel, investigation, and other expenses of the Committee.

(b) ADDITIONAL EXPENSES.—Authorization for the payment of additional or unforeseen Committee expenses may be procured by one or more additional expense resolutions processed in the same manner as set out herein.

(c) TRAVEL REQUESTS.—The Chairman or any chairman of a subcommittee may initiate necessary travel requests as provided in Committee Rule XVII within the limits of the consolidated budget as approved by the House and the Chairman may execute necessary vouchers thereof.

(d) MONTHLY REPORTS.—Once monthly, the Chairman shall submit to the Committee on House Administration, in writing, a full and detailed accounting of all expenditures made during the period since the last such accounting from the amount budgeted to the Committee. Such report shall show the amount and purpose of such expenditure and the budget to which such expenditure is attributed. A copy of such monthly report shall be available in the Committee office for review by members of the Committee.

RULE XVI. COMMITTEE STAFF

(a) APPOINTMENT BY CHAIRMAN.—The Chairman shall appoint and determine the remuneration of, and may remove, the employ-

ees of the Committee not assigned to the minority. The staff of the Committee not assigned to the minority shall be under the general supervision and direction of the Chairman, who shall establish and assign the duties and responsibilities of such staff members and delegate such authority as he or she determines appropriate.

(b) APPOINTMENT BY RANKING MINORITY MEMBER.—The ranking minority member of the Committee shall appoint and determine the remuneration of, and may remove, the staff assigned to the minority within the budget approved for such purposes. The staff assigned to the minority shall be under the general supervision and direction of the ranking minority member of the Committee who may delegate such authority as he or she determines appropriate.

(c) INTENTION REGARDING STAFF.—It is intended that the skills and experience of all members of the Committee staff shall be available to all members of the Committee.

RULE XVII. TRAVEL OF MEMBERS AND STAFF

(a) APPROVAL.—Consistent with the primary expense resolution and such additional expense resolutions as may have been approved, the provisions of this rule shall govern travel of Committee members and staff. Travel to be reimbursed from funds set aside for the Committee for any member or any staff member shall be paid only upon the prior authorization of the Chairman. Travel shall be authorized by the Chairman for any member and any staff member in connection with the attendance of hearings conducted by the Committee or any subcommittee and meetings, conferences, and investigations which involve activities or subject matter under the general jurisdiction of the Committee. Before such authorization is given there shall be submitted to the Chairman in writing the following:

(1) The purpose of the travel.

(2) The dates during which the travel is to be made and the date or dates of the event for which the travel is being made.

(3) The location of the event for which the travel is to be made.

(4) The names of members and staff seeking authorization.

(b) SUBCOMMITTEE TRAVEL.—In the case of travel of members and staff of a subcommittee to hearings, meetings, conferences, and investigations involving activities or subject matter under the legislative assignment of such subcommittee, prior authorization must be obtained from the subcommittee chairman and the Chairman. Such prior authorization shall be given by the Chairman only upon the representation by the chairman of such subcommittee in writing setting forth those items enumerated in subparagraphs (1), (2), (3), and (4) of paragraph (a) and that there has been a compliance where applicable with Committee Rule VI.

(c) TRAVEL OUTSIDE THE UNITED STATES.—

(1) IN GENERAL.—In the case of travel outside the United States of members and staff of the Committee or of a subcommittee for the purpose of conducting hearings, investigations, studies, or attending meetings and conferences involving activities or subject matter under the legislative assignment of the Committee or pertinent subcommittee, prior authorization must be obtained from the Chairman, or, in the case of a subcommittee from the subcommittee chairman and the Chair-

man. Before such authorization is given there shall be submitted to the Chairman, in writing, a request for such authorization. Each request, which shall be filed in a manner that allows for a reasonable period of time for review before such travel is scheduled to begin, shall include the following:

(A) The purpose of the travel.

(B) The dates during which the travel will occur.

(C) The names of the countries to be visited and the length of time to be spent in each.

(D) An agenda of anticipated activities for each country for which travel is authorized together with a description of the purpose to be served and the areas of Committee jurisdiction involved.

(E) The names of members and staff for whom authorization is sought.

(2) INITIATION OF REQUESTS.—Requests for travel outside the United States may be initiated by the Chairman or the chairman of a subcommittee (except that individuals may submit a request to the Chairman for the purpose of attending a conference or meeting) and shall be limited to members and permanent employees of the Committee.

(d) REPORTS BY MEMBERS AND STAFF.—Within 15 legislative days from the conclusion of any hearing, investigation, study, meeting, or conference for which travel has been authorized pursuant to this rule, each member and staff member involved in such travel shall submit a written report to the Chairman covering the activities and other pertinent observations or information gained as a result of such travel.

(e) APPLICABILITY OF LAWS, RULES, POLICIES.—Members and staff of the Committee performing authorized travel on official business shall be governed by applicable laws, resolutions, or regulations of the House and of the Committee on House Administration pertaining to such travel, and by the travel policy of the Committee.

RULE XVIII. COMMITTEE PANELS

(a) DESIGNATION.—In accordance with clause 5(b)(2)(C) of Rule X of the Rules of the House, the Chairman of the Committee, with the concurrence of the ranking minority member, may designate a panel of the Committee consisting of members of the Committee to inquire into and take testimony on a matter or matters that fall within the jurisdiction of more than one subcommittee and to report to the Committee.

(b) DURATION.—No panel designated under paragraph (a) shall continue in existence for more than six months after the date of the designation.

(c) PARTY RATIOS AND APPOINTMENT.—The ratio of majority members to minority members on a panel designated under paragraph (a) shall be as close as practicable to the ratio of the Full Committee. All majority members of the panels shall be appointed by the Chairman of the Committee, and all minority members shall be appointed by the ranking minority member of the Committee. The Chairman of the Committee shall choose one of the majority members so appointed to serve as Chairman of the panel. The

ranking minority member of the Committee shall similarly choose the ranking minority member of the panel.

(d) EX OFFICIO MEMBERS.—The Chairman and ranking minority member of the Committee may serve as ex-officio members of a panel designated under paragraph (a). The Chairman and ranking minority member are authorized to vote on matters that arise before the panel and shall be counted to satisfy the quorum requirement for any purpose.

(e) JURISDICTION.—No panel designated under paragraph (a) shall have legislative jurisdiction.

(f) APPLICABILITY OF COMMITTEE RULES.—A panel designated under paragraph (a) shall be subject to all Committee Rules herein.

STATISTICAL OVERVIEW—2013

Total number of Bills and Resolutions Referred to the Committee:
277

Total number of Public Laws: 12

Total number of Concurrent Resolutions approved by both Chambers: 4

Total number of Bills and Resolutions that Passed the House: 23

Total number of Committee Resolutions approved by the Full Committee: 25

Total number of Bills and Resolutions Reported to the House: 17

Total number of Bills Ordered Reported: 23

Total number of Meeting Days: 68

Full Committee: 11

Hearings: 3

Markups: 7

Organizational Meeting: 1

Subcommittee on Aviation: 9

Hearings: 6

Listening Sessions: 3

Subcommittee on Coast Guard and Maritime Transportation: 9

Funding Hearings: 9

Subcommittee on Economic Development, Public Building, and
Emergency Management: 7

Hearings: 5

Roundtables: 2

Subcommittee on Highways and Transit: 7

Hearings: 6

Roundtables: 1

Subcommittee on Railroads, Pipelines, and Hazardous Materials:
10

Hearings: 7

Roundtables: 3

Subcommittee on Water Resources and Environment: 6

Hearings: 4

Roundtables: 2

Panel on 21st Century Freight Transportation: 9

Hearings: 6

Roundtables: 3

**COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE
U.S. HOUSE OF REPRESENTATIVES
113TH CONGRESS**

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RODNEY DAVIS, Illinois	
MARK SANFORD, South Carolina	

Legislative Activities

FULL COMMITTEE MARKUPS

FULL COMMITTEE MARKUP, FEBRUARY 28, 2013

Considered and ordered reported:

- H. Con. Res. 18, Authorizing the use of the Capitol Grounds for the National Peace Officers' Memorial Service
- H. Con. Res. 19, Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby
- General Services Administration Capital Investment and Leasing Program Resolutions
- Fiscal Year 2014 Budget Views and Estimates of the Committee on Transportation and Infrastructure

FULL COMMITTEE MARKUP, MAY 16, 2013

Considered and ordered reported:

- H.R. 3, To approve the construction, operation, and maintenance of the Keystone XL pipeline, and for other purposes

- General Services Administration Capital Investment and Leasing Program Resolutions
- H.R. 1092, To designate the air route traffic control center located in Nashua, New Hampshire, as the “Patricia Clark Boston Air Route Traffic Control Center.”

FULL COMMITTEE MARKUP, JULY 10, 2013

Considered and ordered reported:

- H.R. 1848, To ensure that the Federal Aviation Administration advances the safety of small airplanes, and the continued development of the general aviation industry, and for other purposes
 - LoBiondo Amendment
- H.R. 2576, To amend title 49, United States Code, to modify requirements relating to the availability of pipeline safety regulatory documents, and for other purposes
- H.R. 2612, To amend title 40, United States Code, to improve the functioning and management of the Public Buildings Service
- H.R. 2611, To designate the headquarters building of the Coast Guard on the campus located at 2701 Martin Luther King, Jr., Avenue Southeast in the District of Columbia as the “Douglas A. Munro Coast Guard Headquarters Building,” and for other purposes
- H. Con. Res. 44, Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run

FULL COMMITTEE MARKUP, JULY 18, 2013

Considered and ordered reported:

- H.R. 185, To designate the United States courthouse located at 101 East Pecan Street in Sherman, Texas, as the “Paul Brown United States Courthouse”
- H.R. 579, To designate the United States courthouse located at 501 East Court Street in Jackson, Mississippi, as the “R. Jess Brown United States Courthouse”
- H.R. 2251, To designate the United States courthouse located at 118 South Mill Street, in Fergus Falls, Minnesota, as the “Edward J. Devitt United States Courthouse”
 - Barletta Amendment
- H.R. 1961, To amend title 46, United States Code, to extend the exemption from the fire-retardant materials construction requirement for vessels operating within the Boundary Line
- H.R. 2353, To amend title 23, United States Code, with respect to the operation of vehicles on certain Wisconsin highways, and for other purposes

FULL COMMITTEE MARKUP, SEPTEMBER 19, 2013

Considered and ordered reported:

- H.R. 3096, To designate the building occupied by the Federal Bureau of Investigation located at 801 Follin Lane, Vi-

enna, Virginia, as the “Michael D. Resnick Terrorist Screening Center”

- H.R. 3095, To ensure that any new or revised requirement providing for the screening, testing, or treatment of individuals operating commercial motor vehicles for sleep disorders is adopted pursuant to a rulemaking proceeding, and for other purposes

- H.R. 3080, To provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes

- Shuster Manager’s Amendment
- Shuster Substitute Amendment to the Southerland Amendment

FULL COMMITTEE MARKUP, OCTOBER 29, 2013

Considered and ordered reported:

- H.R. 3300, (Shuster–R) To reauthorize the programs and activities of the Federal Emergency Management Agency

- Shuster Amendment
- Davis Amendment
- Frankel Amendment

- H.R. 2026, (Herrera Beutler–R) To amend the Federal Water Pollution Control Act to exempt certain silvicultural activities from national pollutant discharge elimination system permitting requirements, and for other purposes

- H.R. 311, (Crawford–R) To direct the Administrator of the Environmental Protection Agency to change the Spill Prevention, Control, and Countermeasure rule with respect to certain farms

- H.R. 935, (Gibbs–R) To amend the Federal Insecticide, Fungicide, and Rodenticide Act and the Federal Water Pollution Control Act to clarify congressional intent regarding the regulation of the use of pesticides in or near navigable waters, and for other purposes

FULL COMMITTEE MARKUP, DECEMBER 4, 2013

Considered and ordered reported:

- General Services Administration Capital Investment and Leasing Program Resolutions

- H.R. 3578, (LoBiondo–R) To ensure that any new or revised requirement providing for the screening, testing, or treatment of an airman or an air traffic controller for a sleep disorder is adopted pursuant to a rulemaking proceeding, and for other purposes

- LoBiondo Amendment

- H.R. 3628, (Shuster–R) To eliminate certain unnecessary reporting requirements and consolidate or modify others, and for other purposes

Exchanges of Letters

BILLS REFERRED OR SEQUENTIALLY REFERRED TO THE COMMITTEE

H.R. 3

To approve the construction, operation, and maintenance of the Keystone XL pipeline, and for other purposes.

Short Title: “Northern Route Approval Act”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on the Judiciary Chairman Bob Goodlatte occurred on May 17 and 20, 2013. The exchange of letters was printed in the Congressional Record dated May 22, 2013, on pages H2862 and H2863.

H.R. 803

To reform and strengthen the workforce investment system of the Nation to put Americans back to work and make the United States more competitive in the 21st century.

Short Title: “Supporting Knowledge and Investing in Lifelong Skills Act” or the “SKILLS Act”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Education and the Workforce Chairman John Kline occurred on March 5 and 7, 2013. The exchange of letters was printed in House Report 113–14 on pages 155–156.

H.R. 2576

To amend title 49, United States Code, to modify requirements relating to the availability of pipeline safety regulatory documents, and for other purposes.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Fred Upton occurred on July 11, 2013. The exchange of letters was printed on pages 7 and 8 of House Report 113–152, Part I.

H.R. 3080

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

Short Title: “Water Resources Reform and Development Act of 2013”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on the Budget Chairman Paul Ryan occurred on September 27 and 30, 2013. The exchange of letters was printed in House Report 113–246, Part I on pages 320 and 321.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Doc Hastings occurred on October 3 and 4, 2013. The exchange of letters was printed in House Report 113–246, Part I on pages 322 through 324.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Ways and Means Chairman Dave Camp occurred on October 17 and 18, 2013. The exchange of letters was printed in House Report 113–246, Part I on pages 325 through 327.

BILLS NOT REFERRED TO THE COMMITTEE

H.R. 850

To impose additional human rights and economic and financial sanctions with respect to Iran, and for other purposes.

Short Title: “Nuclear Iran Prevention Act of 2013”

A jurisdictional exchange of letters between Committee on Foreign Affairs Chairman Edward R. Royce and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on June 26 and July 9, 2013. The exchange of letters was printed on pages 31 and 32 of House Report 113–177, Part I.

H.R. 1582

To protect consumers by prohibiting the Administrator of the Environmental Protection Agency from promulgating as final certain energy-related rules that are estimated to cost more than \$1 billion and will cause significant adverse effects to the economy.

Short Title: “Energy Consumers Relief Act of 2013”

A jurisdictional exchange of letters between Committee on Energy and Commerce Chairman Fred Upton and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on July 17 and 18, 2013. The exchange of letters was printed on pages 26 and 27 of House Report 113–164.

H.R. 1947

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes.

Short Title: “Federal Agriculture Reform and Risk Management Act of 2013”

A jurisdictional exchange of letters between Committee on Agriculture Chairman Frank D. Lucas and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred May 22 and 23, 2013. The exchange of letters was printed on page E934 of the Congressional Record dated June 20, 2013.

H.R. 1960

To authorize appropriations for fiscal year 2014 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for such fiscal year, and for other purposes.

Short Title: “National Defense Authorization Act for Fiscal Year 2014”

A jurisdictional exchange of letters between Committee on Armed Services Chairman Howard P. “Buck” McKeon and Committee on Transportation and Infrastructure Chairman Bill Shu-

ster occurred on June 7, 2013. The exchange of letters was printed on page 524 of House Report 113–102.

Oversight Activities

HEARINGS HELD BY THE FULL COMMITTEE

THE FEDERAL ROLE IN AMERICA’S INFRASTRUCTURE

On February 13, 2013, the Committee on Transportation and Infrastructure held a hearing entitled “The Federal Role in America’s Infrastructure.” The purpose of the hearing was to underscore the importance of infrastructure to the American economy and examine the role of the federal government in providing safe, efficient, and reliable infrastructure. The Committee received testimony from the Honorable Edward G. Rendell, Co-Chair, Building America’s Future, Thomas J. Donohue, President and CEO, U.S. Chamber of Commerce, and Terry O’Sullivan, General President, Laborers’ International Union of North America.

GAO REVIEW: ARE ADDITIONAL FEDERAL COURTHOUSES JUSTIFIED?

On April 17, 2013, the Committee held a hearing to examine the results of the Government Accountability Office (GAO) review of the judiciary’s five-year Courthouse Project Plan and whether additional federal courthouses are justified. The hearing focused on the excess space the federal judiciary currently maintains, the criteria for evaluating whether new courthouses are needed, and how the judiciary uses space. The Committee received testimony from GAO, the General Services Administration (GSA), and the federal judiciary.

PROGRESS REPORT: HURRICANE SANDY RECOVERY—ONE YEAR LATER

On November 14, 2013, the Committee held a hearing to receive testimony related to the status of Hurricane Sandy recovery efforts and federal agencies’ progress in implementing recovery objectives, allocating disaster assistance funding, and meeting associated deadlines. The Committee heard from Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Federal Highway Administration (FHWA), Federal Emergency Management Agency (FEMA), and the Army Corps of Engineers who provided a progress report on their ongoing efforts. Hurricane Sandy made landfall in New Jersey on October 29, 2012. The Category 1 hurricane was responsible for approximately 131 deaths and \$50 billion in economic losses according to a February 2013 report from the Congressional Research Service. The Sandy Supplemental was enacted on January 29, 2013, and included \$50.5 billion in disaster assistance for certain government agencies to assist, improve, and streamline Hurricane Sandy recovery efforts. Continuing oversight of how programs under the Committee’s jurisdiction are impacting the recovery effort is and will remain a priority for the Committee.

SUBCOMMITTEE ON AVIATION
U.S. HOUSE OF REPRESENTATIVES
113TH CONGRESS

FRANK A. LoBIONDO, New Jersey, *Chairman*
 RICK LARSEN, Washington, *Ranking Member*

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ROGER WILLIAMS, Texas	NICK J. RAHALL II, West Virginia
TREY RADEL, Florida	<i>(ex officio)</i>
MARK MEADOWS, North Carolina	
RODNEY DAVIS, Illinois, Vice Chair	
BILL SHUSTER, Pennsylvania <i>(ex officio)</i>	

Legislative Activities

TO DESIGNATE THE AIR ROUTE TRAFFIC CONTROL CENTER LOCATED
 IN NASHUA, NEW HAMPSHIRE, AS THE “PATRICIA CLARK BOSTON
 AIR ROUTE TRAFFIC CONTROL CENTER”

PUBLIC LAW 113–25 (H.R. 1092)

Summary

The legislation names the air route traffic control center in Nashua, New Hampshire, after Patricia Clark, a longtime employee of that facility.

Legislative History

H.R. 1092 was introduced by Congresswoman Ann M. Kuster on March 12, 2013, and referred to the Committee on Transportation and Infrastructure (the “Committee”). H.R. 1092 was reported by the Committee (House Report 133–97) on June 5, 2013. H.R. 1092 was then considered in the House under suspension of the Rules on June 25, 2013, and passed by a rollcall vote of 392 yeas and 3 nays, with one voting present (rollcall No. 288).

On June 26, 2013, H.R. 1092 was received in the Senate, read twice, and placed on Senate Legislative Calendar under General Orders. Calendar No. 98. H.R. 1092 passed the Senate without amendment by Unanimous Consent on July 24, 2013.

H.R. 1092 was presented to the President on August 1, 2013, and the President signed the bill on August 9, 2013 (Public Law 113–25).

SMALL AIRPLANE REVITALIZATION ACT OF 2013

PUBLIC LAW 113–53 (H.R. 1848)

To ensure that the Federal Aviation Administration advances the safety of small airplanes, and the continued development of the general aviation industry, and for other purposes.

Summary

The legislation will streamline the process of certifying small aircraft and reduce costs by requiring the Federal Aviation Administration (FAA) to issue a final rule updating its current certification standards by December 2015.

Legislative History

H.R. 1848 was introduced by Congressman Mike Pompeo (R-KS) on May 17, 2013. H.R. 1848 was ordered reported by the Full Committee on July 10, 2013, as amended. The bill was reported by the Committee (House Report 113–151) on July 16, 2013. H.R. 1848 was then considered in the House under suspension of the Rules on July 16, 2013, and passed by a rollcall vote of 411 yeas and 0 nays (rollcall No. 355).

On October 4, 2013, H.R. 1848 was received in the Senate and passed, with an amendment by unanimous consent.

On November 14, 2013, the House agreed to the Senate amendment by unanimous consent.

H.R. 1848 was presented to the President on November 21, 2013, and signed into law on November 27, 2013 (Public Law 113–53).

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2014

H.R. 3304/H.R. 1960

To authorize appropriations for fiscal year 2014 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

Summary

H.R. 3304 authorizes appropriations for fiscal year 2014 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year. H.R. 3304 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Coast Guard and Maritime Transportation and the Subcommittee on Aviation. The Committee on Transportation and Infrastructure worked with the Committee on Armed Services to clear provisions in H.R. 3304 within the Committee’s jurisdiction.

Legislative History

H.R. 1960 was introduced by the Chairman of the Committee on Armed Services, Mr. Howard P. “Buck” McKeon, on May 14, 2013.

H.R. 1960 was reported with amendments by the Committee on Armed Services (House Report 113–102) on June 7, 2013.

H.R. 1960 was considered in the House under a Rule on June 12–14, 2013, and passed by a rollcall vote of 315 yeas and 108 nays (rollcall No. 244).

On July 8, 2013, H.R. 1960 was received in the Senate, read twice and placed on the Senate Legislative Calendar under General Orders. (Calendar No. 126)

H.R. 3304 was introduced by Congressman Theodore E. Deutch (D–FL) on October 22, 2013.

H.R. 3304 was considered in the House under suspension of the Rules of the House of Representatives on October 28, 2013, and passed by voice vote.

On November 19, 2013, H.R. 3304 passed the Senate with amendments by Unanimous Consent.

On December 12, 2013, the House agreed to Senate amendments with an amendment pursuant to H. Res. 441. The amendment contains language similar to H.R. 1960.

TO ENSURE THAT ANY NEW OR REVISED REQUIREMENTS PROVIDING FOR THE SCREENING, TESTING, OR TREATMENT OF AN AIRMAN OR AN AIR TRAFFIC CONTROLLER FOR A SLEEP DISORDER IS ADOPTED PURSUANT TO A RULEMAKING PROCEEDING, AND FOR OTHER PURPOSES

H.R. 3578

Summary

The legislation requires the FAA to go through an open rule-making process if they choose to propose and implement new sleep disorder requirements for pilots and air traffic controllers.

Legislative History

H.R. 3578 was introduced by Congressmen Frank A. LoBiondo, (R–NJ), Rick Larsen (D–WA), Larry Bucshon (R–IN), Daniel Lipinski (D–IL), and Sam Graves (R–MO), on November 21, 2013.

On December 4, 2013, H.R. 3578 was ordered reported, as amended, by voice vote.

Oversight Activities

MEETINGS, HEARINGS, AND LISTENING SESSIONS

IMPLEMENTATION OF THE FAA REAUTHORIZATION AND REFORM ACT: ONE YEAR LATER

Just a little over a year after enactment, on February 27, 2013, the Subcommittee on Aviation held an oversight hearing on the FAA Reauthorization and Reform Act (Reform Act). The purpose of the hearing was to address the progress that the FAA had made in the implementation of the law. The Subcommittee received testimony from the Administrator of the FAA.

NEXTGEN OVERSIGHT LISTENING SESSION

On April 10, 2013, the Subcommittee on Aviation held a listening session with representatives of airlines that have equipped their

aircraft to utilize NextGen infrastructure and procedures. The airlines voiced their concern that they are not seeing a return on their investment and that the FAA had failed to produce the NextGen benefits as promised. Members and participants discussed possible solutions to get better usage out of NextGen procedures as well as ways for the FAA to deliver the NextGen benefits promised.

REVIEW OF THE FAA'S PROGRESS IN IMPLEMENTING THE FAA MODERNIZATION AND REFORM ACT

On May 16, 2013, the Subcommittee on Aviation held a second oversight hearing on the Reform Act. The hearing was a continuation of the February 2013 hearing addressing the FAA's progress in implementing the law. The Subcommittee received testimony from the Administrator of the FAA.

NEXTGEN PERFORMANCE-BASED NAVIGATION PROCEDURES LISTENING SESSION

On May 22, 2013, the Subcommittee on Aviation held the second in a series of NextGen listening sessions, meeting with representatives of various aviation stakeholders and the FAA. The purpose of the listening session was to find ways to allow users of the National Airspace System who have equipped their aircraft with NextGen technology to better utilize advanced, performance-based procedures that rely on NextGen technology.

LESSONS LEARNED FROM THE BOEING 787 INCIDENTS

On June 12, 2013, the Subcommittee on Aviation held an oversight hearing on the Boeing 787 incidents that occurred earlier in the year. The purpose of this hearing was to explore and discuss lessons learned and actions taken as a result of the Boeing 787 battery incidents. The Subcommittee received testimony from the FAA's Associate Administrator for Aviation Safety and The Boeing Company.

CAUSES OF DELAYS TO THE FAA'S NEXTGEN PROGRAM

On July 17, 2013, the Subcommittee on Aviation held an oversight hearing on the FAA's NextGen program. The purpose of the hearing was to address the delays in the FAA's implementation of NextGen as outlined in an audit conducted by the Department of Transportation (DOT) Inspector General (IG). The Subcommittee received testimony from the Administrator of the FAA and the DOT IG.

REVIEW OF THE FAA'S CERTIFICATION PROGRESS: ENSURING AN EFFICIENT, EFFECTIVE, AND SAFE PROCESS

On October 30, 2013, the Subcommittee on Aviation held a hearing on the FAA's safety certification processes. The purpose of the hearing was to review the FAA's progress in implementing provisions in the Reform Act, which requires the agency to develop plans to streamline their certification process and address regional inconsistencies. The Subcommittee received testimony from witnesses representing the Federal Aviation Administration, GAO, the DOT IG, the General Aviation Manufacturers Association, the

Aerospace Industries Association, the National Air Transportation Association, and the Professional Aviation Safety Specialists.

NEXTGEN IMPLEMENTATION LISTENING SESSION

On November 19, 2013, the Subcommittee on Aviation held the third in a series of NextGen listening sessions with the FAA, GAO and the DOT IG, to follow up on the July NextGen hearing and again review the FAA's progress in implementing NextGen. Significant concerns were raised by the GAO and DOT IG in regard to the FAA's lack of progress implementing NextGen, and the lack of benefits for users of the National Airspace System.

CLASSIFIED MEMBERS BRIEFING: AVIATION THREAT UPDATE

On November 20, 2013, the Committee on Homeland Security, Transportation Security Subcommittee, held a classified Members' briefing and extended an invitation to Members of the Subcommittee on Aviation. At this classified briefing, Transportation Security Administration (TSA) Administrator John Pistole briefed Members on terrorist threats to commercial aviation.

THE STATE OF AMERICAN AVIATION

On December 12, 2013, the Subcommittee on Aviation held a hearing to explore the state of American aviation. The purpose of this hearing was to hear from government, industry, and other stakeholders on the state of American aviation and learn about any issues or policy areas they believe need to be addressed in the next FAA reauthorization. The Subcommittee received testimony from representatives of the DOT, National Business Aviation Association, American Association of Airport Executives, Transportation Trades Department of the AFL-CIO, General Aviation Manufacturers Association, and Airlines for America.

OVERSIGHT LETTERS

BOEING 787 BATTERY ISSUE

In January 2013, there were two incidents involving a lithium ion battery on Boeing 787 aircraft—one on the ground in Boston and the second in the air over Japan. After ordering a review of all Boeing 787 critical systems, the FAA issued an emergency airworthiness directive that temporarily halted 787 operations. On January 18, 2013, Chairman Frank A. LoBiondo of the Subcommittee on Aviation sent the FAA a letter requesting to be kept apprised of the results of the agency's review of the Boeing 787 battery issue, including lessons learned as a result of the review.

DOT SEQUESTRATION FURLOUGH OVERSIGHT

On March 7, 2013, after the FAA announced its intention to furlough all FAA employees in order to implement sequestration, Chairman Bill Shuster of the Committee on Transportation and Infrastructure sent a bicameral letter in conjunction with Senate Committee on Commerce, Science, and Transportation Ranking Member Thune to the DOT requesting information regarding the

agency's decision to furlough employees rather than pursuing other options to reduce spending.

SEQUESTRATION AIR TRAFFIC CONTROL TOWER CLOSURES OVERSIGHT

On March 22, 2013, following the FAA's announcement that it intended to close over 100 air traffic control towers in its Federal Contract Tower Program (FCTP) in order to implement sequestration, Chairman Bill Shuster of the Committee on Transportation and Infrastructure sent a bicameral letter in conjunction with Senate Committee on Commerce, Science, and Transportation Ranking Member Thune to the DOT expressing concern about the agency's plan to close air traffic control towers in the FCTP. The letter also requested that the DOT provide a safety analysis for each proposed tower closing and a detailed explanation for how each tower would be closed.

OPPOSING AVIATION USER FEES

On April 5, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo and Ranking Member Rick Larsen of the Subcommittee on Aviation sent the President a letter in opposition of imposing a \$100 per flight user fee on commercial and general aviation. The President's Budget for fiscal year 2014 included a proposal to impose the per flight user fee on aviation operators.

REVIEW OF PRECLEARANCE FACILITY AT ABU DHABI INTERNATIONAL AIRPORT

In April 2013, the Department of Homeland Security (DHS) and Customs and Border Protection (CBP) announced that they were in final negotiations with the United Arab Emirates to set up a preclearance facility at Abu Dhabi International Airport. The Committee took note that in contrast to existing CBP preclearance facilities, no American airline currently serves Abu Dhabi International Airport. On April 17, 2013, Chairman Frank A. LoBiondo of the Subcommittee on Aviation sent the DOT a letter in opposition of a CBP preclearance facility at Abu Dhabi International Airport. On April 18, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo and Ranking Member Rick Larsen of the Subcommittee on Aviation sent a joint letter with the Committee on Homeland Security to the DHS requesting information about the agency's decision to provide the CBP preclearance facility at Abu Dhabi International Airport.

DOT SEQUESTRATION DOCUMENTATION REQUEST AND OVERSIGHT

On April 25, 2013, in a follow-up to its earlier letter dated February 25, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure sent a letter in conjunction with House Committee on Oversight and Government Reform Chairman Darrell Issa to the DOT requesting that the Department provide both Committees with a comprehensive set of documents and communications related to the FAA's implementation of sequestration.

REVIEW OF SAFETY MANAGEMENT SYSTEMS IMPLEMENTATION

On May 3, 2013, Subcommittee on Aviation Chairman Frank A. LoBiondo requested that the GAO review the status of implementation of safety management systems across the aviation community, including the FAA's internal lines of business, airports, airlines and other industry segments, and assess the FAA's oversight.

OPPOSITION TO AIRSHOW FAA AIR TRAFFIC CONTROLLER FUNDING CUTS

On May 24, 2013, following an announcement that the FAA would begin charging air shows to provide air traffic control services, Chairman Bill Shuster of the Committee on Transportation and Infrastructure sent the FAA a letter asking the agency reconsider its decision regarding funding for EAA Air Venture in Oshkosh, Wisconsin.

REVIEW OF TSA MODIFICATIONS TO THE PROHIBITED ITEMS LIST

On June 24, 2013, Subcommittee on Aviation Chairman Frank A. LoBiondo requested that the GAO review TSA's process for modifying their prohibited items list, including how it consults with private and public stakeholders and how this process addresses TSA's risk-based approach toward screening procedures.

REVIEW OF FAA ORGANIZATIONAL STRUCTURE

On September 4, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo of the Subcommittee on Aviation requested the DOT IG review the FAA's current organizational structure, compare it with other countries' air traffic control organizations, and identify possible benefits of alternative structural reforms. The DOT IG is expected to issue their report in 2014.

NEW PILOT RECORDS DATABASE IMPLEMENTATION

On September 10, 2013, Chairman Frank A. LoBiondo and Ranking Member Rick Larsen of the Subcommittee on Aviation requested the DOT IG continue to monitor and examine FAA and industry progress in implementing the new pilot records database as mandated by the Airline Safety and Federal Aviation Administration Extension Act of 2010 (P.L. 111-216). This is the final major mandate put in place in response to the tragic February 2009 Colgan Air flight 3407 regional airline accident. The DOT IG is expected to issue their report in 2014.

RESPONDING TO NEXTGEN CHALLENGES: A REVIEW

On September 26, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo of the Subcommittee on Aviation requested GAO review how effectively the FAA has responded to the challenges in NextGen implementation that have been identified by the GAO and others.

EVALUATION OF FAA INFORMATION SECURITY CONTROLS
IMPLEMENTATION FOR AIR TRAFFIC CONTROL

On September 26, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo of the Subcommittee on Aviation requested that GAO update its 2005 study evaluating the extent the FAA has implemented effective information security controls for air traffic control.

UPDATE ON AIRPORT IMPROVEMENT PROGRAM FUNDING

On September 26, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo of the Subcommittee on Aviation requested that GAO review future demands on airport infrastructure and the funding capacity of airports to meet national and regional needs and to maintain a safe and efficient airport system.

AVIATION ACTIVITY FORECAST

On September 26, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo of the Subcommittee on Aviation requested that GAO study how the levels of aviation activity in the future will impact FAA operations and funding.

SESAR INTEROPERABILITY STUDY

On September 26, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo of the Subcommittee on Aviation requested that GAO review progress made by the FAA and key stakeholders to achieve global air traffic control harmonization and airspace interoperability, and in particular how the FAA's NextGen and the European's SESAR (the European air traffic control modernization program) can be better harmonized to streamline operations.

REVIEWING FAA'S ORGANIZATIONAL STRUCTURE

On October 1, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo and Ranking Member Rick Larsen of the Subcommittee on Aviation requested that the GAO gather a wide range of stakeholder perspectives, including labor, airlines, airports, and general aviation users, on the effectiveness of the FAA's organizational structure to support both the implementation of NextGen and the day-to-day operation of the National Airspace System.

UPDATE ON FOREIGN AIR NAVIGATION SERVICE PROVIDERS

On October 1, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo of the Subcommittee on Aviation requested that the GAO update its 2005 study on the characteristics and performance of international air navigation service providers and include a review of how international systems differ from the United States in terms of number and complexity of operations and safety.

MAXIMIZING PERFORMANCE BASED NAVIGATION PROCEDURES
THROUGH AIR TRAFFIC CONTROLLER AUTOMATION TOOLS

On October 3, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo and Ranking Member Rick Larsen of the Subcommittee on Aviation requested the DOT IG assess the FAA's progress in developing and deploying new air traffic controller automation tools needed to maximize the use of Performance Based Navigation procedures. The DOT IG accepted this request and is expected to issue their report in 2014.

UNMANNED AIRCRAFT SYSTEMS BASELINE STUDY

On November 20, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo and Ranking Member Rick Larsen of the Subcommittee on Aviation requested the GAO undertake a study to provide a baseline of information, status, challenges and recommendations for improvement with regard to the acquisition of unmanned aircraft systems' operational and safety data and the coordination of research and development activities among federal agencies and between the federal and private sectors.

UNMANNED AIRCRAFT SYSTEMS COMPETITIVENESS STUDY

On November 20, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo and Ranking Member Rick Larsen of the Subcommittee on Aviation requested GAO undertake a study to address the key similarities and differences in the progress, development, and civilian uses of unmanned aircraft systems in key international markets and our trading partners, their implications for American competitiveness, and what lessons can be found for the United States from international approaches to the development and integration of unmanned aircraft systems.

NEXTGEN ADVISORY COMMITTEE PRIORITIES FOR FAA'S NEXTGEN
UNDER SEQUESTRATION

On November 20, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo and Ranking Member Rick Larsen of the Subcommittee on Aviation requested that the DOT IG examine the FAA's response to the NextGen Advisory Committee's recommendations, including any actions the agency is taking to adjust its budget and plans.

FEDERAL AVIATION ADMINISTRATION'S CERTIFICATION PROCESSES

On November 22, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo of the Subcommittee on Aviation requested GAO conduct a review of the FAA's progress in carrying out recommendations developed from section 312 and 313 in the Reform Act concerning the FAA's attempts to streamline and reduce regional inconsistencies of interpretation for its certification processes.

FAA REVIEW AND REFORM

On November 22, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo of the Subcommittee on Aviation requested the GAO review and analyze the progress that the FAA has made in addressing its recommendations from section 812 of the Reform Act, which required the FAA to identify and develop recommendations to mitigate redundant, duplicative, ineffective or obsolete processes, positions, or offices.

ALTERNATIVE MECHANISMS OF PASSENGER FACILITY CHARGE COLLECTION

On November 22, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Frank A. LoBiondo of the Subcommittee on Aviation requested that the GAO update its earlier study of collection mechanisms for passenger facility charges and focus on alternative collection methods that were identified in the GAO's prior report, or have subsequently been identified, and evaluate the technological readiness of these alternatives.

HEARINGS HELD

Hearing entitled "Implementation of the FAA Modernization and Reform Act: One Year Later" (February 27, 2013) Committee Print Number 113-3.

Hearing entitled "Review of the FAA's Progress in Implementing the FAA Modernization and Reform Act" (May 16, 2013) Committee Print Number 113-15.

Hearing entitled "Lessons Learned from the Boeing 787 Incidents" (June 12, 2013) Committee Print Number 113-24.

Hearing entitled "Causes of Delays to the FAA's NextGen Program" (July 17, 2013) Committee Print Number 113-30.

Hearing entitled "Review of FAA's Certification Process: Ensuring an Efficient, Effective, and Safe Process" (October 30, 2013) Committee Print Number 113-40.

Hearing entitled "The State of American Aviation" (December 12, 2013) Committee Print Number 113-46.

**SUBCOMMITTEE ON COAST GUARD AND MARITIME
TRANSPORTATION**

**U.S. HOUSE OF REPRESENTATIVES
113TH CONGRESS**

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JOHN GARAMENDI, California, *Ranking Member*

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HOWARD COBLE, North Carolina	RICK LARSEN, Washington
FRANK A. LOBIONDO, New Jersey	TIMOTHY H. BISHOP, New York
PATRICK MEEHAN, Pennsylvania	LOIS FRANKEL, Florida
STEVE SOUTHERLAND II, Florida,	CORRINE BROWN, Florida
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TOM RICE, South Carolina	NICK J. RAHALL II, West Virginia
TREY RADEL, Florida	<i>(ex officio)</i>
MARK SANFORD, South Carolina	
BILL SHUSTER, Pennsylvania <i>(ex officio)</i>	

Legislative Activities

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2014

H.R. 3304/H.R. 1960

To authorize appropriations for fiscal year 2014 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

Summary

H.R. 3304 authorizes appropriations for fiscal year 2014 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year. H.R. 3304 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Coast Guard and Maritime Transportation and the Subcommittee on Aviation. The Committee on Transportation and Infrastructure worked with the Committee on Armed Services to clear provisions in H.R. 3304 within the Committee's jurisdiction.

Legislative History

H.R. 1960 was introduced by the Chairman of the Committee on Armed Services, Mr. Howard P. "Buck" McKeon, on May 14, 2013.

H.R. 1960 was reported with amendments by the Committee on Armed Services (House Report 113–102) on June 7, 2013.

H.R. 1960 was considered in the House under a Rule on June 12–14, 2013, and passed by a rollcall vote of 315 yeas and 108 nays (Rollcall No. 244).

On July 8, 2013, H.R. 1960 was received in the Senate, read twice and placed on the Senate Legislative Calendar under General Orders. (Calendar No. 126)

H.R. 3304 was introduced by Congressman Theodore E. Deutch (D–FL) on October 22, 2013.

H.R. 3304 was considered in the House under suspension of the Rules of the House of Representatives on October 28, 2013, and passed by voice vote.

On November 19, 2013, H.R. 3304 passed the Senate with amendments by Unanimous Consent.

On December 12, 2013, the House agreed to Senate amendments with an amendment pursuant to H. Res. 441. The amendment contains language similar to H.R. 1960.

FEDERAL AGRICULTURE REFORM AND RISK MANAGEMENT ACT OF 2013

IN CONFERENCE WITH SENATE (H.R. 2642/ H.R. 1947)

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes.

Summary

H.R. 2642 provides for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018. H.R. 2642 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Coast Guard and Maritime Transportation; Economic Development, Public Buildings, and Emergency Management; Highways and Transit; and Railroads, Pipelines, and Hazardous Materials.

Legislative Summary

H.R. 1947 was introduced by Congressman Frank D. Lucas (R-OK) on May 13, 2013.

H.R. 1947 was considered in the House on June 20, 2013, and failed on passage by recorded vote of 195 yeas to 234 nays (Rollcall No. 286).

H.R. 2642 was introduced by Congressman Frank D. Lucas (R-OK) on July 10, 2013. H.R. 2642 contains language similar to H.R. 1947.

H.R. 2642 passed the House by a rollcall vote of 216 yeas and 208 nays (Rollcall No. 353).

On July 16, 2013, H.R. 2642 was received in the Senate, read twice, and placed on the Senate Legislative Calendar.

On July 18, 2013, the Senate struck all after the Enacting Clause and substituted the language of S. 954 amended. Subsequently, the Senate passed the measure by unanimous consent.

On October 11, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure wrote a letter to Speaker John A. Boehner to request the appointment of conferees from the Committee on Transportation and Infrastructure.

On October 17, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R-CA) and Ranking Member Corrine Brown (D-FL) wrote letters to Congressman Frank D. Lucas, Senators Debbie Stabenow (D-MI) and Thad Cochran (R-

MS), and Congressman Collin C. Peterson (R-MN) to express objection to section 6206 of the Senate Amendment to H.R. 2642.

On October 25, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA) wrote letters to Congressman Frank D. Lucas (R-OK), Senators Debbie Stabenow (D-MI), and Thad Cochran (R-MS), and Congressman Collin C. Peterson (R-MN) in support of the House-passed reauthorization of the Food for Peace Program in H.R. 2642.

On October 30, 2013, the House and Senate began formal conference committee meetings.

TO AMEND TITLE 46, UNITED STATES CODE, TO EXTEND THE EXEMPTION FROM FIRE RETARDANT MATERIALS CONSTRUCTION REQUIREMENTS FOR VESSELS OPERATING WITHIN THE BOUNDARY LINE

H.R. 1961

Summary

H.R. 1961 extends through October 31, 2028, the exemption from vessel fire-retardant material construction requirements for certain vessels in operation before 1968 and operating in internal waters.

Legislative History

H.R. 1961 was introduced by Congressman Chabot on May 14, 2013, and referred to the Committee on Transportation and Infrastructure.

On July 18, 2013, the Committee met in open markup session and ordered H.R. 1961 favorably reported to the House by a voice vote.

The Committee reported H.R. 1961 to the House on July 24, 2013 (House Report 113-175), and the bill was placed on the Union Calendar (Calendar No. 127).

On September 25, 2013, H.R. 1961 was considered in the House under Suspension of the Rules and passed by the yeas and nays, 280-89 (Roll call No. 484).

On September 26, 2013, H.R. 1961 was received in the Senate.

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

COAST GUARD MISSION PERFORMANCE

On February 26, 2013, the Subcommittee on Coast Guard and Maritime Transportation held a hearing to examine how the Coast Guard allocates hours and resources among its multiple statutory missions, as well as how the Service measures mission performance. The Subcommittee heard testimony from the Coast Guard.

PORT AND VESSEL SAFETY AND SECURITY

On March 14, 2013, the Coast Guard held a classified briefing for Members of the Transportation and Infrastructure Committee on how it collects and disseminates intelligence on vessels bound for the United States, as well as the tactics the Service uses, and the capabilities it has, to interdict vessels which pose a threat. The

Coast Guard also discussed the security of port facilities and other shoreside infrastructure.

PORT AND VESSEL SAFETY AND SECURITY

On April 10, 2013, the Subcommittee on Coast Guard and Maritime Transportation held a hearing to review the efforts of the federal government to safeguard U.S. and international interests against acts of piracy off the coast of Africa and other waters. The Subcommittee heard testimony from the Coast Guard, the Navy, the Maritime Administration, Department of State, and Lloyd's Market Association.

COAST GUARD AND MARITIME TRANSPORTATION AGENCY BUDGETS

On Tuesday, April 16, 2013, the Subcommittee on Coast Guard and Maritime Transportation held a hearing to examine the fiscal year 2014 budget requests for the United States Coast Guard, the Federal Maritime Commission (FMC), and the Maritime Administration. The Subcommittee heard testimony from the Coast Guard, FMC, and the Maritime Administration.

REDUCING REGULATORY BURDENS AND ENCOURAGING JOB CREATION IN THE MARITIME SECTOR

On May 21, 2013, the Subcommittee on Coast Guard and Maritime Transportation held a hearing to examine the contributions of U.S.-flagged vessels and American mariners to our economy and national security. The Subcommittee heard testimony from the Department of Transportation, the United States Transportation Command, Shipbuilders Council of America, American Maritime Partnership, Marine Engineers' Beneficial Association, and the Seafarers International Union.

COAST GUARD RECAPITALIZATION

On June 26, 2013, the Subcommittee on Coast Guard and Maritime Transportation held a hearing to review the status of the Coast Guard's current program to recapitalize its aircraft, cutters and information technology systems, as well as to examine the program's sustainability. The Subcommittee heard testimony from the Coast Guard, Congressional Research Service, the Heritage Foundation, and the Center for American Progress.

PORT AND VESSEL SAFETY AND SECURITY

On July 31, 2013, the Subcommittee on Coast Guard and Maritime Transportation held a hearing to review Coast Guard maritime domain awareness (MDA) programs and whether such programs are improving the efficiency, safety, and security of maritime transportation. The Subcommittee heard testimony from the Coast Guard, the GAO, and MDA stakeholders in private industry and academia.

REDUCING REGULATORY BURDENS AND ENCOURAGING JOB CREATION IN THE MARITIME SECTOR

On September 10, 2013, the Subcommittee on Coast Guard and Maritime Transportation held a hearing to review the status of regulations by the Coast Guard, the Environmental Protection Agency

(EPA), the FMC, and the Maritime Administration, as well as examine how such regulations impact the maritime industry. The Subcommittee heard testimony from the Coast Guard, the FMC, the Maritime Administration, American Waterways Operators, USA Maritime, Sportfishing Association of California, National Customs Brokers and Forwarders Association of America, Consortium of State Maritime Academies, and the National Disability Rights Network.

REDUCING REGULATORY BURDENS AND ENCOURAGING JOB CREATION IN THE MARITIME SECTOR

On October 29, 2013, The Subcommittee on Coast Guard and Maritime Transportation met to examine regulatory and other issues impacting the maritime transportation sector that may be addressed in legislation. The Subcommittee heard testimony from the Coast Guard, the EPA, the Maritime Administration, the FMC, and the National Transportation Safety Board (NTSB).

COAST GUARD MISSION PERFORMANCE

On December 11, 2013, the Subcommittee on Coast Guard and Maritime Transportation held a hearing to examine factors inhibiting the Coast Guard ability to meet its mission performance targets and whether those targets are truly achievable, as well as to review what steps the Service might take to adjust performance targets to address these factors and to acquire and maintain the capabilities necessary to meet such revised targets. The Subcommittee heard testimony from the Coast Guard.

OVERSIGHT LETTERS

COAST GUARD RECAPITALIZATION

On February 5, 2013, Coast Guard and Maritime Transportation Subcommittee Chairman Duncan Hunter wrote a letter to Comptroller General Gene L. Dodaro of the GAO. The letter requested the GAO review several areas of the Coast Guard's recapitalization program in response to GAO's September 2012 report outlining the challenges the Coast Guard has faced in carrying out its ongoing recapitalization initiative.

ROTATIONAL CREWING ON THE NATIONAL SECURITY CUTTER

On June 26, 2013, Chairman Bill Shuster and Chairman Duncan Hunter transmitted a letter to GAO requesting a study concerning rotational crewing on the National Security Cutter.

COAST GUARD RECAPITALIZATION

On July 23, 2013, Chairman Duncan Hunter and Ranking Member John Garamendi of the Subcommittee on Coast Guard and Maritime Transportation, Representative Frank A. LoBiondo, and Representative Rick Larsen wrote a letter to Defense Secretary Hagel requesting he begin the transfer of 14 C-27J aircraft from the Air Force to the Coast Guard. The letter noted the transfer had the potential to provide up to \$826 million in cost avoidance over the recapitalization program of record.

COAST GUARD RECAPITALIZATION

On September 30, 2013, Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter wrote a letter to Admiral Robert Papp, Jr., the Commandant of the Coast Guard, requesting information concerning the planned capability of Offshore Patrol Cutter and its affordability.

REDUCING REGULATORY BURDENS AND ENCOURAGING JOB CREATION
IN THE MARITIME SECTOR

On October 25, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Chairman Duncan Hunter and Ranking Member John Garamendi of the Subcommittee on Coast Guard and Maritime Transportation wrote identical letters to Congressman Frank D. Lucas, Senator Debbie Stabenow, Senator Honorable Thad Cochran, and Congressman Collin C. Peterson to express support for House-passed reauthorization of the Food for Peace program. The Food for Peace program supports the viability of the U.S.-flag maritime sector by financing the transportation of U.S. grown agricultural commodities on U.S.-flag vessels to those in need across the globe.

HEARINGS HELD

Hearing entitled “Coast Guard Mission Balance.” (February 26, 2013) Committee Print Number 113–2

Hearing entitled “Updates on Efforts to Combat Piracy.” (April 10, 2013) Committee Print Number 113–7

Hearing entitled “President’s Fiscal Year 2014 Budget Request for Coast Guard and Maritime Transportation Programs.” (April 16, 2013) Committee Print Number 113–9

Hearing entitled “Maritime Transportation: The Role of U.S. Ships and Mariners.” (May 21, 2013) Committee Print Number 113–16

Hearing entitled “Coast Guard Readiness: Examining Cutter, Aircraft, and Communications Needs.” (June 26, 2013) Committee Print Number 113–26

Hearing entitled “How to Improve the Efficiency, Safety and Security of Maritime Transportation: Better Use and Integration of Maritime Domain Awareness Data.” (July 31, 2013) Committee Print Number 113–33

Hearing entitled “Maritime Transportation Regulations: Impacts on Safety, Security, Jobs, and the Environment.” (September 10, 2013) Committee Print Number 113–34

Hearing entitled “Coast Guard and Maritime Transportation Authorization Issues.” (October 29, 2013) Committee Print Number 113–39

Hearing entitled “Coast Guard Mission Execution: How Is the Coast Guard Meeting Its Goals?” (December 11, 2013) Committee Print Number 113–44

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

U.S. HOUSE OF REPRESENTATIVES

113TH CONGRESS

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ANDRE CARSON, Indiana, *Ranking Member*

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JOHN L. MICA, Florida	MICHAEL H. MICHAUD, Maine
ERIC A. "RICK" CRAWFORD, Arkansas	TIMOTHY J. WALZ, Minnesota
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SCOTT PERRY, Pennsylvania	NICK J. RAHALL II, West Virginia
MARK SANFORD, South Carolina	<i>(ex officio)</i>
BILL SHUSTER, Pennsylvania <i>(ex officio)</i>	

Legislative Activities

DISASTER RELIEF APPROPRIATIONS ACT, 2013

PUBLIC LAW 113–2 (H.R. 152)

To make supplemental appropriations for the fiscal year ending September 30, 2013, and for other purposes.

Summary

H.R. 152 makes supplemental appropriations for fiscal year 2013 to specified federal agencies and programs for expenses related to the consequences of Hurricane Sandy. The federal agencies to receive appropriations are the Department of Agriculture, Department of the Army, Small Business Administration, Department of Homeland Security, Department of the Interior, Department of Health and Human Services, Department of Defense, DOT, Department of Commerce, and the Department of Labor.

H.R. 152 also incorporates provisions of H.R. 219 amending the Robert T. Stafford Disaster Relief and Emergency Assistance Act to authorize the President, acting through the Administrator of Federal Emergency Management Agency, to approve public assistance projects for major disasters or emergencies under alternative procedures with the goal of: reducing the costs to the federal government of providing such assistance; increasing flexibility in the administration of assistance; expediting the provision of assistance to a state, tribal or local government, or owner or operator of a private nonprofit facility; and providing financial incentives and disincentives for the timely and cost-effective completion of projects.

Legislative History

H.R. 152 was introduced in the House on January 4, 2013.

On January 15, 2013, the House passed H. Res. 23, which directed the Clerk, in the engrossment of H.R. 152, to add the text of H.R. 219. Subsequently H.R. 152 passed the House by 241 yeas and 180 nays (Rollcall No. 23).

On January 22, 2013, H.R. 152 was received in the Senate.

On January 28, 2013, H.R. 152 was considered, and passed without amendment by the Senate by a vote of 62–36.

On January 29, 2013, the bill was then presented to the President and signed into law. (Public Law 113–2).

TO DESIGNATE THE HEADQUARTERS BUILDING OF THE COAST GUARD ON THE CAMPUS LOCATED AT 2701 MARTIN LUTHER KING, JR., AVENUE SOUTHEAST IN THE DISTRICT OF COLUMBIA AS THE “DOUGLAS A. MUNRO COAST GUARD HEADQUARTERS BUILDING” AND FOR OTHER PURPOSES.

PUBLIC LAW 113–31 (H.R. 2611)

Summary

H.R. 2611 designates the Coast Guard headquarters building on the campus located at 2701 Martin Luther King, Jr., Avenue, S.E., in the District of Columbia as the “Douglas A. Munro Coast Guard Headquarters Building.”

Legislative History

H.R. 2611 was introduced in the House by Congresswoman Norton on July 8, 2013.

On July 16, 2013, H.R. 2611 was ordered reported by the Committee (House Report. 113–153).

On July 16, 2013, H.R. 2611 passed the House under the suspension of the rules by a rollcall vote of 411 yeas and 0 nays (Rollcall No. 356).

On July 30, 2013, the Senate passed H.R. 2611 without amendment by unanimous consent.

H.R. 2611 was presented to the President on August 1, 2013, and President signed into law on August 9, 2013 (Public Law 113–31).

TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 101 EAST PECAN STREET IN SHERMAN, TEXAS, AS THE “PAUL BROWN UNITED STATES COURTHOUSE.”

PUBLIC LAW 113–58 (H.R. 185)

Summary

H.R. 185 designates the U.S. courthouse located at 101 East Pecan Street in Sherman, Texas, as the “Paul Brown United States Courthouse.”

Legislative Action

On January 4, 2013, H.R. 185 was introduced by Congressman Hall (R–TX).

On July 18, 2013, H.R. 185 was ordered reported by the Committee.

On September 27, 2013, H.R. 185 was reported to the House (House Report 113–232).

On October 22, 2013, H.R. 185 passed in the House under the suspension of the rules on a rollcall vote of 402 yeas and 1 nay (Rollcall No. 551).

H.R. 185 was received in the Senate on October 28, 2013.

TO DESIGNATE THE U.S. COURTHOUSE AND FEDERAL BUILDING LOCATED AT 118 SOUTH MILL STREET, IN FERGUS FALLS, MINNESOTA, AS THE “EDWARD J. DEVITT UNITED STATES COURTHOUSE AND FEDERAL BUILDING.”

PUBLIC LAW 113–60 (H.R. 2251)

Summary

H.R. 2251 designates the U.S. courthouse and federal building located at 118 South Mill Street, in Fergus Falls, Minnesota, as the “Edward J. Devitt United States Courthouse and Federal Building.”

Legislative History

On June 4, 2013, H.R. 2251 was introduced in the House by Congressman Peterson (D–MN).

On July 18, 2013, H.R. 2251 was ordered reported, amended, by the Committee.

On September 27, 2013, H.R. 2251 was reported to the House (House Report 113–234) and on September 28 passed by the House under the suspension of the rules by a rollcall vote of 416 yeas and 4 nays (Rollcall No. 496).

On September 30, 2013, H.R. 2251 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

On December 17, 2013, H.R. 2251 passed the Senate without amendment by Unanimous Consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE
NATIONAL PEACE OFFICERS’ MEMORIAL SERVICE

H. CON. RES. 18

Summary

H. Con. Res. 18 permitted the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event, the 32nd Annual National Peace Officers’ Memorial Service, on the Capitol Grounds on May 15, 2013, to honor the law enforcement officers who died in the line of duty during 2012.

Legislative History

H. Con. Res. 18 was introduced in the House by Congressman Barletta (R–PA) on February 26, 2013.

H. Con. Res. 18 was ordered reported by the Committee on February 28, 2013. H. Con. Res. 18 was reported to the House (House Report 113–18) and was considered under the suspension of the rules and passed by a rollcall vote of 388 yeas and 0 nays (Rollcall No. 77).

On March 21, 2013, H. Con. Res. 18 was agreed to in the Senate without amendment by Unanimous Consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE GREATER
WASHINGTON SOAP BOX DERBY

H. CON. RES. 19

Summary

H. Con. Res. 19 authorized the use of the Capitol Grounds for the Greater Washington Soap Box Derby held on June 15, 2013.

Legislative History

H. Con. Res. 19 was introduced in the House by Congressman Hoyer (D-MD) on February 26, 2013.

H. Con. Res. 19 was ordered reported by the Committee on February 28, 2013. H. Con. Res. 18 was reported to the House on March 18, 2013, and on the same day was considered under the suspension of the rules and passed by a rollcall vote of 386 yeas and 0 nays (Rollcall No. 78).

On March 21, 2013, H. Con. Res. 19 was agreed to in the Senate without amendment by Unanimous Consent

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE
NATIONAL HONOR GUARD AND PIPE BAND EXHIBITION

H. CON. RES. 32

Summary

H. Con. Res. 32 permitted the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event, the National Honor Guard and Pipe Band Exhibition, on the Capitol Grounds on May 14, 2013, in order to allow law enforcement representatives to exhibit their ability to demonstrate Honor Guard programs and provide for a bag pipe exhibition.

Legislative History

H. Con. Res. 32 was introduced in the House by Congressman Barletta (R-PA) on April 18, 2013, and was referred to the Committee on Transportation and Infrastructure.

On May 6, 2013, H. Con. Res. 32 was discharged from further consideration, and the resolution was agreed to in the House by Unanimous Consent.

On May 8, 2013, H. Con. Res. 32 was agreed to in the Senate without amendment by Unanimous Consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE DISTRICT
OF COLUMBIA SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN

H. CON. RES. 44

Summary

H. Con. Res. 44 authorized the use of the Capitol Grounds for the 28th Annual District of Columbia Special Olympics Law Enforcement Torch Run on September 27, 2013.

Legislative History

H. Con. Res. 44 was introduced in the House by Congresswoman Norton on July 8, 2013.

On July 10, 2013, H. Con. Res. 44 was ordered reported by the Committee. On July 22, 2013, H. Con. Res. 44 was reported to the House (House Report. 113–163) and was passed by the House under the suspension of the rules by a rollcall vote of 388 yeas and 0 nays (Rollcall No. 376).

On July 30, 2013, H. Con. Res. 44 was agreed to in the Senate without amendment by Unanimous Consent.

FEDERAL AGRICULTURE REFORM AND RISK MANAGEMENT ACT OF 2013

IN CONFERENCE WITH SENATE (H.R. 2642/H.R. 1947)

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes.

Summary

H.R. 2642 provides for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018. H.R. 2642 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Coast Guard and Maritime Transportation; Economic Development, Public Buildings, and Emergency Management; Highways and Transit; and Railroads, Pipelines, and Hazardous Materials.

Legislative Summary

H.R. 1947 was introduced by Congressman Frank D. Lucas (R-OK) on May 13, 2013.

H.R. 1947 was considered in the House on June 20, 2013 and failed on passage by recorded vote of 195 yeas to 234 nays (Rollcall No. 286).

H.R. 2642 was introduced by Congressman Frank D. Lucas (R-OK) on July 10, 2013. H.R. 2642 contains language similar to H.R. 1947.

H.R. 2642 passed the House by a rollcall vote of 216 yeas and 208 nays (Rollcall No. 353).

On July 16, 2013, H.R. 2642 was received in the Senate, read twice, and placed on the Senate Legislative Calendar.

On July 18, 2013, the Senate struck all after the Enacting Clause and substituted the language of S. 954 amended. Subsequently, the Senate passed the measure by unanimous consent.

On October 11, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure wrote a letter to Speaker John A. Boehner to request the appointment of conferees from the Committee on Transportation and Infrastructure.

On October 17, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R-CA) and Ranking Member Corrine Brown (D-FL) wrote letters to Congressman Frank D. Lucas, Senators Debbie Stabenow (D-MI) and Thad Cochran (R-MS), and Congressman Collin C. Peterson (R-MN) to

express objection to section 6206 of the Senate Amendment to H.R. 2642.

On October 25, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA) wrote letters to Congressman Frank D. Lucas (R-OK), Senators Debbie Stabenow (D-MI) and Thad Cochran (R-MS), and Congressman Collin C. Peterson (R-MN) in support of the House-passed reauthorization of the Food for Peace Program in H.R. 2642.

On October 30, 2013, the House and Senate began formal conference committee meetings.

WATER RESOURCES DEVELOPMENT ACT OF 2013

IN CONFERENCE WITH SENATE (H.R. 3080)

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

Summary

H.R. 3080 includes improvements to the National Dam Safety Program Act which is in the Subcommittee on Economic Development, Public Buildings, and Emergency Management's jurisdiction.

Legislative Summary

H.R. 3080 was introduced by Congressman Shuster (R-PA) on September 11, 2013, and referred to the Committee on Transportation and Infrastructure, the Committee on the Budget, the Committee on Ways and Means, and the Committee on Natural Resources.

On September 12, 2013, H.R. 3080 was referred to the Subcommittee on Water Resources and Environment.

On September 19, 2013, the Committee met in open markup session and ordered H.R. 3080 favorably reported to the House, as amended, by voice vote.

On October 21, 2013, H.R. 3080 was reported as amended by the Committee (House Report 113-246, Part 1) and placed on the Union Calendar (Calendar No. 174).

On October 23, 2013, H.R. 3080 was considered in the House pursuant to the provisions of H. Res. 385, and the bill was passed by a rollcall vote of 417 yeas and 3 nays (Rollcall No. 560).

On October 28, 2013, H.R. 3080 was received in the Senate, read twice, and placed on the Senate Legislative Calendar under General Orders (Calendar No. 224).

On October 31, 2013, the Senate considered H.R. 3080 by Unanimous Consent. The Senate insisted on its amendment (the text of S. 601 as passed by the Senate on May 15, 2013, requested a conference and appointed conferees). On November 14, 2013, the House disagreed with the Senate amendment, and agreed to a conference. On the same day, the Speaker appointed conferees.

From the Committee on Transportation and Infrastructure: Shuster, Duncan of Tennessee, LoBiondo, Graves of Missouri, Capito,

Miller of Michigan, Hunter, Bucshon, Gibbs, Hanna, Webster of Florida, Rice of South Carolina, Mullin, Rodney Davis of Illinois, Rahall, DeFazio, Brown of Florida, Eddie Bernice Johnson of Texas, Bishop of New York, Edwards, Garamendi, Hahn, Nolan, Frankel of Florida, and Bustos.

From the Committee on Natural Resources: Hastings (WA), Bishop (UT), and Napolitano

On November 20, 2013, the House and Senate held a formal conference meeting.

SANDY RECOVERY IMPROVEMENT ACT OF 2013

PENDING IN THE SENATE (H.R. 219)

To improve and streamline disaster recovery efforts by reducing costs without expanding eligibility or increasing the amount of disaster assistance currently available under the law.

Summary

H.R. 219 amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to streamline the FEMA debris removal process; to provide cost-effective federal assistance to individuals and households; to expedite hazard mitigation projects; to resolve project disputes to avoid cost overruns; to simplify the environmental review process; to clarify costs associated with essential state and local employees; to allow tribal governments to request disaster and emergency declarations; and to direct FEMA to submit recommendations to Congress to reduce future costs and loss of life.

Legislative History

H.R. 219 was introduced in the House by Congressman Denham (R-CA) on January 14, 2013, and was referred to the Committee on Transportation and Infrastructure. H.R. 219 was considered on the same day as introduction under the suspension of the rules and passed by a rollcall vote of 403 yeas and 0 nays (Rollcall No. 8).

On January 29, 2013, H.R. 152, making supplemental appropriations for the fiscal year ending September 30, 2013, and for other purposes, was presented to the President and signed into law. (Public Law 113–2). P.L. 113–2 includes H.R. 219.

FEDERAL DISASTER ASSISTANCE NONPROFIT FAIRNESS ACT OF 2013

PENDING IN THE SENATE (H.R. 592)

To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include houses of worship as an eligible private nonprofit facility and clarifies their eligibility for certain disaster assistance programs.

Summary

H.R. 592 ensures that churches, synagogues, mosques, temples, and other houses of worship are eligible for disaster relief and emergency assistance on terms equal to other eligible private nonprofit facilities.

Legislative Summary

H.R. 592 was introduced in the House by Congressman Smith (R–NJ) on February 8, 2013.

On February 13, 2013, H.R. 592 passed in the House under suspension of the rules by a rollcall vote of 354 yeas to 72 nays (Rollcall No. 39).

On February 14, 2013, H.R. 592 was received in the Senate and on March 13, 2013, H.R. 592 was read twice in the Senate and referred to the Committee on Homeland Security and Governmental Affairs.

TO DESIGNATE THE BUILDING OCCUPIED BY THE FEDERAL BUREAU OF INVESTIGATION LOCATED AT 801 FOLLIN LANE, VIENNA, VIRGINIA, AS THE “MICHAEL D. RESNICK TERRORIST SCREENING CENTER.”

PENDING IN THE SENATE (H.R. 3096)

Summary

H.R. 3096 designates the building occupied by the Federal Bureau of Investigation (FBI) located at 801 Follin Lane, Vienna, Virginia, as the “Michael D. Resnick Terrorist Screening Center.”

Legislative History

On September 12, 2013, H.R. 3096 was introduced by Congressman Connolly (D–VA)

On September 19, 2013, H.R. 3096 was ordered reported by the Committee. On September 27, 2013, H.R. 3096 was reported to the House (House Report 113–235) and passed the House under the suspension of the rules by a rollcall vote of 403 yeas to 2 nays. On the same day H.R. 3096 was subsequently received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

PUBLIC BUILDINGS SAVINGS AND REFORM ACT OF 2013

H.R. 2612

To amend title 40, United States Code, to improve the functioning and management of the Public Buildings Service.

Summary

H.R. 2612 amends the Public Buildings Act to improve the functioning and managing of the Public Buildings Service of GSA. The bill addresses waste and mismanagement identified by Committee investigations, GAO studies and the GSA Inspector General. Waste and mismanagement identified has included the expanding of the federal real property footprint, a lack of transparency on federal property information and utilization, the overbuilding of federal courthouses, and GSA’s bonus and internship systems and conferences.

Legislative Action

On July 8, 2013, H.R. 2612 was introduced by Congressman Barletta (R–PA).

On July 10, 2013, H.R. 2612 was ordered reported by the Committee.

TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 501 EAST COURT STREET IN JACKSON, MISSISSIPPI, AS THE “R. JESS BROWN UNITED STATES COURTHOUSE.”

H.R. 579

Summary

H.R. 579 designates the U.S. courthouse located at 501 East Court Street in Jackson, Mississippi, as the “R. Jess Brown United States Courthouse.”

Legislative History

On February 6, 2013, H.R. 579 was introduced by Congressman Thompson (D-MS).

On July 18, 2013, H.R. 579 was ordered reported by the Committee. H.R. 579 was reported to the House on September 27, 2013.

FEMA REAUTHORIZATION ACT OF 2013

H.R. 3300

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

Summary

H.R. 3300 reauthorizes FEMA through fiscal year 2016 at \$972 million each year; reauthorizes the Integrated Public Alert and Warning System; reauthorizes the Urban Search and Rescue Response System; and reauthorizes the Emergency Management Assistance Compacts Grants through fiscal year 2016.

Legislative History

On September 18, 2013, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled “FEMA Reauthorization: Recovering Quicker and Smarter.” On October 2, 2013, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled “FEMA Reauthorization: Ensuring the Nation is Prepared.” Both these hearing were held in preparation for drafting the language of H.R. 3300.

On October 22, 2013, H.R. 3300 was introduced by Congressman Shuster (R-PA).

On October 29, 2013, the Committee met in open markup session and ordered H.R. 3300 reported, as amended.

COMMITTEE RESOLUTIONS (AUTHORIZING THE GENERAL SERVICES ADMINISTRATION CAPITAL INVESTING AND LEASING PROGRAM)

In 2013, the Committee continued to work to cut waste and the cost of federal property and leases. The Committee approved a total of 25 GSA resolutions resulting in a total savings of more than \$668 million.

On February 28, 2013, the Committee approved 16 GSA lease resolutions and two alteration project resolutions. The lease resolutions included the Departments of Defense, Agriculture, Treasury, Interior, Commerce, Health and Human Services, Homeland Security, Justice, Veterans Affairs, and the National Labor Relations Board. The two alteration projects included multiple federally owned buildings to maximize utilization and address life safety issues. The Committee approved resolutions represent a \$27,574,718 potential reduction in annual lease payments and \$357,045,783 total reduction over the lease terms from the prospectuses submitted by the Administration or current leases.

Department of Agriculture—Forest Service—Northern Virginia—PVA-07-WA12

Rentable Square Feet: 106,000

Lease Term: 15 years

Annual Rent: \$4,134,000

Department of the Treasury—Financial Management Service—Suburban Maryland—PMD-05-WA12

Rentable Square Feet: 327,000

Lease Term: 5 years

Annual Rent: \$8,502,000

Alteration-Consolidation Projects—Various Locations—PCO-0001-VA13

Total Proposed Cost: \$16,100,000

Alteration-Exigent Need Projects—Various Locations—PEX-00001

Total Proposed Cost: \$122,936,000

Department of the Interior—Fish and Wildlife Service—Northern Virginia—PVA-09-WA13

Rentable Square Feet: 183,000

Lease Term: 15 years

Annual Rent: \$7,137,000

National Labor Relations Board—Washington, DC—PDC-05-WA13

Rentable Square Feet: 155,000

Lease Term: 15 years

Annual Rent: \$7,750,000

Department of Commerce—Bureau of Economic Analysis—Washington, DC—PDC-12-WA13

Rentable Square Feet: 135,000

Lease Term: 15 years

Annual Rent: \$6,750,000

Department of Health and Human Services—Administration for Children and Families—Washington, DC—PDC-11-WA13

Rentable Square Feet: 214,000

Lease Term: 15 years

Annual Rent: \$10,700,000

Department of Homeland Security—Office of the Inspector General—Washington, DC—PDC-02-WA13

Rentable Square Feet: 110,000

Lease Term: 15 years

Annual Rent: \$5,500,000

Department of Justice—Washington, DC—PDC-01-WA13
 Rentable Square Feet: 77,000
 Lease Term: 5 years
 Annual Rent: \$3,850,000

Department of Veterans Affairs—Washington, DC—PDC-08-WA13
 Rentable Square Feet: 170,868
 Lease Term: 5 years
 Annual Rent: \$8,543,400

Department of Homeland Security—United States Customs and Border Patrol—Queens, NY—PNY-02-QU13
 Rentable Square Feet: 146,000
 Lease Term: 15 years
 Annual Rent: \$6,716,000

Department of Defense—Northern Virginia—PVA-04-WA13
 Rentable Square Feet: 585,000
 Lease Term: 15 years
 Annual Rent: \$22,815,000

Department of Defense—Northern Virginia—PVA-06-WA13
 Rentable Square Feet: 448,000
 Lease Term: 15 years
 Annual Rent: \$17,472,000

Department of Homeland Security—United States Customs and Border Protection—Northern Virginia—PVA-070WA13
 Rentable Square Feet: 169,000
 Lease Term: 15 years
 Annual Rent: \$6,591,000

Department of Health and Human Services—Agency for Healthcare Research and Quality—Suburban Maryland—PMD-04-WA13
 Rentable Square Feet: 133,895
 Lease Term: 5 years
 Annual Rent: \$4,686,325

Department of Health and Human Services—Substance Abuse and Mental Health Services—Suburban Maryland—PMD-03-WA13
 Rentable Square Feet: 228,020
 Lease Term: 2 years
 Annual Rent: \$7,980,700

Department of Defense—Northern Virginia—PVA-04-WA12
 Rentable Square Feet: 281,000
 Lease Term: 15 years
 Annual Rent: \$10,959,000

On May 16, 2013, the Committee approved one GSA alteration project resolution. The resolution provides for the reconfiguration of space at the United States Courthouse in Greenbelt, Maryland. The resolution authorizes \$10,000,000 to accommodate an additional magistrate courtroom and additional chambers within the existing building. The proposal is in lieu of the construction of a new 262,000-gross-square-foot annex that was estimated in 2009 to cost \$128 million. As a result, the Committee estimates savings exceeding \$1.8 million.

Alteration—United State Courthouse—Greenbelt, MD—PMD-0232-GR13

Total Proposed Cost: \$10,000,000

On July 10, 2013, the Committee approved one GSA alteration project resolution. The resolution provides for the repair of Building 7 in the Auburn Federal Complex, Auburn, WA. The resolution would authorize \$17,000,000 for repairs that are critical to address structural damages that resulted from severe snowstorms. This project is necessary given the life safety concerns.

Alteration—Auburn Federal Complex—Auburn, WA—PWA-0831-AU14

Total Proposed Cost: \$17,000,000

On December 4, 2013, the Committee approved five GSA lease resolutions. The lease resolutions included the Nuclear Regulatory Commission (NRC) and Departments of Justice, Homeland Security, and Housing and Urban Development. The Committee approved resolutions represent a \$12,907,308 reduction in annual lease payments and \$193,609,620 total reduction over the lease terms from the prospectuses submitted by the Administration or current leases.

Nuclear Regulatory Commission—Suburban Maryland—PMD-04-WA11

Rentable Square Feet: 348,000
Lease Term: 15 years
Annual Rent: \$11,832,000

Department of Homeland Security—Customs and Border Protection—Washington, DC—PDC-05-WA14

Rentable Square Feet: 109,000
Lease Term: 15 years
Annual Rent: \$5,450,000

Department of Housing and Urban Development—Washington, DC—PDC-01-WA14

Rentable Square Feet: 86,000
Lease Term: 15 years
Annual Rent: \$4,300,000

Department of Justice—Federal Bureau of Investigation—Washington, DC—PDC-04-WA14

Rentable Square Feet: 157,000
Lease Term: 15 years
Annual Lease: \$7,850,000

Department of Justice—United States Marshals Service—Northern Virginia—PVA-03-WA14

Rentable Square Feet: 371,000
Lease Term: 15 years
Annual Lease: \$14,469,000

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

FBI HEADQUARTERS CONSOLIDATION

On March 13, 2013, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled “FBI Headquarters Consolidation” to review the need for a new FBI headquarters, consider the best solution to meet the needs of the FBI and protect the taxpayer, options for financing this major project, and how and whether the existing FBI headquarters building can and should be leveraged. The hearing was conducted to inform Members as the Committee considers whether to authorize the GSA to proceed with the project. The Subcommittee received testimony from five Members of Congress representing states and districts in the National Capital Region, GSA, and the FBI.

SAVING TAXPAYER DOLLARS: FREEZING THE FEDERAL REAL ESTATE FOOTPRINT

On May 22, 2013, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing to examine efforts by federal agencies to freeze and reduce their real estate footprint. The Subcommittee received testimony from GSA, DHS, the Department of Health and Human Services, and the NRC.

ROUNDTABLE—BENEFITS AND CHALLENGES OF PUBLIC-PRIVATE PARTNERSHIPS IN FEDERAL REAL ESTATE

On July 23, 2013, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a roundtable discussion to explore how public-private partnerships could be used to meet the real estate needs of the federal government. Subcommittee Chairman Lou Barletta led a discussion with private sector real estate executives that specialize in the designing, construction, development, financing, and operation of real estate.

FEMA REAUTHORIZATION: RECOVERING QUICKER AND SMARTER

On September 18, 2013, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing to review recovery efforts from Hurricane Sandy, the tornadoes in Oklahoma, and other recent disasters to ensure effective coordination among federal, state, tribal, and local agencies in helping communities to recover in a quicker and smarter way. The hearing also focused on how reforms enacted in the Sandy Recovery Improvement Act of 2013 are helping to address red tape and streamline the recovery process for recent disasters. The Subcommittee received testimony from FEMA, the Department of Housing and Urban Development, Small Business Administration, and state and local emergency managers and tribal representatives involved in disaster recovery efforts in various jurisdictions.

FEMA REAUTHORIZATION: ENSURING THE NATION IS PREPARED

On October 2, 2013, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing to examine FEMA's Integrated Public Alert and Warning System and National Urban Search and Rescue System to evaluate the need for reform legislation in the context of a proposed reauthorization of FEMA. The Subcommittee received testimony from FEMA, a Central Region Representative of the Urban Search and RescueSystem, representatives of the wireless and broadcasting industries, and a local emergency alert user.

FEDERAL TRIANGLE SOUTH: REDEVELOPING UNDERUTILIZED FEDERAL PROPERTY THROUGH PUBLIC-PRIVATE PARTNERSHIPS

On November 19, 2013, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing to receive testimony related to Federal Triangle South in Washington, D.C., as a case study for redeveloping underutilized federal properties through public-private partnerships. The Subcommittee received testimony from Congressman Jeff Denham (R-CA), GSA, the National Capital Planning Commission, and the Urban Land Institute.

ROUNDTABLE DISCUSSION ON OPPORTUNITIES AND USES OF PUBLIC-PRIVATE PARTNERSHIPS IN FEDERAL REAL ESTATE

On December 16, 2013, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a roundtable on the topic of exploring how public-private partnerships could be better utilized to meet the real estate needs of the federal government. The discussion focused on the opportunities for public-private partnerships and the obstacles that are preventing their use. Chairman Bill Shuster and Subcommittee Chairman Lou Barletta led a discussion with Members of the Subcommittee, GSA Administrator Tangherlini, and private sector real estate executives.

OVERSIGHT LETTERS

GAO OFFICE REPORTS

On February 6, 2013, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta sent a letter to GAO Comptroller General Gene L. Dodaro asking to be included as a requester on three reports that were underway at the beginning of the 113th Congress. The three reports are titled: Review of the Judiciary's 5-Year Courthouse Construction Plan; Review of the planning for use, retention, or disposal of existing Courthouse; and Review of FEMA's efforts to modernize the Emergency Alert System and implement the Integrated Public Alert and Warning System.

NUCLEAR REGULATORY COMMISSION'S HOUSING PLAN

On March 26, 2013, Subcommittee on Economic Development, Public Buildings, and Emergency Management Chairman Lou Barletta sent a letter to NRC Chairwoman Allison M. Macfarlane requesting current housing and staff numbers at their White Flint, Maryland, campus. The letter was in response to the NRC's request to renew their lease for the White Flint Two building despite constructing a third building on the campus that is currently vacant. The Committee must authorize GSA leases that cost \$2.79 million or more annually. The White Flint Two lease exceeds the \$2.79 million threshold. In order for the Committee to better understand why renewing the White Flint Two lease makes sense, Subcommittee Chairman Lou Barletta requested information relating to how much space the NRC owns; how much space the NRC leases; the total square footage in each building they operate; total staff levels over the past ten years; current total staff levels; number of temporary, part time, and contracted workers; current utilization rates at each building; and other information. After working with the NRC and GSA, the Committee brokered an agreement that will put 1,100 additional employees into NRC's buildings by having space backfilled by the Food and Drug Administration (FDA). As a result, FDA has agreed to relinquish four leases that will save the taxpayer \$145.8 million. The Committee approved the NRC lease prospectus on December 4, 2013, conditioned on this agreement.

HEARINGS HELD

Hearing entitled "FBI Headquarters Consolidation." (March 13, 2013) Committee Print Number 113-5.

Hearing entitled "Saving Taxpayer Dollars: Freezing the Federal Real Estate Footprint." (May 22, 2013) Committee Print Number 113-18.

Hearing entitled "FEMA Reauthorization: Recovering Quicker and Smarter." (September 18, 2013) Committee Print Number 113-35.

Hearing entitled "FEMA Reauthorization: Ensuring the Nation is Prepared." (October 2, 2013) Committee Print Number 113-37.

Hearing entitled "Federal Triangle South: Redeveloping Underutilized Federal Property Through Public-Private Partnerships." (November 19, 2013) Committee Print Number 113-43.

**SUBCOMMITTEE ON HIGHWAYS AND TRANSIT U.S.
HOUSE OF REPRESENTATIVES 113TH CONGRESS**

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Legislative Activities

TO DESIGNATE THE NEW INTERSTATE ROUTE 70 BRIDGE OVER THE
MISSISSIPPI RIVER CONNECTING ST. LOUIS, MISSOURI, AND SOUTH-
WESTERN ILLINOIS AS THE "STAN MUSIAL VETERANS MEMORIAL
BRIDGE"

PUBLIC LAW 113–18 (H.R. 2383)

Summary

The bill names the new Interstate Route 70 bridge over the Mississippi River that connects St. Louis, Missouri, to southwestern Illinois as the "Stan Musial Veterans Memorial Bridge."

Legislative History

H.R. 2383 was introduced by Congressman Davis (R–IL) on June 14, 2013. On June 17, 2013, the bill was referred to the Subcommittee on Highways and Transit.

On June 25, 2013, H.R. 2383 passed the House under suspension of the rules, 395–2.

On June 27, 2013, the bill passed the Senate without amendment by unanimous consent.

On July 12, 2013, the President signed the bill and it became Public Law 113–18.

TO ENSURE THAT ANY NEW OR REVISED REQUIREMENT PROVIDING FOR THE SCREENING, TESTING, OR TREATMENT OF INDIVIDUALS OPERATING COMMERCIAL MOTOR VEHICLES FOR SLEEP DISORDERS IS ADOPTED PURSUANT TO A RULEMAKING PROCEEDING, AND FOR OTHER PURPOSES

PUBLIC LAW 113–45 (H.R. 3095)

Summary

The bill ensures that if the Secretary of Transportation proposes new or revised requirements for the screening, testing, or treatment of individuals operating commercial motor vehicles for sleep disorders, the proposed new or revised requirements must be enacted pursuant to a rulemaking proceeding.

Legislative History

H.R. 3095 was introduced by Congressman Bucshon (R-IN) on September 12, 2013. On September 13, 2013, the bill was referred to the Subcommittee on Highways and Transit.

On September 19, 2013, the Committee met in open session to mark up H.R. 3095. The bill was ordered reported by voice vote.

On September 26, 2013, H.R. 3095 passed the House under suspension of the rules, 405–0 (Rollcall No. 486).

On October 4, 2013, H.R. 3095 passed the Senate without amendment by unanimous consent.

On October 15, 2013, the President signed the bill and it became Public Law 113–45.

TO AMEND TITLE 23, UNITED STATES CODE, WITH RESPECT TO THE OPERATION OF VEHICLES ON CERTAIN WISCONSIN HIGHWAYS, AND FOR OTHER PURPOSES

PENDING IN THE SENATE (H.R. 2353)

Summary

The bill grandfathers Wisconsin truck weight laws on U.S. Route 41 in Wisconsin when that route is designated as part of the Interstate Highway System. This will allow trucks to continue to operate on U.S. Route 41 in Wisconsin at the state weight limits prior to Interstate Highway System designation.

Legislative History

H.R. 2353 was introduced by Congressman Petri (R-WI) on June 13, 2013. On June 14, 2013, the bill was referred to the Subcommittee on Highways and Transit.

On July 18, 2013, H.R. 2353 was marked up by the Committee. The bill was ordered reported by voice vote.

On July 22, 2013, H.R. 2353 passed the House under suspension of the rules, by voice vote.

On July 23, 2013, the bill was received in the Senate and read twice and referred to the Committee on Environment and Public Works.

TO AUTHORIZE THE SECRETARY OF TRANSPORTATION TO OBLIGATE
FUNDS FOR EMERGENCY RELIEF PROJECTS ARISING FROM DAMAGE
CAUSED BY SEVERE WEATHER EVENTS IN 2013, AND FOR OTHER
PURPOSES

PENDING IN THE SENATE (H.R. 3174)

Summary

The bill authorizes the Secretary of Transportation to obligate previously authorized or appropriated funds from the Federal Highway Administration's Emergency Relief Program for projects resulting from damage caused by severe weather events in 2013, without regard to any limitation on the amount that may be obligated for such projects in a particular state.

Legislative History

H.R. 3174 was introduced by Congressman Gardner (R-CO) on September 25, 2013. On September 26, 2013, the bill was referred to the Subcommittee on Highways and Transit.

On September 30, 2013, the bill passed the House under suspension of the rules, by voice vote.

On October 1, 2013, H.R. 3174 was received in the Senate.

On October 17, 2013, the President signed H.R. 2775, making continuing appropriations for the fiscal year ending September 30, 2014, and for other purposes, and it became Public Law 113-46. P.L. 113-46 included a modified version of the language in H.R. 3174.

Oversight Activities

MEETINGS, HEARINGS, AND ROUNDTABLES

IMPLEMENTING MAP-21: PROGRESS REPORT FROM U.S. DEPARTMENT OF TRANSPORTATION MODAL ADMINISTRATORS

On March 14, 2013, the Subcommittee on Highways and Transit held a hearing entitled "Implementing MAP-21: Progress Report from U.S. Department of Transportation Modal Administrators." The purpose of the hearing was to receive updates from DOT modal agencies related to implementing programmatic reforms and meeting deadlines mandated in the Moving Ahead for Progress in the 21st Century Act (MAP-21; P.L. 112-141). The Subcommittee received testimony from Administrator Victor Mendez of FHWA, Administrator Peter Rogoff of FTA, Administrator Anne Ferro of the Federal Motor Carrier Safety Administration (FMCSA) and Administrator David Strickland of the National Highway Traffic Safety Administration (NHTSA).

IMPLEMENTING MAP-21: THE STATE AND LOCAL PERSPECTIVE

On April 25, 2013, the Subcommittee on Highways and Transit held a hearing entitled "Implementing MAP-21: The State and Local Perspective." The purpose of the hearing was to obtain an update of the state and local perspective on the progress of DOT toward implementing programmatic reforms and meeting deadlines mandated in MAP-21. The Subcommittee received testimony from

representatives of the American Association of State Highway and Transportation Officials (AASHTO), the American Public Transportation Association (APTA), the Association of Metropolitan Planning Organizations, the National Association of Development Organizations, the National Conference of State Legislatures, and the San Francisco Municipal Transportation Agency.

ROUNDTABLE: CONNECTED VEHICLES AND THE IMPACTS OF SPECTRUM SHARING

On May 7, 2013, the Subcommittee on Highways and Transit held a roundtable discussion entitled “Connected Vehicles and the Impacts of Spectrum Sharing.” The purpose of the discussion was to identify the challenges and potential safety benefits of implementing connected vehicle technology. Participants included DOT, the National Telecommunications and Information Administration, the Alliance of Automobile Manufacturers, the Intelligent Transportation Society of America, the Connected Vehicle Trade Association, Cisco, and Qualcomm.

THE IMPACTS OF THE DEPARTMENT OF TRANSPORTATION’S COMMERCIAL DRIVER HOURS-OF-SERVICE REGULATIONS

On June 18, 2013, the Subcommittee on Highways and Transit held a hearing entitled, “The Impacts of the Department of Transportation’s Commercial Driver Hours-of-Service Regulations.” The purpose of the hearing was to learn how the revised hours-of-service regulations would potentially negatively impact drivers, motor carriers, and the American economy. The Subcommittee received testimony from representatives of FMCSA, the American Trucking Associations, the Owner-Operator Independent Drivers Association, the Commercial Vehicle Safety Alliance, the National Ready Mixed Concrete Association, and Advocates for Highway and Auto Safety.

HOW THE FINANCIAL STATUS OF THE HIGHWAY TRUST FUND IMPACTS SURFACE TRANSPORTATION PROGRAMS

On July 23, 2013, the Subcommittee on Highways and Transit held a hearing entitled, “How the Financial Status of the Highway Trust Fund Impacts Surface Transportation Programs.” The purpose of the hearing was to obtain information on the current financial status of the Highway Trust Fund and its impact on federal surface transportation programs. The Subcommittee received testimony from representatives of the Congressional Budget Office and DOT.

HOW AUTONOMOUS VEHICLES WILL SHAPE THE FUTURE OF SURFACE TRANSPORTATION

On November 19, 2013, the Subcommittee on Highways and Transit held a hearing entitled, “How Autonomous Vehicles Will Shape the Future of Surface Transportation.” The purpose of the hearing was to learn how the introduction of autonomous vehicles would impact current policy and other challenges. The Subcommittee received testimony from representatives of NHTSA, General Motors, Nissan North America, Inc., Carnegie Mellon University, AASHTO, and the Eno Center on Transportation.

EXAMINING THE CURRENT AND FUTURE DEMANDS ON THE FEDERAL
TRANSIT ADMINISTRATION'S CAPITAL INVESTMENT GRANTS

On December 11, 2013, the Subcommittee on Highways and Transit held a hearing entitled, "Examining the Current and Future Demands on the Federal Transit Administration's Capital Investment Grants." The purpose of the hearing was to understand changes made to the New Starts program in the Moving Ahead for Progress in the 21st Century Act (MAP-21; P.L. 112-141) and highlight the growth in eligible projects and applications for the program's approximately \$2 billion in annual funding. The Subcommittee received testimony from representatives of the FTA, the Chicago Transit Authority, Utah Transit Authority, and the Cato Institute and a local mayor.

OVERSIGHT LETTERS

COMMERCIAL DRIVER HOURS-OF-SERVICE REGULATIONS

On March 18, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Chairman Thomas E. Petri and then-Ranking Member Peter A. DeFazio of the Subcommittee on Highways and Transit sent a letter to the Secretary of Transportation Ray LaHood that requested a stay on the Final Rule on Hours of Service of Drivers (HOS) (76 Fed. Reg. 81134 (December 27, 2011)), which was scheduled to take effect on July 1, 2013. The Chairmen and Ranking Members requested DOT delay implementation of the HOS rule until three months after a decision was issued by the United States Court of Appeals for the District of Columbia Circuit on a petition for review of the rule. On April 23, 2013, Secretary LaHood denied the request for a stay citing the interest of highway safety.

SPECTRUM FOR CONNECTED VEHICLES

On June 3, 2013, Chairman Thomas E. Petri and then-Ranking Member Peter A. DeFazio of the Subcommittee on Highways and Transit sent a letter to the Acting Chairman Mignon Clyburn of the Federal Communications Commission (FCC) to express interest in opening the 5 GHz band for use by unlicensed wireless devices, in particular the potential interference issues with unlicensed wireless devices and connected vehicle technology. On September 30, 2013, Chairman Clyburn responded, indicating that the FCC is dedicated to reviewing the extensive record and facts before making any determination regarding the rules in the specific range discussed.

HOURS OF SERVICE

On September 16, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure and Chairman Thomas E. Petri of the Subcommittee on Highways and Transit sent a letter regarding hours-of-service regulations to the Secretary of Transportation Anthony Foxx. The Chairmen included a letter sent to the Secretary on August 29, 2013, by 51 Members of the House of Representatives pertaining to the field-study on the efficacy of the 34-hour restart rule, which is applicable to operators of commercial

motor vehicles. The study remains unfinished despite being mandated by MAP-21 to be completed by March 31, 2013. This study was intended to help Congress better understand the true costs and benefits of the new hours-of-service rule and the information will be beneficial to drafting the next surface transportation reauthorization bill. The Subcommittee has not received a response.

NONEMERGENCY MEDICAL TRANSPORTATION

In a letter to the GAO sent on October 3, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Chairman Thomas E. Petri and Ranking Member Eleanor Holmes Norton of the Subcommittee on Highways and Transit asked for assistance in reviewing key areas of nonemergency medical transportation coordination efforts. Providing nonemergency transportation for medical care and services is an ongoing challenge for states as transportation needs and costs continue to rise. In 2012, GAO previously reported that federal interagency coordination efforts pertaining to human services transportation could be strengthened and that barriers to successful transportation coordination are still evident. In the letter, the Chairmen and Ranking Members asked for assistance in the following areas: the extent of efforts to coordinate nonemergency transportation between agencies and programs; how, if at all, non-emergency medical providers at the state and local level are cording funding and service for such transportation; and key challenges to coordination of such services and potential solutions. On November 18, 2013, GAO accepted the request and the issue is currently under review.

PHASE 2 DRIVER DISTRACTION GUIDELINES

On November 12, 2013, Subcommittee on Highways and Transit Chairman Thomas E. Petri sent a letter to Administrator David Strickland of the NHTSA regarding pending Phase 2 Driver Distraction Guidelines. NHTSA plans to release guidelines on portable and aftermarket electronic devices brought into motor vehicles by drivers or passengers, including GPS navigation systems, smartphones, electronic tablets and pads, and other mobile communications devices. Chairman Thomas E. Petri requested that NHTSA adhere to its statutory regulatory authority in this matter. The Subcommittee has not received a response.

IN-KIND MATCH FOR INTERCITY BUS TRANSPORTATION

On November 22, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure sent a letter to the Secretary of Transportation Anthony Foxx urging the FTA to allow both the operating and capital costs of the unsubsidized segment of an intercity bus project to be used as the in-kind local match. FTA proposed in its *Formula Grants for Rural Areas: Program Guidance and Application Instructions (FTA C 9040.1G)* that the in-kind match for intercity bus transportation projects be limited to the capital costs of the unsubsidized segment, which is contrary to congressional intent in MAP-21.

HEARINGS HELD

Hearing entitled “Implementing MAP-21: Progress Report from U.S. Department of Transportation Modal Administrators.” (March 14, 2013) Committee Print Number 113–6.

Hearing entitled “Implementing MAP-21: The State and Local Perspective.” (April 25, 2013) Committee Print Number 113–14.

Hearing entitled “The Impacts of the Department of Transportation’s Commercial Driver Hours-of-Service Regulations.” (June 18, 2013) Committee Print Number 113–25.

Hearing entitled “How the Financial Status of the Highway Trust Fund Impacts Surface Transportation Programs.” (July 23, 2013) Committee Print Number 113–31.

Hearing entitled “How Autonomous Vehicles Will Shape the Future of Surface Transportation.” (November 19, 2013) Committee Print Number 113–42.

Hearing entitled “Examining the Current and Future Demands on the Federal Transit Administration’s Capital Investment Grants.” (December 11, 2013) Committee Print Number 113–45.

SUBCOMMITTEE ON RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS U.S. HOUSE OF REPRESENTATIVES 113TH CONGRESS

JEFF DENHAM, California, *Chairman*
CORRINE BROWN, Florida, *Ranking Member*

JOHN J. DUNCAN, JR., Tennessee
JOHN L. MICA, Florida
GARY G. MILLER, California
SAM GRAVES, Missouri
SHELLEY MOORE CAPITO, West Virginia
CANDICE S. MILLER, Michigan
LOU BARLETTA, Pennsylvania
LARRY BUCSHON, Indiana
BOB GIBBS, Ohio
PATRICK MEEHAN, Pennsylvania
RICHARD L. HANNA, New York
DANIEL WEBSTER, Florida
THOMAS MASSIE, Kentucky
ROGER WILLIAMS, Texas
TREY RADEL, Florida
SCOTT PERRY, Pennsylvania
BILL SHUSTER, Pennsylvania (*ex officio*)

JERROLD NADLER, New York
ELIJAH E. CUMMINGS, Maryland
MICHAEL H. MICHAUD, Maine
GRACE F. NAPOLITANO, California
TIMOTHY J. WALZ, Minnesota
ALBIO SIRES, New Jersey
JANICE HAHN, California
ANN KIRKPATRICK, Arizona
ELIZABETH H. ESTY, Connecticut
PETER A. DeFAZIO, Oregon
MICHAEL E. CAPUANO, Massachusetts
NICK J. RAHALL II, West Virginia
(*ex officio*)

Legislative Activities

TO AMEND TITLE 49, UNITED STATES CODE, TO MODIFY REQUIREMENTS RELATING TO THE AVAILABILITY OF PIPELINE SAFETY REGULATORY DOCUMENTS, AND FOR OTHER PURPOSES

PUBLIC LAW 113–30 (H.R. 2576)

Summary

H.R. 2576 revises certain minimum pipeline safety standards to delay from January 3, 2012, to January 3, 2015, the requirement that the Secretary of Transportation issue a regulation that incorporates by reference any pipeline safety regulatory documents or portions only if such documents are made available to the public, free of charge, on an internet website, and for other purposes. The

legislation corrects an unintended consequence of the Pipeline Safety and Regulatory Certainty and Job Creation Act of 2011 (P.L. 112–90) by protecting intellectual property rights.

Legislative History

H.R. 2576 was introduced by Congressman Denham (R–CA) on June 28, 2013.

On July 1, 2013, H.R. 2576 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

On July 10, 2013, H.R. 2576 was considered and marked up in Full Committee. The bill was ordered reported by voice vote.

On July 16, H.R. 2576 was reported by the Committee (House Report 113–152, Part I). On the same date, it was passed and agreed to in the House under suspension, by a vote of 405–2 (Rollcall No. 354).

On August 1, 2013, the Senate Committee on Commerce, Science, and Transportation discharged the bill and passed the Senate by unanimous consent.

On August 9, 2013, H.R. 2576 became Public Law 113–30.

FEDERAL AGRICULTURE REFORM AND RISK MANAGEMENT ACT OF 2013

IN CONFERENCE WITH SENATE (H.R. 2642/H.R. 1947)

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes.

Summary

H.R. 2642 provides for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018. H.R. 2642 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Coast Guard and Maritime Transportation; Economic Development, Public Buildings, and Emergency Management; Highways and Transit; and Railroads, Pipelines, and Hazardous Materials.

Legislative Summary

H.R. 1947 was introduced by Congressman Frank D. Lucas (R–OK) on May 13, 2013.

H.R. 1947 was considered in the House on June 20, 2013 and failed on passage by recorded vote of 195 yeas to 234 nays (Rollcall No. 286).

H.R. 2642 was introduced by Congressman Frank D. Lucas (R–OK) on July 10, 2013. H.R. 2642 contains language similar to H.R. 1947.

H.R. 2642 passed the House by a rollcall vote of 216 yeas and 208 nays (Rollcall No. 353).

On July 16, 2013, H.R. 2642 was received in the Senate, read twice, and placed on the Senate Legislative Calendar.

On July 18, 2013, the Senate struck all after the Enacting Clause and substituted the language of S. 954 amended. Subsequently, the Senate passed the measure by unanimous consent.

On October 11, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure wrote a letter to Speaker John A. Boehner to request the appointment of conferees from the Committee on Transportation and Infrastructure.

On October 17, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R-CA) and Ranking Member Corrine Brown (D-FL) wrote letters to Congressman Frank D. Lucas, Senators Debbie Stabenow (D-MI), and Thad Cochran (R-MS), and Congressman Collin C. Peterson (R-MN) to express objection to section 6206 of the Senate Amendment to H.R. 2642.

On October 25, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA) wrote letters to Congressman Frank D. Lucas (R-OK), Senators Debbie Stabenow (D-MI), and Thad Cochran (R-MS), and Congressman Collin C. Peterson (R-MN) in support of the House-passed reauthorization of the Food for Peace Program in H.R. 2642.

On October 30, 2013, the House and Senate began formal conference committee meetings.

NORTHERN ROUTE APPROVAL ACT

PENDING IN THE SENATE (H.R. 3)

To approve the construction, operation, and maintenance of the Keystone XL pipeline, and for other purposes.

Summary

H.R. 3 gives TransCanada congressional approval to construct the Keystone XL pipeline, deeming a presidential permit unnecessary for construction. The legislation also deems the final environmental impact statement issued by the Secretary of State on August 26, 2011, coupled with the Final Evaluation Report issued by the Nebraska Department of Environmental Quality in January 2013 and approved by the Nebraska governor, to satisfy all requirements of the National Environmental Policy Act of 1969, and of the National Historic Preservation Act. The bill also grants original jurisdiction to the United States Court of Appeals for the District of Columbia Circuit to determine specified issues (except for review by the Supreme Court on writ of certiorari).

Legislative History

H.R. 3 was introduced by Congressman Terry (R-NE) on March 3, 2013.

On May 16, 2013, H.R. 3 was considered and marked up by the Committee, and ordered reported as amended by the yeas and nays: 33–24.

On May 17, 2013, H.R. 3 was reported to the House (House Report 113–61, Part III).

On May 21, 2013, the Rules Committee Resolution H. Res. 228 was reported to the House, providing for H.R. 3 to be considered under a structured rule with specific amendments made in order.

On May 22, 2013, H.R. 3 was considered under the rule. The same day, the bill was passed and agreed to in the House by recorded vote: 241–175, 1 Present (Rollcall No. 179).

On June 3, 2013, H.R. 3 was read twice and placed on the Senate Legislative Calendar under General Orders, Calendar No. 81.

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

FREIGHT AND PASSENGER RAIL IN AMERICA’S TRANSPORTATION SYSTEM

On March 5, 2013, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled “Freight and Passenger Rail in America’s Transportation System.” The purpose of the hearing was to discuss the role of railroads in America’s transportation network and explore the importance of railroads to the American economy. The Subcommittee received testimony from the States for Passenger Rail Coalition, AASHTO’s High-Speed and Intercity Passenger Rail Leadership Group, Secretary of Transportation for Washington State, the Association of American Railroads, the United Transportation Union, and Amtrak.

AMTRAK’S FISCAL YEAR 2014 BUDGET: THE STARTING POINT FOR REAUTHORIZATION

On April 11, 2013, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing on Amtrak’s grant request for fiscal year 2014, and how it relates to Amtrak’s on-going reorganization and the upcoming reauthorization of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA; P.L. 110–432). In addition, the Subcommittee discussed the Administration’s past proposals for intercity passenger rail activities. The Subcommittee heard testimony from the President and CEO of Amtrak, Joseph H. Boardman, and the Administrator of FRA, Joseph C. Szabo.

UNDERSTANDING THE COST DRIVERS OF PASSENGER RAIL

On May 21, 2013, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing to discuss Amtrak’s recent financial performance by service type and overall trends in labor, fuel, and operational costs. The purpose of this hearing was to explore how Amtrak spends its federal funds and how it runs as a business. Additionally, the Subcommittee discussed the Administration’s past proposals for intercity passenger rail activities. The Subcommittee heard testimony from Amtrak, the Brookings Institution, Capital Corridor, and the National Association of Railroad Passengers.

FIELD HEARING: OVERSIGHT OF CALIFORNIA HIGH-SPEED RAIL

On May 28, 2013, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing in Madera, California, to obtain a status update of the California High-Speed Rail Project. The project has fluctuated in its costs, completion dates, and its goals since 2008 and the witnesses presented testimony regarding some concerns that still remain. The Subcommittee heard testimony from the California High-Speed Rail Authority, Preserve Our Heritage, the Kings County Board of Supervisors, the Madera County Farm Bureau, the Peer Review Group for the California High-Speed Rail Project, and the Fresno Chamber of Commerce.

NORTHEAST CORRIDOR ROLLING ROUNDTABLE

On June 6, 2013, the Subcommittee on Railroads, Pipelines, and Hazardous Materials hosted a roundtable on an Amtrak train to New York, New York, to assess and discuss the importance of the Northeast Corridor (NEC) to the states it serves. The NEC is 437 miles of rail line extending from Washington, D.C., to Boston, Massachusetts. The NEC carries 153 daily Amtrak trains, over 2,000 commuter trains, and 70 freight trains. It is the most valuable and heavily traveled piece of Amtrak's network. Participants in the "Rolling Roundtable" included representatives from NEC state departments of transportation and Members of Congress.

NEW YORK CITY FIELD HEARING: THE IMPORTANCE OF THE
NORTHEAST CORRIDOR

On June 7, 2013, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing in New York, New York, to assess and discuss the importance of the NEC to rail transportation. As Amtrak's most profitable route, the NEC and its ridership provide an economically viable opportunity for future infrastructure investment and improvement. The Subcommittee heard testimony from Amtrak, New York State, the Regional Plan Association, and an academic on the importance of the NEC and potential investment opportunities.

ROUNDTABLE: CHICAGO CREATE: PASSENGER AND FREIGHT RAIL
SYNERGIES

On June 10, 2013, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a roundtable discussion in Chicago, Illinois. The purpose of the discussion was to obtain information on the Chicago Region Environmental and Transportation Efficiency Program (CREATE), established ten years ago as a public-private partnership between Chicago Department of Transportation, Illinois Department of Transportation, freight railroads, DOT, Metra, and Amtrak to help mitigate the rail-related congestion in the Chicagoland region. Participants included Metra, Chicago Department of Transportation, the Association of American Railroads (AAR), the Illinois Chamber of Commerce, and the United Transportation Union.

ROUNDTABLE: IMPACT OF RAIL IN ILLINOIS

On June 11, 2013, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a roundtable discussion in Springfield, Illinois. The rail industry in Illinois has grown from a 59-mile route connecting Meredosia and Springfield in 1842 to 7,400 miles of track serving passengers and the manufacturing, warehousing/distribution, agricultural, and energy industries in the state. This constitutes the second largest rail system in the United States, and is the only state in which all seven Class I railroads operate. Participants in the roundtable included representatives from the City of Springfield, City of Decatur, Sangamon County Board, the City of Champaign, the River Bend Growth Association, the Archer Daniels Midland Company, the Illinois Department of Transportation, the Indiana Railroad Company, the University of Illinois, the Midwest Interstate Passenger Rail Commission, and Champaign County First.

NATIONAL RAIL POLICY: EXAMINING GOALS, OBJECTIVES, AND RESPONSIBILITIES

On June 27, 2013, the Subcommittee on Railroads, Pipelines, and Hazardous Materials heard from major stakeholders on developing the Nation's rail policy for the next reauthorization. The purpose of the hearing was to discuss with these stakeholders major issues and objectives that could be included or instrumental in a future rail bill. The Subcommittee heard testimony from the FRA, APTA, AAR, AASHTO, and the Brotherhood of Locomotive Engineers and Trainmen.

THE ROLE OF INNOVATIVE FINANCE IN INTERCITY PASSENGER RAIL

On July 9, 2013, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "The Role of Innovative Finance in Intercity Passenger Rail." The purpose of this hearing was to receive testimony related to the role of innovative financing tools to advance intercity passenger rail projects. At the hearing, the Subcommittee heard from DOT, the Union Station Redevelopment Corporation, Parallel Infrastructure, and Reconnecting America.

OVERSIGHT LETTERS

CALIFORNIA HIGH-SPEED RAIL

On February 22, 2013, Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham wrote a letter addressed to the Surface Transportation Board (STB) regarding the California High-Speed Rail Authority's (Authority) planned construction of a passenger rail line to connect the San Francisco Transbay Terminal to Los Angeles Union Station (project). Given that the STB has authority under the Interstate Commerce Act to approve the construction and operation of rail lines that cross state borders, the Authority never sought a determination by the STB regarding its proposed project which would eventually connect to Amtrak routes. Chairman Denham asked the Board to take all reasonable action to ensure that the Authority complies with the

Interstate Commerce Act. Chairman Denham sent two similar letters on the same date to the California High-Speed Rail Authority and the FRA, respectively, with a similar request, stating the Authority should take all steps necessary to clarify whether the Board has jurisdiction over the project and construction activities. Incidentally, after these letters were circulated, the Authority went to the STB for determination and the STB granted it authority within the necessary timeframe for construction.

On November 26, 2013, Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham and the Subcommittee on Transportation, Housing and Urban Development and Related Agencies of the Committee on Appropriations Chairman Tom Latham sent a letter to Comptroller General Gene Dodaro of GAO to address concerns over recent litigation in California implying that the California High-Speed Rail Project would not be able to use state bonds to finance its construction. The Chairmen asked the GAO to investigate whether the Authority was currently violating or on the verge of violating its grant agreements with the federal government by failing to supply a match to federal funds. The letter also requested that the GAO look at the expenditure of grant funds by the FRA and the responsibility of the FRA to re-evaluate the grant agreement in light of recent events. No response to this letter has been received.

On December 3, 2013, Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham wrote a letter addressed to the DOT IG requesting an audit of the FRA's policies and procedures for negotiating and amending High-Speed and Intercity Passenger Rail (HSIPR) grant agreements and FRA's oversight procedures for ensuring HSIPR grant agreement terms are met. Chairman Denham's request was spurred by California state court decisions that called into question the availability of state matching funds for the \$3.9 billion in HSIPR grants provided to the California high-speed rail project. It is of particular concern that FRA amended its grant agreement to allow the expenditure of federal funds in advance of state matching funds. As a result, taxpayer funds may be at significant risk with questionable likelihood of recovery if the Authority fails to comply with the terms of the agreement.

POSITIVE TRAIN CONTROL

On August 8, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Chairman Jeff Denham and Ranking Member Corrine Brown of the Subcommittee on Railroads, Pipelines, and Hazardous Materials wrote a letter addressed to the FCC raising concerns about delays to the installation of communication towers due to the FCC's environmental and historic preservation review process. The Committee members noted that the Rail Safety Improvement Act of 2008 (RSIA) requires the installation of positive train control (PTC) throughout the country by the end of 2015, and urged the FCC to move expeditiously to put a process in place to facilitate the timely deployment of PTC. The letter also requested periodic updates from Acting Chairwoman Clyburn or her staff regarding the Commission's involvement with PTC implementation.

HEARINGS HELD

Hearing entitled “Freight and Passenger Rail in America’s Transportation System.” (March 5, 2013) Committee Print Number 113–4

Hearing entitled “Amtrak’s Fiscal Year 2014 Budget: The Starting Point for Reauthorization.” (April 11, 2013) Committee Print Number 113–8

Hearing entitled “Understanding the Cost Drivers of Passenger Rail.” (May 21, 2013) Committee Print Number 113–17

Field hearing entitled “Oversight of California High-Speed Rail.” (May 28, 2013) Committee Print Number 113–20

Field hearing entitled “The Importance of the Northeast Corridor.” (June 7, 2013) Committee Print Number 113–23

Hearing entitled “National Rail Policy: Examining Goals, Objectives, and Responsibilities.” (June 27, 2013) Committee Print Number 113–28

Hearing entitled “The Role of Innovative Finance in Intercity Passenger Rail.” (July 9, 2013) Committee Print Number 113–29

SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT U.S. HOUSE OF REPRESENTATIVE 113TH CONGRESS

BOB GIBBS, Ohio, *Chairman*
TIMOTHY H. BISHOP, *Ranking Member*

DON YOUNG, Alaska	DONNA F. EDWARDS, Maryland
GARY G. MILLER, California	JOHN GARAMENDI, California
SHELLEY MOORE CAPITO, West Virginia	LOIS FRANKEL, Florida
CANDICE S. MILLER, Michigan	ELEANOR HOLMES NORTON,
ERIC A. “RICK” CRAWFORD, Arkansas	District of Columbia
RICHARD L. HANNA, New York	EDDIE BERNICE JOHNSON, Texas
DANIEL WEBSTER, Florida	GRACE F. NAPOLITANO, California
JEFF DENHAM, California	STEVE COHEN, Tennessee
REID J. RIBBLE, Wisconsin	JANICE HAHN, California
THOMAS MASSIE, Kentucky	RICHARD M. NOLAN, Minnesota
STEVE DAINES, Montana	ANN KIRKPATRICK, Arizona
TOM RICE, South Carolina	DINA TITUS, Nevada
MARKWAYNE MULLIN, Oklahoma	SEAN PATRICK MALONEY, New York
MARK MEADOWS, North Carolina	NICK J. RAHALL II, West Virginia
RODNEY DAVIS, Illinois	(<i>ex officio</i>)
MARK SANFORD, South Carolina	
BILL SHUSTER, Pennsylvania (<i>ex officio</i>)	

Legislative Activities

WATER RESOURCES REFORM AND DEVELOPMENT ACT OF 2013

IN CONFERENCE WITH SENATE (H.R. 3080)

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

Summary

This legislation will authorize water infrastructure projects to be carried out by the Army Corps of Engineers (Corps) to improve ports, harbors, inland waterways, flood risk management, and environment restoration. H.R. 3080 will also reform the process by

which the Corps conducts project review and environmental studies, as well as expand the ability of non-federal interests to contribute funds to authorized studies and projects.

Legislative History

H.R. 3080 was introduced by Congressman Shuster (R-PA) on September 11, 2013, and referred to the Committee on Transportation and Infrastructure, the Committee on the Budget, the Committee on Ways and Means, and the Committee on Natural Resources.

On September 12, 2013, H.R. 3080 was referred to the Subcommittee on Water Resources and Environment.

On September 19, 2013, the Committee met in open session and ordered H.R. 3080 favorably reported to the House, as amended, by voice vote.

On October 21, 2013, H.R. 3080 was reported as amended by the Committee (House Report 113-246, Part 1) and placed on the Union Calendar (Calendar No. 174).

On October 23, 2013, H.R. 3080 was considered in the House pursuant to the provisions of H. Res. 385, and the bill was passed by a Roll Call vote of 417 yeas and 3 nays (Roll call No. 560).

On October 28, 2013, H.R. 3080 was received in the Senate, read twice, and placed on the Senate Legislative Calendar under General Orders (Calendar No. 224).

On October 31, 2013, the Senate Considered H.R. 3080 by Unanimous Consent. The Senate insisted on its amendment (the text of S. 601 as passed by the Senate on May 15, 2013, requested a conference and appointed conferees). On November 14, 2013, the House disagreed with the Senate amendment, and agreed to a conference. On the same day, the Speaker appointed conferees.

From the Committee on Transportation and Infrastructure: Shuster, Duncan of Tennessee, LoBiondo, Graves of Missouri, Capito, Miller of Michigan, Hunter, Bucshon, Gibbs, Hanna, Webster of Florida, Rice of South Carolina, Mullin, Rodney Davis of Illinois, Rahall, DeFazio, Brown of Florida, Eddie Bernice Johnson of Texas, Bishop of New York, Edwards, Garamendi, Hahn, Nolan, Frankel of Florida, and Busto.

From the Committee on Natural Resources: Hastings (WA), Bishop (UT), and Napolitano.

On November 20, 2013, the House and Senate held a formal conference meeting.

FEDERAL AGRICULTURE REFORM AND RISK MANAGEMENT ACT OF 2013

IN CONFERENCE WITH SENATE (H.R. 2642/H.R. 1947)

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes.

Summary

H.R. 2642 provides for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018. H.R. 2642 contains provisions within the jurisdic-

tion of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Coast Guard and Maritime Transportation; Economic Development, Public Buildings, and Emergency Management; Highways and Transit; and Railroads, Pipelines, and Hazardous Materials.

Legislative Summary

H.R. 1947 was introduced by Congressman Frank D. Lucas (R-OK) on May 13, 2013.

H.R. 1947 was considered in the House on June 20, 2013, and failed on passage by recorded vote of 195 yeas to 234 nays (Rollcall No. 286).

H.R. 2642 was introduced by Congressman Frank D. Lucas (R-OK) on July 10, 2013. H.R. 2642 contains language similar to H.R. 1947.

H.R. 2642 passed the House by a rollcall vote of 216 yeas and 208 nays (Rollcall No. 353).

On July 16, 2013, H.R. 2642 was received in the Senate, read twice, and placed on the Senate Legislative Calendar.

On July 18, 2013, the Senate struck all after the Enacting Clause and substituted the language of S. 954 amended. Subsequently, the Senate passed the measure by unanimous consent.

On October 11, 2013, Chairman Bill Shuster of the Committee on Transportation and Infrastructure wrote a letter to Speaker John A. Boehner to request the appointment of conferees from the Committee on Transportation and Infrastructure.

On October 17, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R-CA) and Ranking Member Corrine Brown (D-FL) wrote letters to Congressman Frank D. Lucas, Senators Debbie Stabenow (D-MI), and Thad Cochran (R-MS), and Congressman Collin C. Peterson (R-MN) to express objection to section 6206 of the Senate Amendment to H.R. 2642.

On October 25, 2013, Chairman Bill Shuster and Ranking Member Nick J. Rahall of the Committee on Transportation and Infrastructure and Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter (R-CA) and Ranking Member John Garamendi (D-CA) wrote letters to Congressman Frank D. Lucas (R-OK), Senators Debbie Stabenow (D-MI), and Thad Cochran (R-MS), and Congressman Collin C. Peterson (R-MN) in support of the House-passed reauthorization of the Food for Peace Program in H.R. 2642.

On October 30, 2013, the House and Senate began formal conference committee meetings.

NORTHERN ROUTE APPROVAL ACT

PENDING IN THE SENATE (H.R. 3)

To amend title 40, United States Code, to improve the functioning and management of the Public Buildings Service.

Summary

H.R. 3 gives TransCanada congressional approval to construct the Keystone XL pipeline. H.R. 3 requires the Secretary of the Army to issue, within 90 days of the receipt of an application, the permits under section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act which are necessary for construction, operation, and maintenance of the pipeline. The bill also authorizes the Secretary to waive procedural requirements of law or regulation in order to issue these permits, and restricts the Administrator of the Environmental Protection Agency from prohibiting or restricting an activity or use of an area that is authorized by the permits. The bill deems these permits issued, if the Secretary of the Army does not issue such permits within the required timeframe. The legislation also deems the final environmental impact statement issued by the Secretary of State on August 26, 2011, coupled with the Final Evaluation Report issued by the Nebraska Department of Environmental Quality in January 2013 and approved by the Nebraska governor, to satisfy all requirements of the National Environmental Policy Act of 1969, and of the National Historic Preservation Act.

Legislative History

On March 15, 2013, H.R. 3 was introduced in the House.

On March 16, 2013, H.R. 3 was ordered reported by the Committee.

On March 17, 2013, H.R. 3 was reported to the House by the Committee on Energy and Commerce (House Report 113–61, Part I), the Committee on Natural Resources. (House Report 113–61, Part II), and the Committee on Transportation and Infrastructure (House Report 113–61, Part III).

On May 22, 2013, H.R. 3 passed the House by recorded vote: 241–175, 1 Present (Rollcall No.179).

On May 23, 2013, H.R. 3 was received in the Senate.

FARMERS UNDERTAKE ENVIRONMENTAL LAND STEWARDSHIP ACT

ORDERED REPORTED BY COMMITTEE (H.R. 311)

To direct the Administrator of the Environmental Protection Agency to change the Spill Prevention, Control, and Countermeasure rule with respect to certain farms.

Summary

This legislation reforms the way the EPA implements the Spill Prevention, Control, and Countermeasure rule with respect to farms. Farms with an aboveground storage capacity greater than 10,000 gallons, an aggregate aboveground storage capacity of at least 42,000 gallons, or a history that includes a spill must be certified as being in compliance by either a professional engineer with the farm or by the owner or operator of the farm. It also directs the EPA to exempt any farm with an aggregate aboveground storage capacity of 10,000 gallons or less and no history of spills from the certification requirement.

Legislative History

H.R. 311 was introduced by Congressman Crawford (R-AR) on January 1, 2013.

On January 21, 2013, H.R. 311 was referred to the Subcommittee on Water Resources and Environment.

On October 29, 2013, the Committee met in open markup session and ordered H.R. 311 reported by voice vote.

REDUCING REGULATORY BURDENS ACT OF 2013

REPORTED BY COMMITTEE (H.R. 935)

To amend the Federal Insecticide, Fungicide, and Rodenticide Act and the Federal Water Pollution Control Act to clarify congressional intent regarding the regulation of the use of pesticides in or near navigable waters, and for other purposes.

Summary

H.R. 935 amends the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Federal Water Pollution Control Act to prohibit the EPA or state agencies from requiring a permit to discharge pesticides that have already been approved for sale and use under FIFRA into navigable waters. Pesticide discharges in violation of FIFRA and stormwater, manufacturing, or industrial effluent discharges regulated under the National Pollutant Discharge Elimination System are exempted from that prohibition.

Legislative History

H.R. 935 was introduced by Congressman Gibbs (R-OH) on March 4, 2013, and was referred to both the Committee on Transportation and Infrastructure as well as the Committee on Agriculture.

On March 4, 2013, H.R. 935 was referred to the Subcommittee on Water Resources and Environment.

On October 29, 2013, the Committee met in open markup session and ordered H.R. 935 reported by voice vote.

SILVICULTURE REGULATORY CONSISTENCY ACT OF 2013

REPORTED BY COMMITTEE (H.R. 2026)

To amend the Federal Water Pollution Control Act to exempt certain silvicultural activities from national pollutant discharge elimination system permitting requirements, and for other purposes.

Summary

H.R. 2026 amends the Federal Water Pollution Control Act to prohibit the Environmental Protection Agency from requiring a permit for stormwater discharge resulting from silvicultural activities. It does not, however, exempt the discharge of dredged fill material into navigable waters from the existing permitting process.

Legislative History

H.R. 2026 was introduced by Congresswoman Herrera Beutler (R-WA) on May 16, 2013.

On May 17, 2013, H.R. 2026 was referred to the Subcommittee on Water Resources and Environment.

On October 29, 2013, the Committee met in open markup session and ordered H.R. 2026 reported by voice vote.

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

ROUNDTABLE: PORTS: JOBS, ECONOMIC DEVELOPMENT, AND TRADE

On March 6, 2013, the Subcommittee on Water Resources and Environment held a roundtable discussion in Washington, D.C. This discussion was intended to obtain background information in preparation for the Committee's development of H.R. 3080. Key issues included streamlining the feasibility process, the use of the Harbor Maintenance Trust Fund, and how projects are prioritized. Participants included the American Association of Port Authorities, Maersk, Inc., the Port of Tampa, and the Port of Skagit.

ROUNDTABLE: WATER RESOURCES DEVELOPMENT: MAXIMIZING SYSTEMWIDE BENEFITS

On April 10, 2013, the Subcommittee on Water Resources and Environment held a roundtable discussion to continue preparation for the Committee's development of H.R. 3080. The roundtable focused on environmental streamlining, the use of the Inland Waterway Trust Fund, as well as how the Corps prioritizes projects to be improved. Participants included the Waterways Council, Inc., the National Waterways Conference, Inc., American Shore and Beach Preservation Association, National Association of Flood and Stormwater Management Agencies, The Nature Conservancy, and International Union of Operating Engineers.

HEARING ON THE FOUNDATIONS FOR A NEW WATER RESOURCES DEVELOPMENT ACT

On April 16, 2013, the Subcommittee on Water Resources and Environment held a hearing titled "The Foundations for a New Water Resources Development Act." The purpose of the hearing was to discuss the current projects and programs of the Corps and the priorities for H.R. 3080. Also discussed was the collection of the Harbor Maintenance Trust Fund and the Inland Waterways Trust Fund. The Subcommittee received testimony from the American Shore and Beach Preservation Association, the National Association of Flood and Stormwater Management Agencies, the Waterways Council, Inc., American Association of Port Authorities, Stony Brook University, and the National Waterways Conference, Inc.

THE PRESIDENT'S FISCAL YEAR 2014 BUDGET: ADMINISTRATION PRIORITIES FOR THE ARMY CORPS OF ENGINEERS

On April 24, 2013, the Subcommittee on Water Resources and Environment held a hearing on the Corps' budget request for fiscal year 2014 to provide Members with an opportunity to review the Corps' budgetary priorities. The Subcommittee received testimony from the Assistant Secretary of the Army, Civil Works, and the Chief of Engineers of the Army Corps of Engineers.

THE PRESIDENT'S FISCAL YEAR 2014 BUDGET: ADMINISTRATION
PRIORITIES FOR THE ENVIRONMENTAL PROTECTION AGENCY

On May 22, 2013, the Subcommittee on Water Resources and Environment held a hearing on the EPA's budget request for fiscal year 2014 to provide Members with an opportunity to review the Agency's budgetary priorities with regards to the Clean Water Act. The Subcommittee heard testimony from the Acting Assistant Administrator of EPA's Office of Water, and from the Acting Assistant Administrator of the EPA's Office of Solid Waste and Emergency Response.

A REVIEW OF THE UNITED STATES ARMY CORPS OF ENGINEERS CHIEF'S
REPORTS

On June 5, 2013, the Subcommittee on Water Resources and Environment held a hearing to review the 25 pending Army Corps of Engineers Chief's Reports that have been submitted to Congress since the passage of the last Water Resources Development Act in 2007. Members also reviewed the process the Corps undertakes when developing its projects. The Deputy Commanding General for Civil and Emergency Operations, Army Corps of Engineers and the Chief for Planning and Policy, Army Corps of Engineers testified before the Subcommittee.

OVERSIGHT LETTERS

INLAND WATERWAYS USERS BOARD CHARTER RENEWAL

On April 2, 2013, Subcommittee on Water Resources and Environment Chairman Bob Gibbs wrote a letter addressed to the Secretary of Defense regarding the charter of the Inland Waterways Users Board. The Users Board had been created by Congress in the 1986 Water Resources Development Act to advise the Corps and the Congress on the implementation of water infrastructure projects. Chairman Gibbs requested that the Secretary take action to renew the charter of the Inland Waterways Users Board, last filed on March 16, 2011, and to appoint the required 11 members of the Users Board, as all existing appointments had expired. The Subcommittee is still awaiting a response.

MOHAWK VALLEY ECONOMIC DEVELOPMENT GROWTH ENTERPRISE
PERMIT APPLICATION

On April 12, 2013, Subcommittee on Water Resources and Environment Chairman Bob Gibbs wrote a letter addressed to the Buffalo District of the Corps regarding the Mohawk Valley Economic Development Growth Enterprise (MVEDGE) application for a permit under section 404 of the Clean Water Act (CWA). Following up on a meeting held by Subcommittee staff the previous day, Chairman Gibbs requested that the Corps provide the Subcommittee with any information that will assist staff in understanding MVEDGE's permit application and in the decision-making associated with that permitting process. Specifically, Chairman Gibbs requested the complete administration record for the MVEDGE project, including the complete administrative records, communications, and appeal records of the Buffalo District, the Corps Great

Lakes and Ohio River Division and Corps Headquarters, as well as relevant Corps communication with the EPA. Chairman Gibbs requested this information be submitted to the Subcommittee no later than May 13, 2013. The Subcommittee is still awaiting a response.

FOLLOW-UP QUESTIONS FOR ENVIRONMENTAL PROTECTION AGENCY
AFTER SUBCOMMITTEE HEARING

On June 21, 2013, Subcommittee on Water Resources and Environment Chairman Bob Gibbs wrote a letter addressed to the EPA to pose additional questions for the record related to testimony delivered at the Subcommittee's May 22, 2013, hearing titled "The President's Fiscal Year 2014 Budget: Administrative Priorities for the Environmental Protection Agency." The follow-up questions focus on proposals by the EPA and the Corps to change the joint regulatory definition of fill material with regards to discharge permitting. The Subcommittee is still awaiting a response.

HEARINGS HELD

Hearing entitled "The Foundations for a New Water Resources Development Act." (April 16, 2013) Committee Print Number 113-10

Hearing entitled "The President's Fiscal Year 2014 Budget: Administration Priorities for the U.S. Army Corps of Engineers." (April 24, 2013) Committee Print Number 113-12

Hearing entitled "The President's Fiscal Year 2014 Budget: Administration Priorities for the U.S. Environmental Protection Agency." (May 22, 2013) Committee Print Number 113-19

Hearing entitled "A Review of the United States Army Corps of Engineers Chief's Reports." (June 5, 2013) Committee Print Number 113-22

PANEL ON 21ST CENTURY FREIGHT TRANSPORTATION

U.S. HOUSE OF REPRESENTATIVES

113TH CONGRESS

(April 24–October 23, 2013)

JOHN J. DUNCAN, JR., Tennessee, *Chairman*
JERROLD NADLER, New York, *Ranking Member*

GARY G. MILLER, California	CORRINE BROWN, Florida
ERIC A. "RICK" CRAWFORD, Arkansas	DANIEL LIPINSKI, Illinois
RICHARD L. HANNA, New York	ALBIO SIRES, New Jersey
DANIEL WEBSTER, Florida	JANICE HAHN, California
MARKWAYNE MULLIN, Oklahoma	

Legislative Activities

IMPROVING THE NATION'S FREIGHT TRANSPORTATION SYSTEM: FINDINGS AND RECOMMENDATIONS OF THE PANEL ON 21ST CENTURY FREIGHT TRANSPORTATION

On October 29, 2013, the Panel on 21st Century Freight Transportation released its report on the current state of freight trans-

portation in the United States and a set of recommendations for freight improvements to directly benefit and strengthen the Nation's economy. The Panel was established by Full Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall on April 24, 2013, and was led by Panel Chairman John J. Duncan, Jr., and Ranking Member Jerrold Nadler. Examining specific freight transportation issues, the Panel held six public hearings, three roundtable discussions, and conducted four site visits to freight facilities in regions across the Nation. The bipartisan Panel made specific and substantive recommendations for Congress to consider, including the following:

- Recommending the establishment of a comprehensive national freight transportation policy and the designation of a national, multimodal freight network;
- Ensuring robust public investment in all modes of transportation on which freight movement relies;
- Incentivizing the private sector to invest as well;
- Promoting the development and delivery of projects and activities that improve and facilitate the efficient movement of goods;
- Authorizing dedicated, sustainable funding for multimodal freight projects;
- Requiring the Secretary of Transportation to identify and recommend sustainable sources of revenue across all modes of transportation that would provide the necessary investment in the Nation's multimodal freight network and align contributions with use of, and expected benefit of increased investment in, such network;
- Reviewing and working through the Committee on Transportation and Infrastructure and the Committee on Ways and Means, the Secretary's freight funding and revenue recommendations and developing specific funding and revenue options for freight transportation projects prior to Congress' consideration of the surface transportation reauthorization bill in 2014.

Oversight Activities

HEARINGS, MEETINGS, AND ROUNDTABLES

OVERVIEW OF THE UNITED STATES FREIGHT TRANSPORTATION SYSTEM

On April 24, 2013, the Panel on 21st Century Freight Transportation held a hearing entitled "Overview of the United States Freight Transportation System." The purpose of this hearing was to gain a general overview of the current operation of the freight network, what challenges impact its performance, and what can be done to improve the efficiency and safety of freight transportation. The Panel received testimony from FedEx Corporation, Norfolk Southern Corporation, the South Carolina Ports Authority, Werner Enterprises, and the Transportation Trades Department of the AFL-CIO.

ROUNDTABLE: COORDINATING FEDERAL EFFORTS TO IMPROVE FREIGHT TRANSPORTATION

On May 15, 2013, the Panel on 21st Century Freight Transportation hosted a roundtable with a discussion focused on federal ef-

forts to improve freight transportation. The Panel heard from participants from DOT and the Corps.

SITE VISIT—SOUTHERN CALIFORNIA

From May 28–31, 2013, the Panel on 21st Century Freight Transportation traveled to southern California to gain a better understanding of freight movement in the region and to hear from local stakeholders. Sites visited included the Los Angeles International Airport, the Port of Los Angeles and the Port of Long Beach, and the Alameda Corridor.

ROUNDTABLE: NAVIGATING THE COMPLEXITIES OF AMERICA’S LARGEST PORT FACILITIES

On May 29, 2013, the Panel on 21st Century Freight Transportation held a roundtable discussion in San Pedro, California, on “Navigating the Complexities of America’s Largest Port Facilities.” The purpose of this discussion was to hear from stakeholders in southern California freight and port facilities. Participants included the Port of Long Beach, the Port of Los Angeles, Pasha Stevedoring & Terminals, APM Terminals, Total Transportation Services, Inc., Metropolitan Transportation Authority, Crowley, and International Longshore and Warehouse Union.

HOW SOUTHERN CALIFORNIA FREIGHT TRANSPORTATION CHALLENGES IMPACT THE NATION

On May 30, 2013, the Panel on 21st Century Freight Transportation held a hearing at the historic Santa Fe Depot in San Bernardino, California, to learn how the freight challenges of southern California impact the Nation. During this hearing, the Panel received updates on the current operation of the freight network in southern California, the unique challenges that impact its performance, and how these issues resonate throughout the country and impact the freight system as a whole. The Panel received testimony from the California Department of Transportation, the Southern California Association of Governments, Mobility 21, Union Pacific, Fox Transportation, and the Alameda Corridor-East Construction Authority.

SITE VISIT: MEMPHIS REGION

From June 20–21, 2013, the Panel on 21st Century Freight Transportation traveled to the Memphis region for a series of site visits, meetings, and a working lunch discussion. Sites visited included FedEx facilities and the Port of Memphis.

HOW LOGISTICS FACILITATE AN EFFICIENT FREIGHT TRANSPORTATION SYSTEM

On June 26, 2013, the Panel on 21st Century Freight Transportation held a hearing on “How Logistics Facilitate an Efficient Freight Transportation System” to learn how the logistics industry impacts the freight network of the United States. During the hearing, the Panel received testimony concerning the correlation between logistics and a productive, efficient, and safe National freight system and suggestions to strengthen this relationship. The Panel

heard testimony from the United Parcel Service (UPS), Wal-Mart Corporation, C.H. Robinson, International Development Systems, Falcon Global Edge, and the Association of American Railroads.

ROUNDTABLE: EFFECTIVELY COORDINATING FREIGHT PLANNING ACTIVITIES

On July 17, 2013, the Panel on 21st Century Freight Transportation hosted a roundtable on “Effectively Coordinating Freight Planning Activities.” The purpose of this roundtable policy discussion was to hear from planning officials at the federal, state, regional, and local levels on effective coordination of freight activity. Participants included DOT, the Florida Department of Transportation, the Chicago Metropolitan Agency for Planning, the North Central Pennsylvania Regional Planning and Development Commission, and the Port Authority of New York and New Jersey.

SITE VISIT: NEW YORK CITY REGION

From July 25–27, 2013, the Panel on 21st Century Freight Transportation traveled to the New York City region to gain a better understanding of freight movement in the region and to hear from local stakeholders. Sites visited included Norfolk Southern facilities at Oak Island Rail Yard, the Port of Newark, the Greenville Yard in Jersey City, New Jersey, the New York and Atlantic Railway facility in Brooklyn, the World Trade Center, and the Port-Authority Trans-Hudson (PATH) transit terminal at the World Transit Center.

HOW FREIGHT TRANSPORTATION CHALLENGES IN URBAN AREAS IMPACT THE NATION

On July 26, 2013, the Panel on 21st Century Freight Transportation held a hearing at the Alexander Hamilton Custom House in New York, New York, to explore the ways in which urban freight challenges impact the Nation. During this hearing, the Panel received testimony concerning the operation of the freight network in urban areas, the unique challenges that impact performance in these areas, and how these issues impact the rest of the Nation’s freight system. The Panel heard testimony from representatives of the Port Authority of New York and New Jersey, the Atlas Air Worldwide Holdings, Evans Network, and CSX Transportation.

SITE VISIT: NORFOLK, VIRGINIA

From August 22–23, 2013, staff for the Panel on 21st Century Freight Transportation traveled to Norfolk, Virginia, to gain a better understanding of the operations at the Port of Virginia and at the Norfolk Southern Coal Pier 6. Sites visited included the Norfolk International Terminal, the APM Terminal, the Craney Island facility, and Norfolk Southern Coal Pier 6.

PERSPECTIVES FROM USERS OF THE NATION’S FREIGHT SYSTEM

On October 1, 2013, the Panel on 21st Century Freight Transportation held a hearing to explore how the agriculture and manufacturing industries rely on the Nation’s freight transportation system to remain competitive. The Panel received testimony on the specific

freight transportation needs of these industries and the impact that the level of performance of the freight system has on the ability of these industries to remain competitive. The Panel received testimony from representatives of International Paper, DuPont, Nucor Steel Berkeley, and Riceland Foods, Inc.

FUNDING THE NATION'S FREIGHT SYSTEM

On October 10, 2013, the Panel on 21st Century Freight Transportation held a hearing to receive testimony related to the ways in which freight projects can be funded. At this hearing, the Panel learned of various proposals on ways to raise new revenue and use existing revenue more wisely in the funding of freight infrastructure projects across the Nation. The Panel received testimony from the Virginia Department of Transportation, the Maryland Department of Transportation, the Information Technology and Innovation Foundation, Covington & Burling, LLP, and Mercator Advisors.

HEARINGS HELD

Hearing entitled "Overview of the United States Freight Transportation System." (April 24, 2013) Committee Print Number 113-13.

Field hearing entitled "How Southern California Freight Transportation Challenges Impact the Nation." (May 30, 2013) Committee Print Number 113-21.

Hearing entitled "How Logistics Facilitate an Efficient Freight Transportation System." (June 26, 2013) Committee Print Number 113-27.

Field hearing entitled "How Freight Transportation Challenges in Urban Areas Impact the Nation." (July 26, 2013) Committee Print Number 113-32.

Hearing entitled "Perspectives from Users of the Nation's Freight System." (October 1, 2013) Committee Print Number 113-36.

Hearing entitled "Funding the Nation's Freight System." (October 10, 2013) Committee Print Number 113-38.

OVERSIGHT PLAN OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 113TH CONGRESS

In accordance with Rule X of the House of Representatives, the Committee on Transportation and Infrastructure is responsible for determining whether laws and programs within its jurisdiction are being implemented according to congressional intent and whether they should be continued, curtailed, or eliminated. In the 113th Congress, the Committee will review the activities of government agencies and entities within its jurisdiction and the public and private interests they affect or regulate. As appropriate, the Committee will investigate ways to improve the overall performance and operation of the agencies and entities it oversees, promote reform and cost savings, and eliminate fraud, wasteful spending, abuse and mismanagement where possible.

The oversight and investigation functions are vested at the Full Committee level. Oversight and investigation activities will be coordinated between the Full Committee and the Subcommittees.

This structure will facilitate oversight of issues that cut across the jurisdiction of several Subcommittees. The Committee will continue to exercise its oversight duties through its own staff as well as through work performed at the Committee's request by the GAO and the various Inspectors General within their respective agencies and departments. Oversight activities will include hearings, briefings, correspondence, reports, media releases, and public statements.

The GAO provides Congress a biennial update on its High Risk Program, which identifies federal programs and operations that it considers to be at high risk for waste, fraud, abuse, or mismanagement, or in need of broad reform. Consistent with the Rules of the House of Representatives, the Committee will hold hearings on the programs within the Committee's jurisdiction on GAO's "high-risk" list. The rules also require the Committee to hold at least one hearing every 120 days on "waste, fraud, abuse, or mismanagement in Government programs which that committee may authorize." These hearings will focus on "the most egregious instances of waste, fraud, abuse, or mismanagement," as documented by any report that the Committee has received from an Inspector General or GAO. Finally, the Committee will hold hearings if any agency has received disclaimers on its agency financial statements.

The Committee has identified several particular areas for oversight and investigation in the 113th Congress. These areas are organized by Subcommittee and discussed below:

SUBCOMMITTEE ON AVIATION

1. Implementation of the FAA Modernization and Reform Act of 2012. The FAA Modernization and Reform Act of 2012 (FMRA) was signed into law on February 14, 2012. The FMRA authorizes funding for and reforms and revises the safety programs, air traffic control modernization (NextGen) efforts, and operations of the Federal Aviation Administration (FAA) through fiscal year 2015. This law also contains over 100 deadlines for federal government action, including: rulemakings, program implementations, plans, studies and task force actions. The Subcommittee will closely oversee the FAA's efforts to implement the mandates contained in the FMRA.

2. Safety Programs. The Subcommittee has held numerous safety hearings and will continue its oversight in the new Congress. Maintaining a safe and efficient aviation system is critical to the aviation industry, passengers, the U.S. economy, job creation, and U.S. competitiveness in the global marketplace. Issues to be addressed include: regional airline safety, general aviation safety, the safe integration of unmanned aircraft systems (UAS), pilot and controller training, ways to reduce operational errors, the FAA's enforcement and certification activities, and the FAA's volunteer reporting and data sharing and assessment programs.

3. Evaluation of FAA's NextGen Air Traffic Control Modernization. Since the early 1980's, the FAA has been trying to modernize the air traffic control system, a program referred to as "NextGen." NextGen is essential if the United States is to remain competitive and a leader in aviation in the global marketplace. The modernization program is now moving beyond the research and development phase and into the implementation phase. The FAA and industry

must work together to reap the many benefits of a modern, satellite-based system. Benefits of this project include: greater system efficiency; reduced noise exposure; reduced emissions and fuel burn; improved safety; increased accuracy and reliability in the equipment and software; and the capability for future computer enhancements. Over the years, the FAA's efforts have often been behind schedule and over budget. The Subcommittee will continue to monitor and examine the FAA's efforts to establish performance metrics, meet deadlines, stay within budget, put in place an aircraft equipage program, and streamline implementation of the NextGen program.

4. Oversight of the Office of the Secretary. The Office of the Secretary within DOT inherited several aviation functions when the Civil Aeronautics Board was abolished. These functions include ensuring that air carriers do not engage in unfair and deceptive practices that could harm consumers and ensuring that business agreements among air carriers do not result in harmful effects. Many of these functions have a dramatic impact on the industry, competition, and job creation. Hearings may be held to evaluate various DOT programs and policies affecting aviation, including slots, essential air service, air carrier alliances, aviation consumer issues, international air service, key safety treaties, and the European Union's Emissions Trading Scheme.

5. Airline Financial Condition and Passenger Service. Much of the last decade has been a difficult one for the airline industry. The cumulative impacts of 9/11, the severe acute respiratory syndrome (SARS) outbreak, spikes in fuel prices, and the global recession have taken their toll, although the industry has been profitable over the last few years. Moreover, over the next decade, the FAA predicts that air traffic operations will increase. When the economy improves, passenger complaints about delays, cancellations, overbooking, customer service, and transparency in airfares and ancillary fees charged by airlines may rise again as passenger traffic rebounds. The Subcommittee will continue to examine ways to maintain the airline industry, review recently established regulations to ensure the proper balance is maintained between safety and commerce, and refocus its attention on service issues.

6. Streamlining the FAA's Policies, Programs, and Procedures. The Subcommittee is interested in an expected assessment of the FAA's existing policies, programs and procedures in order to seek ways to streamline processes and eliminate wasteful and redundant programs and overly burdensome regulations. In the FMRA, the FAA is given the authority to carry out any efforts needed to achieve the efficiencies outlined in the assessment. The FAA is also directed to work with labor and industry and provide Congress with a plan for the realignment and consolidation of the FAA's facilities. The Subcommittee will carefully oversee these and other efforts by the FAA to achieve much needed efficiencies and cost savings.

7. Oversight of the National Transportation Safety Board. Authorization for NTSB expired in 2008. A reauthorization bill passed the House in 2010 but was not enacted. Reauthorization of NTSB may be considered in the 113th Congress. This would be preceded by oversight hearings by the Subcommittee.

SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

1. Coast Guard Budget. The Coast Guard is currently functioning under a continuing resolution for fiscal year 2013 which expired March 27, 2013. The continuing resolution provides funding for all Coast Guard accounts and activities at the fiscal year 2012 level plus 0.612 percent. On December 20, 2012, the President signed into law H.R. 2838, the Coast Guard and Maritime Transportation Act of 2012, which authorized \$8.6 billion for the Service in fiscal year 2013 and \$8.7 billion in fiscal year 2014.

In the 113th Congress, the Subcommittee will hold hearings on the President's fiscal year 2014 and 2015 budget requests and consider legislation to authorize the Coast Guard. The Subcommittee will explore ways to implement cost savings at the Service by leveraging efficiencies and eliminating waste, fraud, abuse, and mismanagement.

2. Coast Guard Recapitalization. The Coast Guard is currently undergoing a major recapitalization of its offshore operating assets. The recapitalization is intended to replace or modernize more than 90 ships and 200 aircraft, as well as replace outdated command, control, and communications systems. The recapitalization is facing serious challenges related to schedule, budget, and engineering.

The Coast Guard has failed to develop a recapitalization program that reflects the current budget environment, and continues to pursue a plan not supported by either Administration budget requests or congressional appropriations. Since 2001, expanding mission demands have been placed on the Service. These increased demands require aging and deteriorating legacy assets to operate well beyond planned service lives. Legacy assets are deteriorating at increasing rates as tightened budgets delay the acquisition of replacement assets. These intersecting trend lines jeopardize readiness.

The recapitalization program has had several successes, including major upgrades to the Coast Guard's helicopters, and the ongoing acquisition of new classes of ocean-going and near-shore cutters. Despite these successes, the Subcommittee remains concerned with the escalating costs of the program, the mission readiness of existing assets, the failure of certain new assets to meet performance goals, inattention to icebreaker recapitalization needs, and the lack of a realistic Capital Investment Plan.

In the 113th Congress, the Subcommittee will continue to closely review the Coast Guard's recapitalization program, as well as any changes to the program which may be necessary to ensure the men and women of the Coast Guard who risk their lives for the Nation have the best equipment possible at the best price for the American taxpayers.

3. Coast Guard Mission Balance and Alignment. The Subcommittee remains concerned about the balance of resources and assets assigned to the Service's different missions. Since September 11, 2001, the Coast Guard has received significantly increased resources to carry out homeland security missions, including ports, waterways, and coastal security and migrant interdiction. The Subcommittee wants to assure the Service's equally critical missions, including maritime transportation, safety of life at sea, and envi-

ronmental stewardship, are given sufficient weight when allocating resources and assigning assets.

The Subcommittee is also concerned with the training and experience requirements for Coast Guard servicemen and women, as well as whether the Service is properly aligned to successfully conduct its critical missions in the most efficient and cost-effective manner possible. A structural reorganization has gone through several iterations in the last seven years, and the Subcommittee will examine the final outcome of these organizational changes.

The Coast Guard must assure the safety, as well as the security, of the Nation's maritime commerce every day. Failure to provide adequate resources to the Coast Guard's marine safety and environmental stewardship programs are as much of a threat to the United States' economic interests as failure to provide adequate resources for maritime security.

In the 113th Congress, the Subcommittee will conduct oversight of the Coast Guard's mission balance and alignment to ensure the Service maintains and appropriately distributes the necessary resources, expertise, and organizational structure to successfully conduct all of its critical missions.

4. Maritime Domain Awareness. In order to prevent accidents, protect U.S. borders, and effectively respond to incidents in the waters under the control of the United States, the Coast Guard must maintain Maritime Domain Awareness (MDA). In other words, the Service must have real-time knowledge of the location and intention of vessels operating in U.S. waters, as well as such other background information as weather, tides, and currents. MDA requires access to many sources of data, including visual observations, weather predictions, long-range vessel tracking information, and data provided by vessel-based transponders. The integration of these data sources into a "Common Operating Picture" shared by shore-side facilities, ships, and aircraft, forms the basis of the Coast Guard's future plans to deploy its assets more wisely and cost effectively, while also improving safety and security of our maritime transportation system.

The Coast Guard relies on several new and developing technologies to assist in implementing MDA. The Subcommittee has been concerned with delays in fielding these new technologies, cost overruns, the development of seemingly duplicative systems, performance failures, and poor contract management. The Subcommittee is also concerned that plans to upgrade command, control, communication, computer, intelligence, surveillance, and reconnaissance, popularly known as C4ISR, are not achieving the level of integration needed to fully take advantage of existing and rapidly improving sensor and communication technologies.

In the 113th Congress, the Subcommittee will continue its oversight of the Service's development and implementation of MDA to ensure the best system is fielded in a timely manner and at the best price for the American taxpayers.

5. Maritime Transportation Safety. Over the next year, the Coast Guard will be implementing or proposing new regulations intended to improve the safety of commercial fishing vessels and towing vessels, as well as to enhance the mariner credentialing and fitness determination process. The Service may also propose new safety

regulations on cruise vessels in the wake of the COSTA CONCORDIA marine casualty. Finally, later this year, the Coast Guard is expected to publish a major new rule governing the deployment of electronic readers for the Transportation Worker Identification Credential (TWIC).

The recently enacted Coast Guard and Maritime Transportation Act modified some of these rulemakings to afford the Coast Guard adequate time to fairly enforce them. In the 113th Congress, the Subcommittee will continue oversight of the Coast Guard's regulatory program to ensure these regulations improve the safety of the maritime transportation system without unduly increasing costs and undermining job growth in the maritime industry.

6. Marine Environmental Protection. In recent years, the Coast Guard and EPA have implemented several new regulations governing the transportation of oil and other hazardous substances on water; air emissions from vessels; and the discharge from vessels of plastics, ballast water, and over 25 other "discharges incidental to the normal operation of a vessel," such as bilge water, deck wash, and air conditioning condensate. In addition, over 25 states have put in place regulations to govern ballast water and other incidental discharges. Many of these new requirements are inconsistent, costly, and burdensome. If not properly addressed, these regulations could significantly complicate vessel operations, drive up costs, threaten jobs, and impede the flow of commerce along our coasts, the Great Lakes, and inland rivers.

In the 113th Congress, the Subcommittee will conduct oversight of these regulations. The Subcommittee will also work to address the challenges posed by these new regulations and ensure the efficient movement of maritime commerce, defend seafaring and port jobs, and protect the environment.

7. Oil Spill Prevention and Response. In fiscal year 2012, the Coast Guard received over 32,000 reports of an oil or hazardous materials spill. The Service continues to respond to the April 2010 explosion and sinking of the DEEPWATER HORIZON and has deployed assets to the Arctic to oversee permitted drilling activities.

In the 113th Congress, the Subcommittee will continue oversight of oil spill prevention laws and regulations, as well as the Coast Guard's capability to respond to such incidents. The Subcommittee will work to ensure the Nation's oil spill prevention and response capabilities protect human lives and the environment while protecting U.S. jobs.

8. Port and Vessel Security. On an annual basis, U.S. ports handle more than 2 billion tons of freight, 3 billion barrels of oil, more than 134 million ferry passengers, and more than 7 million cruise ship passengers. Approximately 7,500 foreign ships, manned by 200,000 foreign sailors, enter U.S. ports every year to offload approximately six million truck-size cargo containers onto U.S. docks. Additionally, many of these seaports are critical military strategic sealift ports whose availability must be constantly assured.

There are 361 public ports in the United States that handle over 95 percent of U.S. overseas trade. The top 50 ports in the United States account for over 90 percent of total cargo tonnage. Twenty-five U.S. ports account for over 98 percent of all container shipments. Cruise ships visiting foreign destinations embark from at

least 16 U.S. ports. Generally, ports are often very open and exposed and are potentially susceptible to large-scale acts of terrorism that could cause catastrophic loss of life and economic disruption.

In 2002, Congress enacted the Maritime Transportation Security Act (MTSA), now chapter 701 of title 46, United States Code. The measure establishes a comprehensive national maritime transportation security system; requires the Coast Guard to conduct vulnerability assessments of U.S. ports; requires the Coast Guard to develop national and regional area maritime transportation security plans; requires seaports, waterfront terminals, and certain types of vessels to develop security and incident response plans for the Coast Guard; and requires the Coast Guard to conduct an antiterrorism assessment of certain foreign ports. Vessel and facility plans went into effect on July 1, 2004.

MTSA also established the TWIC program to ensure that transportation workers who have access to secure areas of maritime facilities do not pose a terrorism security risk. The Security and Accountability for Every Port Act of 2006 (SAFE Port Act) set deadlines for the deployment of TWIC to workers and the installation of TWIC reader devices at access points to secure areas. The TSA and Coast Guard missed the July 30, 2007, deadline to begin the deployment of TWIC and did not begin deployment of the credentials until October 2007. The TSA also missed the April 2009 deadline for the installation of TWIC readers. The Coast Guard does not anticipate issuing final rules for the installation of readers until 2013.

In the 113th Congress, the Subcommittee will continue to conduct oversight of these critical security issues with the goal of providing the highest level of security possible that does not impede the efficient flow of maritime commerce or interrupt employment opportunities in the maritime sector.

9. Piracy. In 2012, pirates in the waters off the Horn of Africa captured 13 commercial vessels and held over 200 merchant seamen hostage. Although these numbers have fallen in recent months, the pirates continue their violent attacks on vessels transiting those waters. Pirates are using larger vessels, more advanced weaponry, and traveling further into the Indian Ocean to intercept vessels traveling outside the regular shipping lanes. Ransoms are increasing and reports indicate that conditions for hostages are worsening. Incidents of piracy are also on the rise in the Gulf of Guinea off the coast of Nigeria further impacting commercial shipping around the African continent.

In the 113th Congress, the Subcommittee will continue oversight of this issue. The Subcommittee will work to find ways to improve the security of U.S. seafarers, their vessels, and their cargo as they transit these high-risk waters.

10. Arctic Transportation. The percentage of the Arctic Circle covered in ice during the summer months continues to shrink. As a result, waters previously blocked by ice have become navigable in the summer. This opens opportunities for ships to transit between the Atlantic and Pacific Oceans through the Northwest Passage and the Northern Sea Route. It may also ease the difficulties

faced in extracting potential oil and gas resources, as well as expand fishing and tourism activities.

As the ice cap recedes, human presence in the Arctic may expand. The Coast Guard will likely need to deal with a growing caseload of search and rescue, marine pollution response, law enforcement, and defense missions. The Service currently lacks the infrastructure or assets required for extended operations in the Arctic.

In the 113th Congress, the Subcommittee will continue its oversight of these issues. The Subcommittee will work to find ways to improve the safety and security of Arctic transportation routes, as well as enhance Coast Guard presence in the region in an efficient and cost-effective manner.

11. Federal Maritime Commission, Maritime Administration, National Oceanic and Atmospheric Administration Budget and Programs. The Subcommittee has jurisdiction over the Federal Maritime Commission (FMC) and the non-defense related programs of the Maritime Administration (MARAD). The FMC is responsible for the economic regulation of waterborne foreign commerce and unfair shipping practices. MARAD oversees several programs related to defense readiness, as well as programs designed to promote and develop the domestic merchant marine industry. The Subcommittee also has jurisdiction over the National Oceanic and Atmospheric Administration's (NOAA) Office of Response and Restoration (ORR). ORR provides technical and scientific assistance in the response to, and environmental restoration from, oil and hazardous material spills. It also administers the Marine Debris Program. The Subcommittee is also interested in NOAA programs that acquire and distribute data necessary for the safe operation of the Maritime Transportation System.

Each of these agencies is operating under a fiscal year 2013 continuing resolution which expired March 27, 2013. In fiscal year 2012, these agencies had a combined budget of over \$399 million.

In the 113th Congress, the Subcommittee will continue to conduct oversight of the FMC, MARAD, and ORR. The Subcommittee will explore ways to promote job growth in the domestic fleet, while improving operations and reducing costs at these agencies.

SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS, AND EMERGENCY MANAGEMENT

1. Federal Courthouses. In June of 2010, GAO issued a report on the federal courthouse program and found that of the 33 courthouses built since 2000, there was 3.56 million square feet of extra space, costing the taxpayer \$835 million plus \$51 million annually to operate and maintain. The Subcommittee will continue its oversight of the authorization of new federal courthouses, encourage the full implementation of courtroom sharing formulae, and place strict requirements on any proposed courthouses to minimize overbuilding and reduce costs. The Subcommittee will also closely oversee the progress made on courthouses already authorized to ensure they are constructed within the limitations placed upon them by the Committee and to ensure they stay below or within budget. The Subcommittee will also work to ensure that courthouse construction projects include credible judgeship projections; courtroom shar-

ing in a robust and efficient fashion in accordance with the empirical courtroom use data collected by the Federal Judicial Center; and faithful adherence by GSA to congressionally authorized square-footage limitations, as well as dollar limitations, when executing projects.

2. Leasing. On or about July 17, 2012, GSA entered into a lease agreement to occupy space on six floors at One World Trade Center. The lease agreement includes an initial lease term of 20 years starting in 2015 at a rent of approximately \$17.5 million per year for a total of \$351.4 million over the initial term of the lease. The lease also includes four 15-year renewal options. GSA entered into this lease agreement despite the fact that a resolution approving the lease had not yet been adopted by the Committee.

While a prospectus as required by the Public Buildings Act was submitted to the Committee on June 6, 2012, the prospectus did not include a customary housing plan, identifying the proposed tenant agencies for the leased space and indicating how GSA proposed utilizing the space. Notwithstanding that the Committee had not passed a Committee resolution approving the lease or the fact GSA had submitted an incomplete prospectus, GSA obligated the government to more than \$350 million. This broke decades of legal precedent. Subsequently, former Chairman Mica, former Subcommittee Chairman Denham and former Appropriations Subcommittee on Financial Services Chairwoman Jo Ann Emerson requested GSA provide a written legal analysis and briefing explaining the basis for GSA to sign the lease.

In the 113th Congress, the Subcommittee will conduct oversight of GSA to ensure effective oversight of GSA's authority to enter into leases that bind the taxpayer to significant sums of money.

During the 112th Congress, problems with independent leasing authorities of agencies outside of GSA were made apparent. In 2010, the Securities and Exchange Commission (SEC), which has its own independent leasing authority, signed a sole-source ten-year lease for a state-of-the-art building, binding the taxpayer to more than \$500 million. Not long after signing the lease, SEC determined it did not need the space. The Subcommittee conducted an investigation and held hearings that revealed serious questions about SEC's management of its space and its leasing authority. In prior years, the Committee has also found similar mismanagement by other agencies, including the NTSB, in which poor decisions on leases resulted in taxpayer dollars being wasted. As a result, the Subcommittee will continue its oversight of leases outside of GSA.

3. Real Property Management. The management of federal real property has been on the GAO's "high risk" list since 2003 due to a number of mismanagement issues, including the overreliance on costly leasing to meet long-term space needs and the overabundance of underused or vacant space. In addition, with nearly half of GSA's assets over 50 years old, GSA has faced challenges maintaining a balanced inventory, draining federal resources and costing more to maintain old buildings that are often inefficient. At the same time, GSA continues to over-rely on expensive new commercial leases that very often result in the taxpayer paying for a building several times over without any ownership interest. The Office of Management and Budget's budget scorekeeping rules are key

drivers on “own vs. lease” asset decision making. Current budget scorekeeping rules generally leave GSA with only two options for meeting the federal government’s general purpose space needs: direct appropriations for new construction or long-term leases. In addition, with the tight budget constraints and the lack of funds for new construction, GSA has begun exploring alternative arrangements for space acquisition and redevelopment.

The Subcommittee will continue to conduct investigations and oversight of GSA’s management of its real property portfolio and examine ways to ensure cost-effective choices are made. In addition, the Subcommittee will work to ensure GSA maximizes the utilization of existing space, renegotiates existing leases to reduce costs, and sells under-used or vacant properties that will generate revenue. Finally, the Subcommittee will work to ensure GSA fully utilizes its enhanced property management authority to make better use of space it retains, such as out-leasing empty federal space to generate income for GSA’s Federal Buildings Fund (FBF) and help offset costs, but will conduct close oversight of GSA’s use of these authorities to ensure they are managed and used appropriately.

4. Federal Buildings Fund. Congress established the FBF with the intent of making GSA’s management of space self-financed. Federal agencies who are tenants in GSA-owned or managed facilities, generally, pay rent to GSA for use of the space. Those funds are deposited into the FBF, which then is used to reinvest in GSA’s assets for repairs and maintenance, as well as for construction or purchasing of new property. With nearly half of GSA’s assets over 50 years old coupled with the increase in commercial leasing to fill space needs, serious questions have been raised regarding the viability of the FBF in the future. Old assets drain the resources of the FBF in repair and maintenance costs.

In addition, the administrative expenses of GSA’s Public Buildings Service (PBS) are paid out of the FBF. There has been little or no transparency in how PBS spends its administrative funds. The scandals related to conferences and bonuses and GSA’s inability to fully respond to Committee questions about how it budgets for such activities have revealed the potential for significant waste. As a result, the Subcommittee will continue to conduct oversight of PBS’s administrative costs and take steps to ensure greater transparency and accountability.

5. Capital Investment and Leasing Program. As part of the Committee’s annual work to review and authorize GSA’s requests for authority to repair, alter, construct, and lease property for use by federal agencies, the Subcommittee will review each prospectus presented to the Committee and recommend approval only after the Subcommittee is satisfied that the requests are cost-effective and in the best interest of the government. The Subcommittee will work aggressively with GSA and tenant agencies to shrink the space footprint.

6. 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 the Department of Homeland Security (DHS). However, responsibility for the protection of federal buildings, generally, remains with the GSA. The

Subcommittee will continue 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 of the FPS.

7. Major Development Projects. The construction of the DHS headquarters is a multibillion-dollar federal construction project that, when completed, will relocate much of DHS operations in the District of Columbia area into one campus located at the historic Saint Elizabeths Hospital site in the Southeast quadrant of the District of Columbia. Currently, the construction of the Coast Guard headquarters is underway at the site. In addition, various DHS components remain in leased space until the phased construction is completed. The Subcommittee plans to continue close oversight of this major project and its associated leases to guard against waste, and ensure jobs are maintained and created accordingly throughout the project.

In addition, there are a number of other major construction and development projects proposed, underway, or anticipated by the GSA, including a proposal for a new FBI headquarters, the redevelopment of Federal Triangle South, and the redevelopment of the Old Post Office. The Subcommittee plans to conduct close review and oversight of these major development projects.

8. Architect of the Capitol. The Subcommittee will continue ongoing oversight of projects being undertaken by the Architect of the Capitol, including redevelopment of the Federal Office Building 8 as well as other development pursuant to the Master Plan for the Capitol Complex. Consistent oversight will ensure proper prioritization and cost savings.

9. Smithsonian Institution Facilities. The Subcommittee will continue its oversight of projects undertaken by the Smithsonian Institution including the acquisition, construction, and use of local and remote museum, research, and storage facilities of the Institution. The Subcommittee will continue to ensure the cost-effective solutions to the Smithsonian's space needs such as leveraging private dollars and disposal or effective reuse of underused assets. In addition, the Smithsonian is currently in the process of constructing the National Museum of African American History and Culture. Continued oversight of the construction is important to ensure the project stays within budget and on schedule.

10. John F. Kennedy Center for the Performing Arts. As a part of its ongoing oversight of the Kennedy Center's programs, the Subcommittee will regularly review the construction, alteration, and modernization activities of the Kennedy Center that are conducted using federal funds to ensure appropriate management and cost savings.

11. Economic Development Administration. The Economic Development Administration (EDA) was created in 1965 by the Public Works and Economic Development Act to leverage federal funding to help spur economic growth in areas that are experiencing: chronic high unemployment, out-migration, and severe economic dislocations due to plant closings and natural disasters. Over the years, EDA's programs have generated new, permanent jobs with minimal federal investment. For example, reviews of EDA's programs have revealed that its programs, on average, create jobs at a cost of

\$4,000 per job. In addition, studies have shown that \$1 invested by EDA attracts \$11 in private or other public funding. The leveraging of federal dollars ensures that projects funded are viable and include a private interest that will ensure the jobs created are long-lasting. In preparation for EDA's reauthorization, the Subcommittee will continue to oversee EDA programs to ensure they continue to leverage private dollars and create jobs. The Subcommittee will also identify and remove regulatory stovepipes that add costs and administrative hurdles to job creation.

12. **Appalachian Regional Commission.** The Subcommittee will closely examine the activities of the Appalachian Regional Commission including how it meets the needs of distressed counties in Appalachia, how it uses new and innovative ways to promote economic development, and its track record of success since its last reauthorization to ensure, as with EDA, projects funded result in economic growth and job creation.

13. **Other Regional Economic Development Authorities.** The Subcommittee will closely examine the activities of the other established development authorities, which are the Denali Commission, Delta Regional Authority, Northern Great Plains Regional Authority, Southeast Crescent Regional Commission, Southwest Border Regional Commission, and Northern Border Regional Commission. The Subcommittee will review these commissions and identify ways to streamline these programs and reduce any overlap to produce cost savings.

14. **Emergency Management.** The Subcommittee intends to undertake a review and assessment of the Nation's ability to prevent, prepare for, mitigate against, respond to, and recover from disasters and emergencies of all types including terrorism. In the 113th Congress, continued oversight will be needed as states continue to recover from prior disasters, such as Hurricane Sandy. In addition, the Subcommittee will continue its oversight of the implementation of reforms to the national preparedness system by the Federal Emergency Management Agency (FEMA) as required under the Post-Katrina Emergency Management Reform Act of 2006, as well as its oversight of FEMA's development of the Integrated Public Alert and Warning System.

SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

1. **MAP-21 Implementation.** The Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized federal surface transportation programs for the first time since 2005. Enacted in July of 2012, MAP-21 represents an investment in the Nation's transportation infrastructure that translates into safer travel, more efficient commerce, faster project approval and delivery, and the creation of thousands of jobs. A large part of the Subcommittee's oversight activities in the 113th Congress will focus on implementation of MAP-21, specifically in the following areas:

- **Streamlining Project Delivery.** MAP-21 reformed the project approval and delivery process for transportation and infrastructure projects. Time delays and inefficiencies in project delivery not only postpone needed improvements in our Nation's transportation infrastructure, but often result in increases in the cost of projects. MAP-21 streamlined this process by: allowing federal agencies to

carry out their obligations for a project concurrently with the National Environmental Policy Act (NEPA) environmental review for that project; instituting a financial penalty to each federal agency that misses a deadline as part of the NEPA environmental review process; and providing categorical exclusions from the NEPA process for repair or reconstruction of an existing facility damaged by an emergency, for projects within the right-of-way, and for projects that receive limited federal funding. Most significantly, MAP-21 requires that all environmental reviews for a project be completed within four years. The Subcommittee will monitor and evaluate DOT's implementation of these project delivery provisions.

- **Program Consolidation and Elimination.** MAP-21 consolidated or eliminated nearly 70 DOT programs. Many of these programs served similar purposes and several of them were no longer necessary because the nature of our transportation system has changed over time. By consolidating some DOT programs and eliminating others, MAP-21 allows DOT to become more effective and efficient. The Subcommittee will monitor the implementation and effectiveness of program consolidation, as well as the organizational and staffing level changes at DOT, to ensure the agencies are structured and staffed in a way that is consistent with the changes made in MAP-21.

- **Performance and Accountability.** MAP-21 emphasized performance management by incorporating performance measures into the highway, transit, and highway safety programs. These performance measures will provide a more efficient federal investment by focusing federal funding on national transportation goals, increasing accountability and transparency, and improving transportation planning and project selection. These changes require state departments of transportations, localities, and public transit agencies to consider performance objectives in their transportation plans and project selection. The Subcommittee will monitor DOT's implementation of these performance management requirements, as well as the ability of states and public transit agencies to accurately collect and utilize relevant performance data.

- **Efficient Movement of Freight.** The United States economy relies heavily on the surface transportation network for the efficient movement of freight. MAP-21 recognizes the importance of freight movement to all aspects of American life and incentivizes projects that improve freight movement by increasing the federal share for such projects. The Subcommittee will conduct oversight of freight-related issues and the relevant provisions in MAP-21 to determine whether the surface transportation network is adequately accommodating current and future freight movement needs.

- **New Starts.** MAP-21 streamlines the project development process for the New Starts program by setting time limits on environmental reviews and consolidating the steps FTA must take in the project approval process. The Subcommittee will continue to conduct oversight on FTA's management of the New Starts program to ensure that the MAP-21 reforms are implemented in a way that expedites the lengthy process of moving a new fixed guideway transit project through development and into construction. The Subcommittee will also monitor the New Starts program to determine whether further reforms are warranted.

- **Transit Safety Oversight.** Statistically, rail transit is among the safest modes of transportation. However, there have been some high-profile rail transit accidents resulting in fatalities and injuries around the country in recent years. MAP-21 included several provisions related to transit safety. Rather than granting FTA broad regulatory authority, MAP-21 built on the transit State Safety Oversight model that was already established in law and provided a dedicated stream of federal funding for the state agencies that oversee the safety of rail transit systems. MAP-21 also required each recipient of federal transit funding to institute a public transportation agency safety plan before it can obligate federal funding. The Subcommittee will closely oversee FTA's implementation of the transit safety provisions in MAP-21 to ensure that it is being done in a way that is consistent with Congressional intent.

- **Public Transportation Emergency Relief Program.** MAP-21 establishes a public transportation emergency relief program to fund transit projects that have suffered damage as a result of a natural disaster or a catastrophic failure. This program may also fund transit operating expenses in areas impacted by a disaster or catastrophic failure if the area meets certain eligibility criteria. In October 2012, Hurricane Sandy caused substantial damage to transit systems in New Jersey and New York. However, in October 2012, FTA was still in the process of implementing the provisions in MAP-21 establishing the Public Transportation Emergency Relief program. The Subcommittee will oversee the implementation of the Public Transportation Emergency Relief program to ensure that the program is being established and implemented in accordance with congressional intent and to ensure that the funding distributed through the program meets the eligibility requirements in law. The Subcommittee will also evaluate funding expenditures from the Public Transportation Emergency Relief program to determine whether projects to mitigate the impacts of future disasters should be funded through the Emergency Relief program or through other FTA programs.

2. **Sustainability of Surface Transportation Programs.** The federal highway, highway safety, and public transportation programs are user-fee financed through federal excise taxes levied on motor fuels and on various highway-related products such as tires and heavy trucks. Revenues from these user fees are deposited into the Highway Trust Fund (HTF) and may be used only for eligible transportation projects and activities. Current projections show that the cash balances in the HTF's Highway Account will be depleted sometime in fiscal year 2015, while the HTF's Mass Transit Account will be depleted at some point late in fiscal year 2014. The Subcommittee will monitor the status and solvency of the HTF, and its ability to fully fund the programs authorized under MAP-21 and to meet future surface transportation investment needs.

3. **Innovative Financing.** In order to provide the greatest number of project financing options to state departments of transportations, Congress has focused on implementing innovative financing measures. The Transportation Infrastructure Finance and Innovation Act (TIFIA) program, tolling options, and public-private partnerships (PPPs) are all tools that state departments of transportations can use when capitalizing surface transportation projects. The Sub-

committee will continue to evaluate and determine the proper role that innovative financing tools and private investment may play in financing transportation projects and the factors that should be considered in making such determinations. The Subcommittee will also assess the extent to which states and localities are already using innovative techniques to finance projects and the extent to which states and localities have the fiscal and technical capacity to take advantage of these innovative financing options.

- **Transportation Infrastructure Finance and Innovation Act.** MAP-21 amended the TIFIA program in order to increase the impact and efficacy of these funds. MAP-21 increased the eligible federal share of TIFIA projects to 49 percent, increased the amount of TIFIA funds to \$1.75 billion over two years, made key reforms to ensure that funds were more readily available for projects that qualify for the TIFIA program, and eliminated the unofficial political “super-qualifications” that were sometimes imposed on TIFIA applications. The Subcommittee will monitor how these changes are implemented and determine whether any further amendments are necessary to maximize the usefulness of this program, as well as DOT’s management of the program and oversight of projects receiving TIFIA credit assistance.

- **Tolling.** MAP-21 also expanded the ability of states to collect toll revenue from facilities on the federal-aid highway system. Specifically, any project that adds new lane capacity to the Interstate System can be tolled. States continue to have the ability to toll roads that are not on the Interstate System. Toll revenues can be used for debt service for the project, operating costs of the toll facility, or, if the toll facility is adequately maintained, then the revenue can be used for any other highway or transit project for which federal funds may be used. The Subcommittee will evaluate how DOT is implementing the tolling provisions in MAP-21 and how states use this expanded tolling authority and determine whether any further changes are warranted.

- **Innovative Finance Guidance to State and Local Governments.** MAP-21 requires that DOT develop best practices for how state and local governments can work with the private sector to develop, finance, construct, and operate surface transportation projects in a manner that advances the public interest. While the decision to pursue a PPP is a state or local decision, MAP-21 requires DOT to provide technical assistance to states and local officials who are interested in pursuing PPPs for transportation projects. The Subcommittee will monitor DOT to ensure that they are providing requisite guidance to state and local governments interested in PPPs.

4. **Transportation Planning and Major Construction Projects.** The Subcommittee will conduct oversight of statewide and metropolitan transportation planning, as well as major highway and transit construction projects. The Subcommittee will analyze the board structure of metropolitan planning organizations (MPOs) to determine whether they contain a requisite level of technical expertise. Furthermore, the Subcommittee will examine the relationship between MPOs and state departments of transportation and public transit agencies to determine the appropriate level of interaction and cooperation between these three entities. As part of the Subcommittee’s oversight of transportation planning, major surface transpor-

tation construction projects will also be examined to ensure that the planned cost for these projects is not being overrun. Many of the Nation's largest transportation projects experience significant cost overruns, and the Subcommittee will investigate these overruns to determine if they are due to changes in the construction market, project mismanagement, or other causes.

5. Compliance, Safety, Accountability Program. FMCSA identified limitations in its compliance and enforcement model used to measure the safety performance of motor carriers and target carriers for enforcement by the agency. On December 13, 2010, FMCSA launched its new Compliance, Safety, Accountability (CSA) Program, which uses existing safety data collected by FMCSA and state agencies to better target enforcement activities at truck and bus companies that have a history of safety violations. FMCSA believes that CSA will allow them to "do more with less" by identifying high-risk companies, focusing resources where they are most needed, and improving the safety records of those companies. During the 112th Congress, the Subcommittee held a hearing on the effectiveness of the CSA program and the impacts on truck and bus companies. As a result of the hearing, the Subcommittee requested an audit of the program by the DOT's Inspector General. The requested date for completion of the audit is late 2013, and the Subcommittee will continue to monitor developments with the CSA program.

6. Hours of Service. Since 1937, the federal government has set limits on the number of hours commercial drivers may be on duty and spend behind the wheel in order to promote the safety of truck and bus operations. On January 4, 2003, in response to a Congressional mandate enacted in 1995, FMCSA published new hours-of-service (HOS) regulations for all property-carrying interstate motor carrier operators. The HOS rules have been the subject of ongoing litigation since 2003. On December 27, 2011, FMCSA issued a final rule revising the HOS requirements for commercial truck drivers. The new HOS final rule limits a truck driver's work week to 70 hours and stipulates that drivers cannot drive after working eight hours without first taking a break of at least 30 minutes. In addition, the rule requires truck drivers to take a "34-hour restart" in order to restart the clock on their work week. The "34-hour restart" provision must overlap during two periods between 1:00 a.m. and 5:00 a.m. The new HOS regulations become effective on July 1, 2013. The trucking industry has raised concerns that the proposed changes are overly complex, potentially reducing productivity. Law enforcement personnel have questioned whether the rules will require additional training for effective enforcement. The Subcommittee will maintain close oversight of the rulemaking process to ensure it furthers FMCSA's primary mission of safety, while ensuring the efficient movement of freight throughout the U.S. economy.

7. Highway Safety and Traffic Fatalities and Injuries. NHTSA reported that highway fatalities fell to 32,367 in 2011, marking the lowest level since 1949 and a 1.9-percent decrease from the previous year. This represents a 26-percent decline in traffic fatalities overall since 2005. However, fatalities increased in 2011 among large truck occupants (20 percent), bicyclists (8.7 percent), pedes-

trians (3.0 percent), and motorcycle riders (2.1 percent). Highway fatalities have high societal costs. According to FHWA estimates, the average cost of a roadway fatality is \$6 million and the average cost of a roadway injury is \$126,000. The Subcommittee will monitor the efforts and effectiveness of programs carried out by NHTSA, FMCSA and FHWA to improve highway safety.

8. Innovative Technologies. The Subcommittee will provide oversight on the development and demonstration of new transportation technologies that improve efficiency and safety on our Nation's highways and transit systems. Research in this area will help create jobs by encouraging development of sophisticated technologies that many state departments of transportations and localities could implement on their roads, transit systems, and bridges. Implementation of these technologies can improve operational performance of the surface transportation network, which allows for the better use of the existing capacity on roads and transit systems. DOT is currently researching connected vehicle technologies, which are designed to increase situational awareness and reduce or eliminate crashes through vehicle-to-vehicle and vehicle-to-infrastructure data transmission that supports: driver advisories, driver warnings, and vehicle and infrastructure controls. The Subcommittee will monitor developments in this area and ensure that such developments maximize the efficiency of the Nation's transportation system and the safety of its users to ensure the research carried out under these programs achieves the objectives established by Congress, and is being conducted and deployed in an effective manner.

9. Research Structure at the Department of Transportation. The Department of Transportation's research, development, and technology program is established to foster innovations leading to effective, integrated, and intermodal transportation solutions. MAP-21 established the following objectives for DOT research activities: improving highway safety, improving infrastructure integrity, strengthening transportation planning and environmental decision-making, reducing congestion, improving highway operation, enhancing freight productivity, and exploratory advanced research. The Research and Innovative Technology Administration (RITA) oversees the Intelligent Transportation Systems (ITS) program. RITA's Joint Program Office has Department-wide authority in coordinating the ITS program and initiatives among FHWA, FMCSA, FTA, and NHTSA, as well as the Federal Railroad Administration, and the Maritime Administration. Research activities at DOT are scattered among many different agencies and offices. Concerns have been raised in regards to how this structure affects the overall research effectiveness of the Department. The Subcommittee will conduct oversight activities to determine the appropriate way to administer the Department's research programs.

SUBCOMMITTEE ON RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS

1. DOT Fiscal Year 2014 and 2015 Budgets. The Subcommittee will review and evaluate the fiscal year 2014 and fiscal year 2015 budget proposals for FRA, Amtrak, the Surface Transportation Board, the Railroad Retirement Board, the National Mediation

Board, and the Pipelines and Hazardous Materials Safety Administration (PHMSA).

2. Reauthorization of the Federal Railroad Administration's Safety Program. The FRA's rail safety program was last authorized in the Rail Safety Improvement Act of 2008 (RSIA), which expires at the end of fiscal year 2013. In preparation for reauthorizing the FRA safety programs, the Subcommittee will conduct oversight on FRA's enforcement and rulemaking activities since the last authorization in RSIA, as well as the various safety laws that govern railroad operations.

3. Reauthorization of the Federal Railroad Administration's Rail Infrastructure Programs. The FRA also administers several rail infrastructure programs, including the Railroad Rehabilitation and Improvement Financing (RRIF) loan program, the High-Speed Intercity Passenger Rail (HSIPR) program, and the Rail Line Relocation and Improvement Capital Grant (RLR) program. RRIF is a direct and guaranteed loan program for rail and rail-intermodal infrastructure projects with \$35 billion in loan authority. The HSIPR program is a consolidation of two capital grant programs authorized in the Passenger Rail Investment and Improvement Act of 2008 (PRIIA)—the intercity passenger rail service grants to states, and the high-speed rail corridor development grants. These programs were appropriated a total of \$10.1 billion and 99 percent of the funds have been obligated as of December 2012. The RLR program is a state grant program to aid in the mitigation of adverse effects caused by the presence of rail infrastructure. A total of \$90 million has been appropriated to the program and all funding has been awarded. The Subcommittee will conduct oversight of these rail infrastructure programs, with a view toward reauthorization.

4. Reauthorization of Amtrak. The Amtrak Reform and Accountability Act of 1997 fundamentally altered the statutory status of Amtrak, a corporation, by freeing Amtrak from a variety of detailed statutory restrictions governing the company's route system, capital structure, labor relations, and corporate governance. In 2008, PRIIA established more reforms and operational improvements along with authorizing appropriations for Amtrak capital grants, operating grants, and the Amtrak Inspector General. The Subcommittee will examine various aspects of Amtrak's performance with a view to reauthorization.

5. Pipeline Safety Programs. The Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 reauthorized federal pipeline safety programs through fiscal year 2015. It provides for enhanced safety and reliability in pipeline transportation and ensures regulatory certainty, which will help create a positive environment for job development. The legislation was enacted on January 3, 2012. The Subcommittee will conduct oversight of the Office of Pipeline Safety at PHMSA regarding implementation of the Act.

6. Hazardous Materials Safety Programs. The Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized PHMSA's hazardous materials safety programs. MAP-21 secured regulatory reforms, enhanced hazardous materials safety and enforcement, improved training, data collection, and research. As PHMSA's Office of Hazardous Materials Safety continues implementation of

MAP-21, the Subcommittee will conduct oversight on that progress.

SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

1. Clean Water Act and Water Infrastructure Programs. The Subcommittee will conduct oversight of wastewater treatment and water pollution control funding issues, including levels and sources of funding and management of grant and loan programs; wastewater security; and infrastructure needs. Oversight also will include a review of the effectiveness of watershed, market, and performance-based approaches to addressing local water pollution concerns; issues involving the development and implementation of total maximum daily loads, water quality standards, effluent limitations, and permitting; nutrients policies under the Clean Water Act; data quality issues; and continued efforts to improve the management of combined and sanitary sewer overflows, stormwater, and nonpoint source pollution. Additionally, the Subcommittee's oversight will include a review of the Environmental Protection Agency's implementation of integrated approaches to municipal stormwater and wastewater management through EPA's integrated planning approach framework. The Subcommittee will investigate whether non-regulatory approaches, such as market-based approaches and other innovative approaches undertaken by state and local governments, may result in improvements to the environment. The Subcommittee may review the implications of addressing certain pollutant discharges, including discharges of pesticides, ballast water, incidental discharges from vessels, stormwater, and water transfers, through traditional Clean Water Act permitting requirements.

Continued improvement of water quality will likely require a combination of regulatory and non-regulatory approaches, as well as continued investment in water infrastructure programs. The Subcommittee will pursue and examine finding innovative ways to finance new and replacement of old water infrastructure projects; providing states, counties, and towns with additional tools and flexibility to address local environmental challenges; and demanding increased efficiency from federal expenditures.

2. Army Corps of Engineers Water Resources Program. The Subcommittee will review 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 (Corps), including the selection, planning, and implementation of water resources projects; financing of harbor and inland waterways infrastructure, and utilization of large, medium, and small harbors; the backlog of uninitiated Corps construction projects, including prioritization of projects; asset management of projects in its operation and maintenance account, including existing and future levels of service; and efforts to improve the efficiency, effectiveness, and consistent implementation of the agency's regulatory programs, including those pertaining to wetlands (including the scope and procedural and substantive requirements of the permitting programs) and dredging activities. The Subcommittee will review the Corps' implementation of provisions of the Water Resources Development

Act of 2007, including those that were intended to streamline the project planning process.

Continued investments in our Nation's infrastructure will create jobs and support a healthy economy. The Subcommittee will focus on getting projects for the Nation built more efficiently and cost effectively, thereby more quickly delivering project benefits to the public, while ensuring compliance with existing planning and environmental laws.

3. EPA—Superfund/Comprehensive Environmental Response, Compensation, and Liability Act and Brownfields. The Subcommittee will review efforts to improve the efficiency and effectiveness of the contaminated site cleanup process and the process of assessing natural resources damages; review the liability, financing, and settlement mechanisms and procedures under the current Superfund program, including implementation of the Small Business Liability Relief and Brownfields Revitalization Act; review the role of the states in conducting and financing cleanups; review the relationships among the states, EPA, and other federal entities in implementing the Superfund/Brownfields program; and review ongoing federal, state, and local efforts to revitalize brownfields, including implementation of the expired Small Business Liability Relief and Brownfields Revitalization Act.

Brownfields and Superfund sites drive down property values and tax revenues and are a major blight on many of our cities and towns. The Subcommittee will work to promote state, local, and private efforts to clean up and redevelop Superfund and brownfields sites.

4. Tennessee Valley Authority. The Subcommittee will review the management of the Tennessee Valley Authority (TVA) and its programs, including its energy program and operations in the current marketplace and the impact of TVA debt on its long-term goals. Until mid-2006, the Tennessee Valley Authority had made significant payments on its long-term debt in an attempt to reduce its total financing obligations. Since 2006, however, TVA's debt has begun to steadily climb to levels that may place the taxpayer at risk. TVA's debt is statutorily capped at \$30 billion and at the end of fiscal year 2012 carried just over \$25 billion in total debt. The Subcommittee will initiate a review of TVA's commitment to long-term financial sustainability to lessen the risk posed to bondholders, ratepayers, and the taxpayer.

HEARINGS HELD PURSUANT TO CLAUSES 2(N), (O), AND (P) OF RULE XI

113-2 "Coast Guard Mission Balance." Subcommittee on Coast Guard and Maritime Transportation. February 26, 2013	113-44 "Coast Guard Mission Execution: How is the Coast Guard Meeting Its Mission Goals?" Subcommittee on Coast Guard and Maritime Transportation. December 11, 2013
113-11 "GAO Review: Are Additional Federal Courthouses Justified?" Full Committee. April 17, 2013	
113-18 "Saving Taxpayer Dollars: Freezing the Federal Real Estate Footprint." Subcommittee on Economic Development, Public Buildings, and Emergency Management. May 22, 2013	
113-30 "Causes of Delays to the FAA's NextGen Program." Subcommittee on Aviation. July 17, 2013	
113-31 "How the Financial Status of the Highway Trust Fund Impacts Surface Transportation Programs." Subcommittee on Highways and Transit. July 23, 2013	
113-40 "Review of FAA's Certification Process: Ensuring an Efficient, Effective, and Safe Process." Subcommittee on Aviation. October 30, 2013	
113-41 "Progress Report: Hurricane Sandy Recovery – One Year Later." Full Committee. November 14, 2013	