

ability for us to invest in those elements of our communities and society that will grow the economy. The very thought that we have a massive deficit in our public infrastructure, and that is nowhere on the table in the House, roads and bridges crumbling, water systems, like the water system of my hometown of Flint, failing, and continuing to pass on massive debt to our children and grandchildren is irresponsible and it ought to be reversed.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 4:45 p.m. today.

Accordingly (at 2 o'clock and 9 minutes p.m.), the House stood in recess.

□ 1700

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. ZELDIN) at 5 p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or votes objected to under clause 6 of rule XX.

The House will resume proceedings on postponed questions at a later time.

STB INFORMATION SECURITY IMPROVEMENT ACT

Mr. MITCHELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4921) to require the Surface Board of Transportation to implement certain recommendations of the Inspector General of the Department of Transportation, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4921

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "STB Information Security Improvement Act".

SEC. 2. REQUIREMENTS.

(a) *IN GENERAL.*—The Surface Transportation Board (in this section referred to as the "STB") shall develop a timeline and plan to implement the recommendations of the Inspector General of the Department of Transportation in Report No. FI2018002, including improvements—

(1) to identify controls, including risk management, weakness remediation, and security authorization;

(2) to protect controls, including configuration management, user identity and access management, and security training;

(3) to detect controls, including continuous monitoring;

(4) to respond controls, including incident handling and reporting;

(5) to recover controls for contingency planning; and

(6) any additional tools that will improve the implementation of the recommendations.

(b) IMPLEMENTATION.—

(1) *IN GENERAL.*—Not later than 180 days after the date of enactment of this Act, the STB shall submit the plan and timeline developed under subsection (a) to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce of the Senate.

(2) *REPORT.*—The STB shall report annually to such Committees on the progress on implementation of the recommendations until the implementation is complete.

(3) *PLAN IMPLEMENTATION.*—The STB shall designate an individual to implement the plan developed under subsection (a).

SEC. 3. NO ADDITIONAL FUNDS AUTHORIZED.

No additional funds are authorized to carry out the requirements of this Act. Such requirements shall be carried out using amounts otherwise authorized.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Michigan (Mr. MITCHELL) and the gentleman from Massachusetts (Mr. CAPUANO) each will control 20 minutes.

The Chair recognizes the gentleman from Michigan.

GENERAL LEAVE

Mr. MITCHELL. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and to include extraneous material on H.R. 4921, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

Mr. MITCHELL. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, the STB Information Security Improvement Act requires the Surface Transportation Board to develop a timeline and plan to implement the recommendations and improvements outlined in its information security system.

After a concerning report from the Department of Transportation inspector general that outlined deficiencies in the STB's information security system, it is imperative that changes be made and there are improvements in that system rapidly.

When the STB separated from DOT, Department of Transportation, in December 2015, the agency gained full responsibility and control of its IT system, and it currently lacks any meaningful or strong cybersecurity system.

The improvements needed include basic building blocks, such as changes to policies and procedures. The STB is encumbered by a number of weaknesses, and its information security program has been determined by the OIG to be at a low level of maturity according to OMB standards.

A summary of the bill is it requires the STB, the Surface Transportation Board, to create a timeline and plan to implement recommendations made by the DOT Office of Inspector General in their report. Additionally, it requires the Surface Transportation Board to annually update Congress on its

progress until it has effectively been completed and updated.

This bill ensures that the Surface Transportation Board addresses these deficiencies so the agency can reduce the risk of an attack or compromise to this critical information system.

I believe this bill will improve the Surface Transportation Board's information security and is a good piece of legislation and oversight.

I again thank Chairman SHUSTER, Chairman DENHAM, and Mr. GOTTHEIMER for working with me on this bill.

Mr. Speaker, I reserve the balance of my time.

Mr. CAPUANO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, very briefly, this is a short bill, an easy bill. It simply tells the STB that they should do something about cybersecurity as directed by their own inspector general.

It is a very simple bill. It is a bipartisan bill. It is something we should pass as quickly as we can.

Mr. Speaker, I yield back the balance of my time.

Mr. MITCHELL. Mr. Speaker, I appreciate the bipartisan nature of the bill. My colleague supported the bill, and Mr. GOTTHEIMER is a cosponsor.

I urge my colleagues to join in supporting this important legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. MITCHELL) that the House suspend the rules and pass the bill, H.R. 4921, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. MITCHELL. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

The point of no quorum is considered withdrawn.

FRA SAFETY DATA IMPROVEMENT ACT

Mr. MITCHELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4925) to require the Administrator of the Federal Railroad Administration to implement certain recommendations for management and collection of railroad safety data.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4925

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "FRA Safety Data Improvement Act".

SEC. 2. RECOMMENDATIONS FOR MANAGEMENT AND COLLECTION OF RAILROAD SAFETY DATA.

(a) IN GENERAL.—The Administrator of the Federal Railroad Administration shall develop a plan, and a timeline to carry out such plan, to implement the recommendations from the Inspector General Report No. ST2017045 of the Department of Transportation, issued on May 3, 2017, to the greatest extent possible, to improve the Federal Railroad Administration's management and collection of railroad safety data.

(b) IMPLEMENTATION.—

(1) IN GENERAL.—Not later than 180 days after date of enactment of this Act, the Administrator shall submit the plan and timeline developed under subsection (a) to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

(2) REPORT.—The Administrator shall report annually to the committees on the implementation of such plan until implementation is complete.

SEC. 3. NO ADDITIONAL FUNDS AUTHORIZED.

No additional funds are authorized to carry out the requirements of this Act. Such requirements shall be carried out using amounts otherwise authorized.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Michigan (Mr. MITCHELL) and the gentleman from Massachusetts (Mr. CAPUANO) each will control 20 minutes.

The Chair recognizes the gentleman from Michigan.

GENERAL LEAVE

Mr. MITCHELL. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and to include extraneous material on H.R. 4925.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

Mr. MITCHELL. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, the FRA Safety Data Improvement Act requires the Federal Railroad Administration to develop a timeline and plan to implement improvements to its safety data collection and reporting system.

Rail safety is critical to our Nation, and in order to ensure that regulations are rooted in accurate data, the FRA must make improvements to its data collection system.

Safety data is important to railroad safety, and failures of that concern us. Effective safety data collection and reporting is critical to ensuring railroad safety.

The Department of Transportation inspector general published a report outlining issues with the data collection and reporting for safety data. The report made a number of recommendations to standardizing certain procedures and implementing effective and uniform training programs. Additionally, the report recommends the FRA update its reporting guidance to clear up discrepancies in their reporting forms.

In summary, the bill requires the FRA, the Federal Railroad Administration, to implement the recommenda-

tions from the DOT Office of Inspector General report. Additionally, it requires the FRA to develop a timeline and plan to implement the guidelines and recommendations. The bill ensures the FRA addresses these discrepancies by a report requiring FRA to annually update Congress on its progress until completion.

I believe this bill will improve the safety of our railways. Rail safety is obviously critical to our Nation and our infrastructure; and to ensure that safety regulations are effective and clear, they must be updated.

I again thank Chairman SHUSTER, Chairman DENHAM, and Mr. GOTTHEIMER for working with me, as well as my colleague, Mr. CAPUANO.

Mr. Speaker, I reserve the balance of my time.

Mr. CAPUANO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, again, this is a relatively easy bill and a bipartisan bill. It simply requires that the FRA train people when they report incidents of safety, that they report them in a uniform manner so that when somebody goes to look to see how many accidents there were or a certain type of accident, they can compare apples to apples instead of apples to oranges. It is kind of simple. It is a straightforward bill and, again, it is bipartisan.

Mr. Speaker, I yield the balance of my time to the gentleman from New Jersey (Mr. GOTTHEIMER), the author of this bill.

Mr. GOTTHEIMER. Mr. Speaker, I thank Chairman SHUSTER and Ranking Member DEFAZIO for their leadership on the Transportation and Infrastructure Committee, working with me on a bipartisan basis on the FRA Safety Data Improvement Act. Additionally, I want to thank Congressman MITCHELL for helping colead this important bill.

In New Jersey, our rails and tunnels are literally crumbling. In a political environment, that is all too often polarized. Democrats and Republicans can certainly find common ground on our infrastructure being deficient, degrading, and incurring accidents that are becoming all too regular.

The American Society of Civil Engineers gave America a D-plus infrastructure rating on their scorecard. New Jersey also received an overall D-plus, with rail and transit in particularly bad shape.

Bergen County, in my district, is the worst in the Northeast for railway crossing crashes. America's infrastructure failure is leading to more and more accidents. In fact, recently, we have seen fatal Amtrak and New Jersey Transit crashes in Hoboken, New Jersey, Washington State, South Carolina, and West Virginia.

We simply can't afford to sit idly by, punting on this urgent need. We need infrastructure investment, but we also need to proactively improve our safety procedures and processes. We need to take on safety in this country. And for all we pay in taxes and tickets, both of

which I think are far too high, we cannot play games with the safety of our families and children. From administration to administration, we can't have inconsistencies or delays in implementing rail safety rules.

I am proud to have led on this bipartisan bill to secure America's rails with real safety provisions. The bipartisan FRA Safety Data Improvement Act improves and standardizes reporting and training around railway accidents on railroads like Amtrak and New Jersey Transit. By better standardizing reporting requirements, we can leverage big datasets to improve safety and make smarter decisions. It does so by implementing the DOT's inspector general report and ensuring reporting to Congress on compliance.

The IG found that the Federal Railroad Administration had taken some steps to improve data reporting, but it still lacks standardized reporting and training. This bill codifies steps suggested by the IG, providing more certainty in the safety of our rails.

By allowing us to better leverage bill datasets—and the key here is putting big data to work—this bill will save lives. I urge support and passage of the FRA Safety Data Improvement Act.

Mr. CAPUANO. Mr. Speaker, I yield back the balance of my time.

Mr. MITCHELL. Mr. Speaker, this bill and the previous one we discussed reflect the bipartisan commitment to our Nation's infrastructure and to a safe infrastructure. I appreciate my colleagues' support in working jointly in bringing these bills forward. I urge my colleagues to join all of us in supporting this legislation.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. MITCHELL) that the House suspend the rules and pass the bill, H.R. 4925.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

SUPPORTING RESPECT FOR HUMAN RIGHTS AND ENCOURAGING INCLUSIVE GOVERNANCE IN ETHIOPIA

Mr. SMITH of New Jersey. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 128) supporting respect for human rights and encouraging inclusive governance in Ethiopia, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 128

Whereas the Federal Democratic Republic of Ethiopia has been an important partner of the United States and a regional leader in promoting economic growth, global health, and peace and security;