The House met at 10 a.m. and was called to order by the Speaker pro tempore (Mr. HARPER).

DESIGNATION OF SPEAKER PRO TEMPORE
The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC, April 26, 2018.

I hereby appoint the Honorable Greg HARPER to act as Speaker pro tempore on this day.

PAUL D. RYAN, Speaker of the House of Representatives.

MORNING-HOUR DEBATE
The SPEAKER pro tempore. Pursuant to the order of the House of January 8, 2018, the Chair will now recognize Members from lists submitted by the majority and minority leaders for morning-hour debate.

The Chair will alternate recognition between the parties. All time shall be equally allocated between the parties, and in no event shall debate continue beyond 11:50 a.m. Each Member, other than the majority and minority leaders and the minority whip, shall be limited to 5 minutes.

REAUTHORIZING THE FARM BILL
The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, last week, the House Agriculture Committee passed a bill out that would reauthorize the farm bill. This is the most important bill that most Americans don’t pay that much attention to. Sadly, I don’t think it gets the attention that it needs here in Congress.

This is just the beginning of a long process to deal with the bill that is going to be the most important health bill that this Congress will consider, because it would have us continue to subsidize a diet that literally makes Americans sick. It is the most important environmental bill, in terms of carbon emissions and water quality, and it makes a big difference for the men and women who are in the agriculture sector.

There are long-term challenges that we face, such as beginning farmers and ranchers and what happens in terms of transition. The average farmer is 58.2 years of age. What are we going to do to provide the workforce for the future, to transition lands, to be able to get the most out of the investment in the lands?

The bill that is awaiting House action—and I hope it awaits House action a long time, because there are many things we can do to make it better—would cut environmental funding, even though only one out of four applications for environmental programs ever get funded. The environmental programs are not performance-based to make sure that we get the most benefit for those dollars.

The bill does not rein in unnecessary subsidies. Indeed, it broadens loopholes and coverage to have subsidies go to more people who are only tangentially related to operating the farm and people who don’t necessarily need it.

But the thing that I find most troubling is the provision known as the King amendment. This provision in the farm bill would prohibit State and local governments from setting their own protections for the people who fish, farm, and shop.

Every State has agriculture and fisheries of the Great Lakes are different from those of the Gulf Coast, New England, and the Pacific Northwest.

The King amendment would prevent States from being able to tailor protections to their own industry and their own consumers. I strongly urge my colleagues to investigate what this provision would mean.

There is a great study from the Harvard Law School about an analysis of H.R. 4879 and the King amendment preempting State laws, for instance, on sale-by or best-used dates for shellfish, meat, dairy, and eggs. It would prevent States from stopping the import of pests that kill fruit, nut, and lumber trees. It would allow fishing vessels to fish waters of the various States without complying with the rules of those States, if their States have different provisions. It would even prohibit pet distributor licenses from being denied to animal abusers.

These are the sorts of things that, when the public looks at it, they are shaking their heads in wonder. Why would Congress have a race to the bottom for protections for the environment, consumers, and animal protections?

It is interesting. There was a provision voted on by people in Oklahoma in the fall of 2016. The so-called “freedom to farm” has many of these same provisions. When the voters in Oklahoma did a deep dive, they rejected the Farm Bureau’s initiative by a 60-40 margin. That is the State that gave Donald Trump his largest margin of victory for any State, other than West Virginia.

I hope Congress does what the people of Oklahoma did: look at the details, understand what it would do, and reject unnecessary restrictions on the ability of your State and local government to tailor protections for the people who fish, farm, and shop.

We can do better. I hope that we are going to be able to enlist the support of the vast majority of Congress to take a moment, pause, and look at a farm bill that is worthy of this body.
TUESDAY’S CHILDREN

The SPEAKER pro tempore. The Chair recognizes the gentleman from Nebraska (Mr. Bacon) for 5 minutes.

Mr. BACON. Mr. Speaker, I rise to recognize three amazing kids: Arianna, Julius, and Kaydien, who join me today on the floor. All three are taking part in Tuesday’s Children to Work Today hosted by Tuesday’s Children. This is my second year participating in this wonderful event, and both times it has brightened my day.

Tuesday’s Children provides support to children whose parents passed away in the military or due to terrorism. More than 15,000 individuals directly impacted by the events of September 11 have been supported by Tuesday’s Children, and more than 6,000 individuals are currently served by Tuesday’s Children’s First Responder Alliance program today.

In my 30 years in the Air Force, I was able to meet with the families of loved ones who passed. I know how important organizations like Tuesday’s Children are for our Nation’s youth.

Today, it is about kids like Arianna, Julius, and Kaydien. They are shadowing me this morning and seeing what life is like in Congress. Julius is 9 years old. He is from Maryland and enjoys robotics and Legos. Kaydien, from Pennsylvania, is 10 years old, and is a big New York Giants fan. I tried to make him a Chicago Bears fan, but I couldn’t do it. Finally, Arianna is from Maryland. She is 7 years old, and loves to play tennis.

I hope they enjoy their time in Washington and remember this day as a very special one, because they are special. I look forward to spending more time with them this afternoon.

The SPEAKER pro tempore. The Chair will remind all Members to refrain from references to guests on the floor.

BIPARTISANSHIP

The SPEAKER pro tempore. The Chair recognizes the gentleman from Illinois (Mr. GUTIERREZ) for 5 minutes.

Mr. GUTIERREZ. Mr. Speaker, bipartisanship is often applauded in Congress, but seldom rewarded. Let me repeat that. Bipartisanship is often applauded, but seldom rewarded, which is an important part of why we have been unable to pass any meaningful immigration reform in this body for years.

I have worked with good men and women on the other side of the aisle on many advance immigration reform, but none of those efforts forced the Speaker of the House, whoever he or she was at the time, to allow a vote, except for the time the House passed the Dream Act in 2010.

I continue to work with partners on the other side, because I know if a vote is allowed, those who see immigrants and immigration as important assets to this country will prevail. It will take Democrats and Republicans working together to enact commonsense immigration reform.

Just this week, the gentleman from Colorado, Republican Mike Coffman, and I worked together to demand statistics from the Department of Homeland Security, if the Trump administration is complying with Federal court orders on the renewal of DACA applications, and to get more information on the DACA processing backlogs.

Working with Republicans doesn’t win me many friends among Democrats, who spend their days trying to defeat people like Mr. Coffman. They would probably prefer I stop working with him. As I said, bipartisanship is often praised, but seldom rewarded.

Secondly, bipartisanship is more than just signing your name.

JEFF DENHAM of California and some other Republicans are promoting an idea that has a great deal of merit: the so-called “Gang of Eight” or “G8,” which has almost 50 Republican co-sponsors and all the Democrats, myself included.

This rule calls for a debate and votes in the House on a series of immigration reform proposals that would address the vulnerability of Dreamers and their families to deportation. It is an unprecedented bipartisan action to demand an immigration vote, and I support it wholeheartedly. But so far, all the Republicans have had to do is sign their names as co-sponsors. The next step should be that we demand that Speaker RYAN bring the rule and related bills to the floor for a vote through a discharge petition.

You see, working with people from the other side of the aisle is just one aspect of bipartisanship. When the rubber meets the road is when you take on the leaders of your own party in order to achieve a bipartisan goal.

When I got paired up with the President Obama’s treatment of Dreamers and migrants, I didn’t win any popularity contest with the Democratic Caucus. My colleagues were quick to defend the President and the Democratic Speaker at the time. I was shunned and passed over many times by my own team.

Later, when I and other Democrats worked with Judge CARTER, SAM JOHN-SON, and RAUL LABRAVOS to find bipartisan solutions in the 113th Congress, Members of my own party told me to stay away. Right here on this floor they told me: “Don’t help Republicans solve their immigration problem.”

But I didn’t stay away. I kept working with the Republicans, until they walked away. They were unwilling to take on their own party in the end. Speaker Boehner backed away when the chips were down.

Speaker RYAN came to my district in Chicago and talked about moving forward on immigration, with me standing by his side. We are still waiting for him to put skin in the game. That is what it will take: taking a courageous position, even in the face of opposition from your own party.

So the 48 Republicans who joined Mr. DENHAM’s “Queen of the Hill” rule calling for immigration votes should not declare mission accomplished just yet. You may not get invited to the next state dinner or fly on Air Force One, but you will have done a service to your Nation.

A discharge petition on the Denham bill says you are willing to expend your personal reputation and political capital to do what is right and what is necessary in a time of great hatred and divisiveness at the highest levels over immigrants, refugees, and asylum seekers.

“Mr. Speaker, will you be praised for your bipartisan courage? I hope so.

Will you be rewarded by other politicians or activists in your own party, or voters in mine? Probably not.

Which is exactly my point. It is hard, it is thankless, but your country needs help that only Republicans in Congress can provide: put pressure on your own Republican leadership. I, and a lot of my colleagues, will work with you, stand by you, support you, but we need you to lead the way.

HONORING THE LIFE OF RICK ANTILE

The SPEAKER pro tempore. The Chair recognizes the gentleman from California (Mr. DENHAM) for 5 minutes.

Mr. DENHAM. Mr. Speaker, I sadly rise today with fellow colleagues because we lost a friend way too soon.

Rick Antile was an ag visionary, community leader, family man, and to Sonia and I, a mentor and a friend. His passion and dedication made him not only a leader in California’s Salinas Valley, but in the entire ag industry nationwide.

At the age of 26, he became the president and CEO of Tanimura & Antile, one of the largest ag companies in the entire country. He would grow this to become the largest leafy greens and vegetable producer in the region. He set it up as an ESOP, making it an employee-owned business. This is now a four-generation legacy that farms over 35,000 acres, distributing to North America, Europe, and Asia.

Rick worked right alongside his sons, Brian and Jeffrey. He constantly pushed different innovations, even ideas that were against conventional practice, things that were sometimes mocked or said that they would never work, but are now the important innovations that lead the rest of the industry.

Rick emphasized the importance of support and investing in employees, whom he always saw as the backbone
of his company. His company’s 800-person Spreckels Crossing housing complex has since become a blueprint for other farmworker housing projects across the country.

On a personal note, I would just say that Sonja—Sonja and Tony as they were known to most in the industry—worked side by side. Rick and I worked side by side as well.

Not only was Tonya a mentor to Sonia, Rick was a mentor to me. I learned a lot about business. I learned a lot about friendship. I saw the pride in his generational family. He is going to be missed by many here in Washington, D.C.; in the Salinas Valley; around the country; and certainly as a family man. Brian and Jeffrey. I know that they are going through tremendous pain, as are Anthony and Natalie. They thought of the world of his family and certainly the world of his employees.

Mr. Speaker, I now yield to the gentleman from California (Mr. COSTA) for any remarks he may have.

Mr. COSTA. Mr. Speaker, I thank the gentlelady for yielding, and I join with Congressman JEFF DENHAM and Congressman JIMMY PANETTA to celebrate a life well lived.

Rick Antle was truly an icon in not only California agriculture but American agriculture. He was a leader. Rick and Tonya always put their family first, and what a family it was. To be a part with them, with their children and with his father, Bob, I have fond, fond memories over the years of working together on public policy affecting California agriculture.

They farmed not just in the Salad Bowl but in the San Joaquin Valley. Their efforts to bring value added and innovation is legendary in terms of the incredible products that we enjoy today at home. His efforts with employees set the gold standard, creating housing initiatives so that the 800 employees at Taniruma & Antle would have the kind of housing that farm workers deserve to have.

The list goes on and on and on, but I just wanted to join today and pay my respects to our friend Rick, and to his family, Tonya, we know this is a very difficult time for all of you, but we just want you to know that our thoughts and prayers are with you. We thank you for all of the contributions you have made over the years. Rick was a leader in California agriculture. And I just personally want to say thank you for all the good advice you have given me over the years. We will miss Rick Antle.

Mr. DENHAM. Mr. Speaker, I would like to yield to the gentleman from California (Mr. PANETTA).

Mr. PANETTA. Mr. Speaker, I rise today, along with my good friend and colleague Mr. DENHAM and Mr. COSTA, to recognize somebody, as you can tell, who clearly impacted not just the lives of the three of us but the lives of many people on the Central Coast of California, the Central Valley of California, and across this Nation.

Today we obviously commemorate, we celebrate, Rick Antle and what he has done for the Salinas Valley agriculture and what he and his family at T&A did to claim that area as the Salad Bowl of the World. Let me tell you, he did it through innovation, and he did it through ingenuity, in dealing with the specialty crops and the technology and practices that are needed in order to grow those types of crops.

He was on the forefront of innovation when it came to precision farming, from growing hydroponic lettuce to plant tape, to a Robovator. The farming at T&A used less water and less pesticides, and that led to less harm to our environment. Yet they still continued to grow a vast amount of vegetables.

I can tell you it wasn’t just his investments in innovation that set Rick apart; it was his ingenuity and foresight that inspired him to implement standards to protect our community, our environment, to invest in making his employees’ lives better, and to strive to innovate that would improve the agricultural industry.

Rick clearly was a steward of our environment, from T&A’s packaging and energy use, to maintaining soil health, to monitoring water usage. T&A was dedicated to long-term sustainability to benefit our community, our planet, and yes, our next generation.

Rick was committed to making his employees’ lives better, from providing that state-of-the-art housing that my colleagues mentioned to offering employees stock options so that they could be a part of that company, they could have a stake in that company.

Yes, Rick was always a tireless advocate for the industry. We definitely valued his voice and his advice. And I can tell you, like I said, it wasn’t just us but clearly his family that he influenced. I will never forget his son Brian talking about the best piece of advice that he got from Rick. It was when he was in high school. Rick was getting him out in the fields. And Rick’s advice to Brian was: Look, the best fertilizer a farmer can have is his farmer’s own shadow. Being there, showing up. That is what Rick did.

If you can see, Mr. Speaker, Rick was and he is a legend, not just on the Central Coast, not just in the Central Valley, but in the agricultural community. Carrie and I will miss him, and we know that his spirit will continue to be felt, not just in the Salad Bowl of the World but in all of our worlds.

Mr. DENHAM. Mr. Speaker, let me just, in closing, say my wife and I extend our condolences and prayers for Rick’s loving wife, his mother, their children and grandchildren. On behalf of all who knew him and benefited from his tireless efforts, we thank them for graciously giving us some of their time to spend with Rick and the many things that we all learned from him. Mr. Speaker, I will just say special prayers and condolences.

WHO WILL BE HARMED BY THE FARM BILL

The SPEAKER pro tempore. The Chair recognizes the gentleman from Massachusetts (Mr. MCGOVERN) for 5 minutes.

Mr. MCGOVERN. Mr. Speaker, last week after turning their backs on bipartisanship, Republicans on the Agriculture Committee advanced a highly partisan farm bill that hurts our most vulnerable constituents. The farm bill cuts the Supplemental Nutrition Assistance Program, known as SNAP, by over $23 billion. It eliminates State flexibility. It erects new barriers to accessing the program and creates a massive dis-
consistent work. In a letter to our committee, AARP’s senior vice president for government affairs, Joyce Rogers, said this bill could “increase food insecurity and likely have negative consequences on health.”

Mr. Speaker, the damaging mandatory work proposal does not just impact older Americans; it extends to other groups as well. For example, under this bill, thousands of veterans would lose access to SNAP benefits if they don’t find work or a job training program. Veterans, Mr. Speaker, men and women who have put their lives on the line for us. The least we could do—very least—is ensure that they have access to modest food benefits when they fall upon hard times.

Among the other vulnerable adults who will be subjected to mandatory work requirements are teenagers just aging out of foster care, people with underlying mental health issues, chronically homeless individuals, and ex-offenders with nowhere else to turn. Are these the people we want to be turning our backs on, Mr. Speaker? Their lives are already challenging. This Republican Congress should not be making it more difficult for them to survive.

Other provisions in this terrible bill target working families with kids. The bill eliminates an important provision that provides States with the flexibility to raise income cutoffs and ease asset limits. Taking away this State option cuts 400,000 eligible households—900,000 adults and kids—off of SNAP and takes free school meals away from 265,000 kids.

Sadly, this bill also limits access to benefits for people with disabilities. It imposes new paperwork requirements on SNAP recipients with out-of-pocket utility costs, placing more burdens on those living with disabilities. While there appear to be some exceptions to the new work requirements I noted earlier for people with disabilities, many others who may not meet the statutory definition, who have not yet been identified, would be cut off of assistance.

That is why the Consortium for Citizens with Disabilities sent our committee a letter strongly opposing this bill.

Mr. Speaker, I include in the RECORD the letters from AARP and the Consortium for Citizens with Disabilities.

AARP REAL POSSIBILITIES.
WASHINGTON, DC, April 17, 2018.

Hon. K. Michael Conaway,
Chairman, House Committee on Agriculture,
Washington, DC.

Dear Chairman Conaway:

On behalf of our members and all Americans age 50 and older, I am writing to urge your committee, H.R. 2, the Agriculture and Nutrition Act of 2018, to avoid the negative impact the current bill would have on the millions of Americans, including older Americans, who benefit from the Supplemental Nutrition Assistance Program (SNAP).

AARP, with its nearly 38 million members in all 50 states, the District of Columbia, and the U.S. territories, is a nonpartisan, nonprofit, nationwide organization that strengthens communities and fights for the issues that matter most to families such as health care, retirement security, funding, affordable health care, and protection from financial abuse.

The changes to the Supplemental Nutrition Assistance Program (SNAP) included in H.R. 2 will put at risk the critical food and nutrition assistance for 40 million Americans who depend on this program. In 2016, 8.7 million SNAP households had at least one adult age 50 or older. As we stated in a letter sent to the Chairman and Ranking Member of the Committee on April 10, 2018, the Supplemental Nutrition Assistance Program (SNAP) is a critical part of the safety net available to low-income families, including many older Americans and people with disabilities. It has been shown that participating in SNAP can lead to improvements in a household’s food security status, especially for those with very low food security.

Categorical eligibility is essential to improving access to SNAP for low-income Americans of all ages and must be protected, as was done in the last farm bill. Categorical eligibility advances the goals of simplifying administration, minimizing the burdensome work requirements I observed in the committee markup, and protecting against potential errors and fraud.

The current bill eliminates categorical eligibility for people with disabilities. It has been shown that participating in SNAP can lead to improvements in an individual’s food security status, especially for those with very low food security.

Most individuals who receive SNAP benefits and are required to work already do work. Unfortunately, those individuals who are not working are likely to have chronic health conditions, which prevent them from holding employment. Over 1.7 million low-income older adults live in poverty and one in three are disabled or have a chronic condition. Expanding work requirements for SNAP would be especially burdensome for older workers ages 50-59. Workers ages 50 and older typically take longer than younger workers to find employment and are more likely to be unemployed.

Denying individual’s access to SNAP benefits for up to three years for not being able to comply with tougher work requirements could increase food insecurity and likely have negative consequences on health. One recent study showed how healthcare and food insecurity causes are inexorably linked, finding the risk for hospital admissions for low blood sugar spikes 27 percent in the last week of the month as compared to the first week of the month when food and SNAP budgets of low-income populations have been exhausted.

We urge you, as this bill heads into markup, to protect the critical assistance that SNAP provides and preserve the program’s ability to carry out its important mission in providing nutrition to America’s vulnerable populations. We ask you to work in a bipartisan manner to protect this program.

Sincerely,

Joyce A. Rogers,
Senior Vice President, Government Affairs.
would cut off or reduce SNAP benefits, narrow eligibility, or force more people to navigate harsh and unnecessary program rules, including people with disabilities and their families.

In particular, we are concerned that the draft Farm Bill released last week includes a number of provisions that would harm people with disabilities and their families. The increases in the proposed bill are insufficient to make up for significant benefit reductions.

New work requirements with highly punitive rules would cut off SNAP benefits for many people—including in families with children, adults, and seniors with disabilities. It is simple to assert that “people with disabilities will be exempt,” but converting such a statement into an effective policy process is complicated, expensive, and fundamentally flawed. Many people with disabilities receive SNAP, but do not meet SNAP’s statutory definitions of “disability” or have not been so identified. Under SNAP, states have no obligation to help people prove they are exempt, even if they have difficulty obtaining the necessary records or verification from a doctor. In addition, there is no obligation to ensure that people with disabilities have access to the full array of services they might need to work—such as accessible transportation, support services and personal care, and health and medical services. People with disabilities often want to work, but need additional supports and services to obtain and keep jobs, in addition to facing discrimination and misconceptions about their ability to work.

Underfunded work programs would be woefully inadequate to meet training needs. Proposed new investments in SNAP employment and training programs—funded in large part by benefit cuts—amount to only about $30 per person per month. This amount would be grossly insufficient to provide adequate employment services for people subject to proposed new work requirements, including job-seekers with disabilities.

New reporting requirements would create major hurdles to benefits. Proposed new reporting requirements related to eligibility, employment and training, and time limits would be extremely difficult for many people with disabilities to navigate and comply with. For example, ending a decades-old simplification measure and instead requiring people to keep track of their bills with the SNAP office—or else, see their benefits reduced—is harsh, unnecessary, and burdensome both for SNAP participants and states.

PATH TO DEBT CRISIS

The SPEAKER pro tempore. The Chair recognizes the gentleman from California (Mr. McCLINTOCK) for 5 minutes.

Mr. McCLINTOCK. Mr. Speaker, in December we adopted one of the most important tax reform laws in our Nation’s history. It is producing higher wages, better job opportunities, and greater economic growth than we have seen in a decade. But having cut taxes, we assumed an urgent responsibility to restrain spending. Taxes and debt are two sides of the same coin. A debt is simply a future tax. Once we have spent a dollar, we have already decided to tax it, either now or in the future. It is the spending that is the problem. Three numbers—26, 29, and 46—tell the whole story. Over the last 10 years, population and inflation have increased a combined 26 percent. Our revenues have more than kept pace, increasing 29 percent. The problem is that third number. Our spending has grown 46 percent.

We are now approaching a trillion-dollar annual deficit with $21 trillion of total debt. This not only crowds out capital that would otherwise be used for economic expansion; it also produces staggering interest costs on that debt, which today amount to $475 billion a year.

Our total defense spending this year is roughly $765 billion. Every 1 percent increase in interest rates adds roughly $200 billion to our annual interest costs. If capital markets believe we have no plan and no inclination to control our spending, they could soon begin demanding higher rates to compensate their added risk.

That is a debt spiral. It leads to a debt crisis. Pension systems implode, basic services falter, the economy collapses, and the population flees. Puerto Rico’s debt crisis has left its Government completely helpless to respond to last year’s hurricanes.

The instrument required to prevent this from happening is the Federal Debt. It is supposed to set limits on discretionary and mandatory spending and to provide a streamlined process to adjust statutes to meet those levels. The deadline for Congress to pass such a budget was April 15. To date, the House Budget Committee, over the objections of myself and others, has done nothing to produce a plan to get us off that path.

Fortunately, the Republican Study Committee, the largest caucus in the Congress, has stepped forward to offer a comprehensive budget for fiscal year 2019. I chair the Budget and Spending Task Force of the RSC, and I want to thank the many Members and staff who provided countless hours to produce it.

The RSC budget is, at present, the only credible and comprehensive plan in Congress to turn us back toward fiscal sanity before it is too late, getting us back to balance by 2026. It combines the fiscal reforms proposed by the members of the RSC over the last several sessions, along with innovations and service delivery proposed by the CBO, the GAO, the administration, and by think tanks like Heritage Foundation and Mercatus.

It shows, program by program, how we can reform them in a manner that produces more effective service delivery at a much lower cost, save Medicare and Social Security from impending collapse, and fully fund our Nation’s defense.

Yes, it goes every sacred cow in the Federal bureaucracy, and we will hear howls of protest from the partisans of the status quo; but we are running out of time, and we are running out of options. Those same voices have placed us on a collision course with bankruptcy, and countries that bankrupt themselves aren’t around very long.

A sovereign debt crisis is coming to America, and at our current rate of spending and borrowing, it could be coming very soon. I implore the House
leadership to allow this budget to be brought at once to the floor and at least give the House the fleeting and perhaps final chance to avert the fiscal crisis that looms before us.

Given the fact that there is no credible plan, even being considered, to avert this crisis, the RSC budget may represent the last best hope of restoring our government to solvency and assuring that we can continue to provide for the common defense and promote the general welfare for ourselves and our posterity.

PHILIPS LIGHTING FACTORY CLOSING

The SPEAKER pro tempore. The Chair recognizes the gentleman from Massachusetts (Mr. KENNEDY) for 5 minutes.

Mr. KENNEDY. Mr. Speaker, earlier this year, I stood in Fall River, Massachusetts, and told our country the story of a resilient city. Today, for nearly 200 working families, that resilience is being tested because, this week, after celebrating $342 million in profits, Philips Lighting announced that they would be closing their factory in Fall River and moving those jobs to Mexico. Almost 200 loyal, lifelong employees are left behind, careers upended, savings lost. Mortgages, homeowner's bills, tuition payments will be missed.

For the 61-year-old worker who is near retirement and paying off his daughter's student loans, a meager investment in workforce retraining is not worth all that much.

For the countless workers who sit around dining room tables in southeastern Massachusetts tonight trying to figure out how their family budget can absorb impossible cuts, bland lip service given by this White House yesterday means nothing.

But that is not even the whole story. Philips Lighting shareholders are being showered with $187.4 million in stock buybacks because of Donald Trump's tax plan.

Make no mistake, that is the legacy of this tax bill: working families that are left sorting through the wreckage while CEOs bask in windfalls; lights turned off on empty American factory floors while shareholders grin around boardroom tables; success somehow defined in dividends and return on investments for those in paychecks in families supported, retirement funds lost, dreams realized.

Yes, Fall River is a unique city, but across this country, other families and communities find themselves in the same impossible place as economic afterthoughts in a Republican economy increasingly tilted towards the privileged and the powerful with a government that refuses to hear their voices.

HONORING SALSA SOKOLSKI

The SPEAKER pro tempore. The Chair recognizes the gentleman from Pennsylvania (Mr. THOMPSON) for 5 minutes.

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise today to congratulate a constituent from Warren County who has a truly remarkable story, an American story.

Salsa Ananda Catherina grew up in rural Indonesia on the central island of Java. She was raised by her grandmother and uncle and lived in a house without electricity, where water came from an underground well.

Salsa left home at age 16 to go to work for Sony TV in Malaysia. Most of the money she made was sent home to help her family, primarily for her brother and his four children, but also to her uncle, who helped raise her.

Salsa moved to Hong Kong at the age of 26 to work with families. She helped raise children, did cooking and general housekeeping. Again, most of the money she made was sent back to Indonesia to help her family survive.

It was in Hong Kong that Salsa taught herself how to speak English, and, today, she not only speaks English fluently, but she is also fluent in more than six languages, all of them self-taught.

It was in Hong Kong that Salsa met her future husband, Lincoln Sokolski, who was there on business. Lincoln is president of Whirley-DrinkWorks! in Warren, Pennsylvania. The pair dated long distance for 5 years, and in 2010, Salsa came to the United States on a fiancee visa.

Salsa and Lincoln were married in Warren on July 10, 2010, on the beautiful grounds of the Cray Museum. Salsa's first job was as a volunteer at the Warren County YMCA. She helped greet guests and performed other customer service responsibilities.

A year later, Salsa had done something she had never done before: she learned to drive. She obtained her driver's license while working at Blair, in the packaging area. Salsa had never driven a car prior to moving to the United States.

She would soon take a job at Whirley-DrinkWorks! in the office performing administrative functions, communications, and human resources. In her more than 5 years at Whirley-DrinkWorks!, she has become a highly valued and respected teammate. Salsa has also been recognized for her teamwork, positive attitude, and always coming to work with the highest integrity and loyalty to the company.

In 2013, Salsa graduated from the year-long Leadership Warren program, which is designed to educate future leaders on how to work with nonprofit organizations and help them achieve sustained success. One key project her team took on was to help teach disadvantaged children how to read.

Salsa and Lincoln are very active in giving back to the community with their time, leadership, and personal resources to help make Warren County a better place to live and work. Among the organizations the Sokolskis have worked with include the Warren YMCA, the United Fund of Warren County, Struthers Library Theatre, Warren General Hospital, Salvation Army, and numerous others.

Mr. Speaker, Salsa Sokolski's story doesn't end there. On February 2, 2018, Salsa achieved one of her greatest accomplishments, something she considers to be her highest honor—she became a U.S. citizen.

Mr. Speaker, I want to remark on what an incredible person Salsa Sokolski is. From working hard to take care of her family, to teaching herself more than six languages and giving back to her community, Salsa truly is impressive.

Mr. Speaker, I congratulate Salsa on achieving her American citizenship. I am proud to call her a fellow American.
the Near East Relief effort, the generosity of the American people saved the lives of thousands of survivors and helped secure the future of the Armenian people?

And finally, how many Americans know that the President and the Senate have refused to acknowledge the Armenian Genocide, intimidated into silence by Turkey?

Turkey has invested heavily in the cause of denial, and to our shame, the U.S. has been intimidated into silence. Though Turkey remains a member of NATO, under the autocratic and repressive rule of President Recep Tayyip Erdogan, Turkey has become the leading jailer of journalists in the world and discussion of the genocide can bring criminal punishment.

U.S. citizens have also been the victims of Erdogan’s crackdown on free expression. Last year, Erdogan’s security detail brutally assaulted peaceful protesters in Washington, D.C. Charges against 11 of the 15 Turkish nationals charged have been dropped, and there is little indication that Turkey will pay any diplomatic price for this attack.

In northern Syria, where the United States has worked closely with partners to devastate ISIS, Turkey has chosen to place its paramount focus on fighting the Kurds, even launching a military offensive into Syria that threatens our own soldiers and those of our allies. Erdogan has even gone so far as to threaten the United States with an “Ottoman slap.”

“These are not the actions of an ally. They are the actions of a nation that feels emboldened to act with indifference to the United States. And who can blame them? For over a quarter century, Presidents and Congresses of both parties have been bullied into genocide denial for fear Turkey will withdraw their already transactional and fleeting cooperation.

It has never been in our national security interest to be complicit in another country’s denial of human rights, let alone denial of genocide. It is time for America to speak plainly about the Armenian Genocide and the violation of human rights anywhere in the world.

IMPOSING NEW SANCTIONS ON HUMAN RIGHTS ABUSERS

The SPEAKER pro tempore. The Chair recognizes the gentleman from Arkansas (Mr. HILL) for 5 minutes.

Mr. HILL. Mr. Speaker, I thank my colleagues, Mr. SCHIFF, for his remarks on genocide and turning our back on the facts that are find around the world. I really appreciate his thoughts. I want to rise today and talk to my colleagues and the American people about the atrocities in Syria and call on my colleagues in the Senate to expeditiously vote on a bill authored here in the ranking member on the Foreign Affairs Committee, ELIOT ENGEL, H.R. 1677, the Caesar Syria Civilian Protection Act of 2017.

This legislation imposes new sanctions on human rights abusers in the sad state of affairs in Syria and those who facilitate the Assad regime’s atrocities, and it encourages negotiations to bring about a lasting political solution there. It also authorizes the State Department to support entities that are collecting and preserving the chain of evidence for the eventual prosecution of those who have committed war crimes and crimes against humanity in Syria to date.

The world has witnessed many generational examples of butchery and genocide by menaces, including Hitler, Stalin, Pol Pot, and many others. But in the last 7 years, the world has allowed us to recognize a new name for evil and cruelty in this millennium: Bashar al-Assad and his henchmen.

For the last 7 years, the world has expressed outrage, yet twiddled their thumbs while this modern-day Hitler annihilates the civilian population of Syria.

Mr. HILL. Mr. Speaker, I rise today to recognize a group of students in Vilonia, Arkansas, who are collecting personal items lost after the devastating tornado that hit their town 4 years ago.

Erin Rappold, the teacher who created this project, was inspired after a 7-year-old was killed in the tornado. Erin Rappold, 9 years old may not be able to find a job that an employer will provide for them.

And of the rest of those who receive SNAP, let’s talk about the facts. More than half of SNAP households have at least one working age disabled adult in their household and the eligible poor are what constitutes H.R. 2, along with the $23 billion cut.

Now, just let me say, Mr. Speaker, I want to remind you that the majority of SNAP participants are children, seniors, and people with disabilities. These are individuals who will not be part of any workforce. No matter how mean-spirited you decide to be, Mr. Speaker, and no matter how many of these ill-advised work policies you put in place, a 7-year-old cannot work; someone disabled cannot work; someone 68, 69 years old may not be able to find a job that an employer will provide for them.

And of the rest of those who receive SNAP, let’s talk about the facts. More than half of SNAP households have at least one working age disabled adult in it while receiving SNAP. More than 60 percent work in the year before or after receiving SNAP. Work rates are even higher for families with children where more than 60 percent work.

Yet, we have H.R. 2, which requires work requirements. And yet, we talk about how to extend and make the
safety net better for farmers in our farm bill. But here comes more proposals to restrict eligibility, reduce benefits, cap or reduce funding, and alter SNAP's core purpose—to help struggling Americans when tough times hit—and tough times are right now, Mr. Speaker.

The fact is that for low-income families, every single dollar counts, no matter where these families live. If they are urban families, they are rural families, tens of millions of Americans who are old and young, hunger sees no gender, race, religion, or culture. And, Mr. Speaker, there are hungry Republicans as well.

I just want to send a reality check to our colleagues who are running around the country praising their tax cuts for the wealthy. Poverty and joblessness remains a stark reality in our country, and the populations that have the highest levels of poverty and unemployment, including older Americans, are the ones most affected. Punishing disadvantaged families will not break the grip of poverty.

Mr. Speaker, I urge us to reject these cuts.

CELEBRATING 80TH BIRTHDAY OF BOB CASHELL

The SPEAKER pro tempore (Mr. MITCHELL). The Chair recognizes the gentleman from Nevada (Mr. AMODEI) for 5 minutes.

Mr. AMODEI. Mr. Speaker, I rise today to celebrate the birthday of a Nevada icon. I am sure you all recall that the State of Nevada turned 150 a few years ago, and that the Biggest Little City in the World, Reno, is turning 150.

Well, Bob Cashell, former University of Nevada regent, former Nevada lieutenant governor, and former mayor of the city of Reno, is past the halfway point in catching the State of Nevada and the city of Reno at 150. He is 80, four score.

A native of the Lone Star State, like many Nevadans, Bob got to Nevada as fast as he could. A leader in Nevada's gaming resort industry, an A-list philanthropist, and a blue chip public servant, he has done some great work as a Nevada.

Of course, he owes all of his success, and his defiance of the actuarial tables, to his wife Nancy, who has performed miracles during their lifelong partnership of transforming this pilgrim from Texas into a special part of Nevada's fabric. Thank you, Nancy. And happy birthday to you, Mr. Mayor, for life. Bob Cashell is 80.

MUELLER INVESTIGATION MUST CONTINUE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Texas (Mr. AL GREEN) for 5 minutes.

Mr. AL GREEN of Texas. Mr. Speaker, once again, I rise because I love my country.

Mr. Speaker, I rise because I want to thank the President and compliment the President. I thank the President for indicating this morning that he will not—N-O-T—will not interfere with the Mueller investigation. He said as much on national TV. I compliment him for saying so, because if he does so in contravention of Article II, section 4 of the Constitution, it would be tantamount to impeachment.

So, I compliment you, Mr. President, for being forthright, and I assume you Tweeted it because you were the first to Tweet it. Apparently, you went on to say: “I may change my mind.”

Mr. Speaker, I trust that the President meant what he said initially, and that he will not change his mind. Because, again, to do so in contravention of Article II, section 4 of the Constitution will be tantamount to impeachment.

As a result, Mr. Speaker, I want to assure all—especially the President—if you do this, Mr. President, I assure you there will be articles of Impeachment brought before the Congress of the United States of America.

Now, Mr. President, I am in no rush to do this. As a matter of fact, I don’t enjoy using the personal pronoun when it comes to this kind of dialogue—monologue, in this case, as I am talking directly to you. But, Mr. President, if no one else does, I will not allow the Constitution to be ignored, and, to a certain extent, trampled upon. I will bring the Articles of Impeachment.

The SPEAKER pro tempore. Members are reminded to refrain from engaging in personalities toward the President.

Members are reminded to address their remarks to the Chair.

HONORING COLONEL STAN CASS

The SPEAKER pro tempore. The Chair recognizes the gentleman from Colorado (Mr. BUCK) for 5 minutes.

Mr. BUCK. Mr. Speaker, I rise today to honor Colonel Cass, United States of America. Colonel Cass dedicated his life to this country and the men and women who serve it. I offer my condolences to his wife, Cecily, the rest of his family, and everyone in our community who had the chance to know this humble, incredible human being. I know there are many.

RECOGNIZING RANDY BANGERT

Mr. BUCK. Mr. Speaker, I rise today to recognize Randy Bangert, editor of the Greeley Tribune newspaper.

On April 14, the Colorado Press Association inducted Mr. Bangert into the Hall of Fame, honoring his incredible 45-year career with the paper of note in Weld County. Just 3 years ago, he earned the Newspaper Person of the Year Award from the same association.

The Greeley Tribune is a reflection of Randy’s conducting itself with class and dignity. His goal is to equip the public with knowledge so that citizens can make things right in their community.

RANDY

Randy never shies away from telling the truth. If he disagrees with one of my positions, he lets me know it, and he lets everyone else know it, too, in his editorial that day. But Randy’s critiques are always fair and respectful. He wants to build consensus to make our community, State, and country a better place. We need more people who believe in civility in our public discourse like Randy.

Randy also cares deeply about his community. I know this, because I see him everywhere around town. This is what makes him such a good newspaper editor. He knows who he works for, the people, and he listens to them. But last year Randy received some bad news. He faced a battle so far in his life—cancer. The thing about Randy is we know how he is fighting it. It is the same way he ran...
the newspaper. He is feisty, passionate, caring, and optimistic.

I pray for Randy and his family in this challenging time, and I pray for our community, as others step up in the big shoes they must now fill as Randy transitions to the editor emeritus role.

Randy’s induction into the Colorado Hall of Fame is important. I congratulate him on this incredible honor, but what seems more important is the impact he has had on our community. I thank him for the way he shaped Greeley and Weld County. That impact will never be forgotten.

FARM BILL AND SNAP

The SPEAKER pro tempore. The Chair recognizes the gentleman from Missouri (Mr. CLEAVER) for 5 minutes.

Mr. CLEAVER. Mr. Speaker, I want to begin by saying that there are a lot of those in this farm bill that I actually agree with, and I would like to be supportive of some components of this bill. I agree with and would like to be a partner in getting this bill passed. However, there are some things I need to mention.

For the last 50 years, Democrats and Republicans have worked together to combine food and farming programs in a bipartisan effort. However, when discussing the 2018 farm bill, which will come up for a vote very soon, I want to shed some light on some things that aren’t quite add up, some things that aren’t what I would call common sense.

In essence, this bill aims to restrict eligibility and reduce benefits of the Nation’s most effective antihunger program, SNAP, formerly known as food stamps. Moreover, this proposed bill dumps a massive burden on State governments. Therefore, although I intend to be an active partner in the final passage of this legislation, I cannot and will not support the 2018 farm bill until the necessary changes are made.

If enacted, this bill, as it is currently designed, will deal damaging blows to the very heart of America by cutting nearly $20 billion from SNAP, resulting in higher levels of hunger, poverty, and critical health problems.

I want to take just a minute to remind my colleagues and those who are watching at home who the SNAP recipients are.

In my home State of Missouri, SNAP reached 759,000 residents, more than 10 percent of the population. That is 1 in every 10 Missourians. SNAP kept 221,000 people out of poverty in Missouri, including 109,000 children, which reminds me—and this is the painful part of being in a body that has now become tribal in the way we conduct business, and it is so sad that we have come into this situation.

Over and over and over there is this theory that is floated out in America that, because they are making food stamps and living in luxury homes and all of this; and it is just so sad because, when you hear something like this for dec-

We are long overdue for reforms in this country. We are long overdue to have policies in place that encourage work. We want people to have the blessing and dignity of work. We want people to fulfill their God-given potential. We want them to contribute to society.

We have 6 million jobs, surplus jobs. We want folks to make the best out of the life that God has given them for their communities, for their families, for themselves.

I believe in the safety net. I believe in compassion. I believe that is the heart of God, and I think it should be reflected in our policies. But God also expects us to have responsible policies that pull people up and out of a cycle of dependency and poverty. That is not compassion; that is not decency; and that is not common sense.

So I support this farm bill, and I appreciate the tone, I really do, of my colleague. He is a gentleman, and I can tell. I don’t even know him, but I can tell he is a gentleman and a statesman, but I cannot listen to folks who, in my opinion, are scaring folks in the public and my colleagues who are on the Agriculture Committee and here in the House from not voting to make responsible, reasonable, compassionate, and commonsense reforms to food stamps.

We need to equip them and encourage them to pull people out of the welfare trap, and we need to provide them. And we need to equip them and encourage them to make the best they can be. I don’t know how much time I have left, Mr. Speaker, but I want to also comment on some fellow west Texans who are here in town to compete for the 2018 National Science Bowl.

This week, Lubbock High School will join select schools across the country who earned the opportunity to compete at the national finals. I want to thank the Department of Energy and my fellow Texan, Secretary Rick Perry, for sponsoring this important competition.

The students from Lubbock competing in this tournament are part of a national effort to ensure America continues to lead the way in science and remains the laboratory of innovation in the entire world. That is the greatness of American innovation. We want this generation to discover the cure to cancer, to solve the challenges of cybersecurity, and to push the boundaries of outer space.

SMALL BUSINESS WEEK

The SPEAKER pro tempore. The Chair recognizes the gentleman from Texas (Mr. ARRINGTON) for 5 minutes.

Mr. ARRINGTON. Mr. Speaker, I appreciate my colleague, the Democratic colleague, for his comments and his personal testimony, and I respect his dad and the heritage of work that he left for his son.

I am on the Agriculture Committee, and I have got to say I am confused, I am perplexed, and, quite frankly, I am outraged in many ways with some of my colleagues’ comments about work and the work requirements that we are putting in the Food Stamp program. That doesn’t have anything to do with children, adults in America who are working, taxpaying Americans, you would just work 20 hours a week or volunteer or be trained to work. That is all we are asking.

I see hardworking people throughout the gallery, and I bet you they feel the same way. I have seen the polls. Over 80 percent of the people in this country say more people need work and pay taxes and contribute to this great country.

We are asking that, if you receive assistance from hardworking, taxpaying Americans, you would just work 20 hours a week or volunteer or be trained to work. That is all we are asking.

I appreciate the tone, I really do, of my colleague. He is a gentleman, and I can tell. I don’t even know him, but I can tell he is a gentleman and a statesman, but I cannot listen to folks who, in my opinion, are scaring folks in the public and my colleagues who are on the Agriculture Committee and here in the House from not voting to make responsible, reasonable, compassionate, and commonsense reforms to food stamps.

We need to equip them and encourage them to pull people out of the welfare trap, and we need to provide them. And we need to equip them and encourage them to make the best they can be. I don’t know how much time I have left, Mr. Speaker, but I want to also comment on some fellow west Texans who are here in town to compete for the 2018 National Science Bowl.

This week, Lubbock High School will join select schools across the country who earned the opportunity to compete at the national finals. I want to thank the Department of Energy and my fellow Texan, Secretary Rick Perry, for sponsoring this important competition.

The students from Lubbock competing in this tournament are part of a national effort to ensure America continues to lead the way in science and remains the laboratory of innovation in the entire world. That is the greatness of American innovation. We want this generation to discover the cure to cancer, to solve the challenges of cybersecurity, and to push the boundaries of outer space.
These students’ commitment to science is impressive, and I am confident that their generation will propel us to new heights of discovery that will improve the quality of life for all humanity.

Congratulations again to Lubbock High School and to all the schools competing in the tournament.

Go Westeriners.

Mr. Speaker, as I conclude, I thank Chairman CONAWAY and the leadership of the Ag Committee for providing the safety net so that we can feed and clothe the American people, so that we can make important investments in rural infrastructure for sustainable small towns, the heartbeat of this country, so that we can continue to be the leader in agriculture innovation and technology development, and so we can make the compassionate reforms to food stamps.

God bless America.

The SPEAKER pro tempore. Members are reminded to refrain from references to occupants of the gallery.

THE AMERICAN PEOPLE FACE A CLEAR CHOICE

The SPEAKER pro tempore. The Chair recognizes the gentleman from New York (Mr. JEFFRIES) for 5 minutes.

Mr. JEFFRIES. Mr. Speaker, the American people face a clear choice about the way forward: the Republican raw deal or the Democratic better deal.

House Republicans want to take away healthcare from more than 23 million Americans—raw deal; Democrats want to strengthen the Affordable Care Act and dramatically lower the cost of prescription drugs—better deal.

House Republicans have a fake infrastructure plan that will do nothing to repair our Nation’s crumbling bridges, roads, and tunnels—raw deal; Democrats have a real infrastructure plan that would invest $1 trillion and create 16 million good-paying jobs—better deal.

House Republicans passed a tax scam where 83 percent of the benefits went to the wealthiest 1 percent in America simply to subsidize the lifestyles of the rich and shameless—raw deal; Democrats want a permanent tax cut for working families so we can put more money into the pockets of everyday Americans—better deal.

House Republicans want to cut more than $2 trillion from Social Security, Medicare, and Medicaid—raw deal; Democrats want to strengthen Social Security, Medicare, and Medicaid so that senior citizens from throughout the land can live out their golden years with grace and dignity. That is A Better Deal.

House Republicans are all about chaos, crisis, and confusion; Democrats are working to deliver better jobs, better wages, and a better future.

The American people deserve A Better Deal.

The SPEAKER pro tempore. The Chair recognizes the gentleman from Kentucky (Mr. MASSIE) for 5 minutes.

Mr. MASSIE. Mr. Speaker, I rise today to recognize outstanding students in my district from Highlands High School in Fort Thomas. These exceptional students competed in the “We the People” State-level competition, and they will represent our State at the national competition here in D.C. this weekend. This is their 15th State championship.

The “We the People” program is directed by the Center for Civic Education, and its goal is to increase students’ knowledge of constitutional history and government—I think some of my colleagues would want to participate in this program—and to provide a foundation in civics education that will prepare them for future leadership roles.

The program sponsors student debates and hearings. This year, some of the national hearing questions for discussion include: What are classical republicanism and natural rights philosophy, and how did they influence the Declaration of Independence, the Constitution, and the Bill of Rights? How has the relationship among the three branches of government changed in the course of the history of our country? It has changed quite a bit.

I am proud of my constituent students’ hard work and dedication. I wish them the very best of luck in this competition this weekend and congratulate them for their outstanding work representing the State of Kentucky.

Mr. MASSIE. Mr. Speaker, I would be remiss if I let the statements and the speech of our guest yesterday go unanswered. The President of France was here, right at this microphone, delivering his own brand of socialism. It is new and impermanent.

We have all seen the inefficiencies of socialism play out in Europe over the decades and the horrors of national socialism. But the French President has a new brand of socialism that we are all supposed to be enamored with. I would call it global socialism, maybe even global corporate socialism.

I hope none of my colleagues were seduced by his ideas. Ironically, they are motivated by fear of the carbon dioxide molecule. Carbon dioxide is a necessary ingredient for all life on this planet.

For instance, let me give you the equation for photosynthesis. Basically, plants take six CO2 molecules and react them with six water molecules, in the presence of sunlight, to create one sugar molecule and six oxygen molecules.

Take CO2 off this planet, and what happens? Nearly everything dies and we die.

So I think it is very interesting that this new socialism has a twist to it, this global socialism, and that is, it is motivated by an irrational fear of one of the two chemical compounds that form the basis of our food chain. Very ironic.

It is also motivated by something else. That the Europeans have had a penchant for centuries, that has bankrupted nearly every country over there, and that is a penchant for war, for interventionism. Nearly all of them, at one point or time, have sought to build an empire.

So the President of France was over here saying that we should also be interventionists; that we need to get involved in the Middle East more; that we need to get involved in all of the countries.

I reject this. I would urge my colleagues to stick with the plan we have got. Stick with the policy that we have had since the beginning of this country. Stick with the Constitution. Stick with capitalism. Stick with the idea that if you build something you own it, and reject European socialism.

BRITISH OFFICIALS ARE HOLDING ALFIE EVANS CAPTIVE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Pennsylvania (Mr. ROTHFUS) for 5 minutes.

Mr. ROTHFUS. Mr. Speaker, as someone who went to grade and high school in the 1970s, I learned about countries, particularly the Soviet Union and its Eastern European satellites, that severely limited the right of their people to travel. In effect, they were prisoners in their own country.

Indeed, in postwar Germany, the Communists even built a wall through Berlin. They did so not to keep people from West Berlin from traveling to East Berlin; they did it to prevent the captives of East Berlin from running to freedom in the West.

There is a tragic story unfolding in Britain this week of a new, virtual Berlin Wall that British and European authorities have erected around little 2-year-old Alfie Evans, who lives in Britain. They have eliminated this child’s right to travel, and they are holding him prisoner.

Alfie is severely handicapped. British officials have made the decision, over the objection of Alfie’s young parents, that Alfie would be better off dead. As such, they are prohibiting Alfie’s parents from taking him to Bambino Gesu hospital in Rome, which has offered to care for the boy.

Alfie is not suffering, but British officials appear to be projecting their own subjective views on Alfie’s quality of life, to deeming his life not worthy of living.

Among my most heartwarming experiences in my work in my district are visits to residences of the severely handicapped. I have visited with individuals who will never walk, who will never communicate verbally. But they can and do love, and they are loved.
For some folks in life, their calling is that simple, to love and be loved; and their presence makes us better persons. Perhaps that is Alfie’s calling, to love and be loved. Maybe those in Britain responsible for Alfie’s faith should consider that.

To be clear, Alfie’s right to life does not come from Parliament; it doesn’t come from the crown; it doesn’t come from any British court. It comes from God.

Mr. Speaker, the British authorities should back down. They should allow Alfie’s parents to take him to Bambino Gesu hospital in Rome. The British authorities should tear down the virtual wall they have put up around him and let him be free so he can continue to love and be loved.

PLEDGE OF ALLEGIANCE

The SPEAKER. Will the gentlewoman from Hawaii (Ms. GABBARD) come forward and lead the House in the Pledge of Allegiance.

Ms. GABBARD led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

WELCOMING CHAPLAIN PHIL CRENSHAW

The SPEAKER. Without objection, the gentleman from Texas (Mr. ARRINGTON) is recognized for 1 minute. There was no objection.

Mr. ARRINGTON. Mr. Speaker, the Good Book says, “a righteous man’s prayers availeth much.”

What a prayer, Mr. Crenshaw; what a man; what a great American.

Mr. Speaker, I rise today to recognize our guest chaplain and my dear friend, Mr. Phil Crenshaw.

Mr. Crenshaw’s life has taken him across the globe, from serving our country in World War II to spreading the Gospel of Jesus in places like Norway, Israel, Russia, and India. At every stop on his journey, Mr. Crenshaw’s mission has always been the same: simply to love God and serve others.

While stationed in Okinawa, he ministered to marines, soldiers, and airmen, as well as over 4,000 Japanese POWs, living out God’s commandment not just to love our neighbors, but to love our enemies as well.

Over the years, following his return from war, Mr. Crenshaw, along with his late wife, Ruth, to whom he was married for 66 years, opened up their home and their hearts to more than 50 young people who were in need of a place to stay, some of them orphans.

At 95, Mr. Crenshaw is the last living chaplain’s assistant from World War II, and he still lives every day to the fullest, serving our community and serving the Lord with all his body, soul, and strength.

Mr. Crenshaw, your life of personal sacrifice and faithful service to our country and to the Kingdom of God is an inspiration to all of us. We are all honored to have you here this day.

God bless you, Mr. Crenshaw. God bless the country you fought for and served; and, go, West Texas.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. DONOVAN). The Chair will entertain up to 15 further requests for 1-minute speeches on each side of the aisle.

CUBAN EXILES

(Ms. ROS-LEHTINEN asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. ROS-LEHTINEN. Mr. Speaker, I rise today to recognize the 2018 honorees of an organization named FACE, or Facts About Cuban Exiles. The awardees are: Gus Machado, Jorge Santos, and Cesar Pizarro. These three men embody the drive and spirit of Cuban exiles and have made outstanding contributions to our south Florida community. Since its foundation, FACE has been working to highlight the achievements of the Cuban diaspora in Miami. FACE has given a voice to refugees like me who had no other choice but to leave our native homeland in search of freedom and human rights here in the U.S. It disseminates the truth about what is occurring in Cuba and ensures that the victims of the communist regime are not forgotten.

Through FACE, and many other organizations that share the same goals, we will finally see a free and democratic Cuba, where citizens are given the opportunity to build up their country, instead of being forced to flee it.

I would like to thank FACE for its work over these 36 years. Again, I congratulate Gus, Jorge, and Cesar on this wonderful, well-deserved honor.

REAUTHORIZING THE FAA

(Mr. HIGGINS of New York asked and was given permission to address the House for 1 minute.)

Mr. HIGGINS of New York. Mr. Speaker, the House will vote tomorrow to reauthorize the Federal Aviation Administration.

In 2010, Congress approved landmark flight safety legislation after flight 3407 crashed outside of Buffalo, New York, in 2009. The National Transportation Safety Board concluded that pilot error was the cause of that tragedy.

The bill the House will vote on tomorrow must uphold and reaffirm our commitment to those safety standards. The Southwest Airlines emergency landing 2 weeks ago is an urgent and inspiring reminder of the importance of pilot training to keep the flying public safe.

The Southwest pilot, Tammie Jo Shults, piloted that plane to a safe landing in a calm, controlled, and competent manner borne out of one thing: excellent pilot training.

NATIONAL SMALL BUSINESS WEEK

(Mr. CURTIS asked and was given permission to address the House for 1 minute.)

Mr. CURTIS. Mr. Speaker, I am pleased to stand before you today to celebrate National Small Business Week.

With 30 million small businesses in the country, and nearly 280,000 of those in Utah, I was proud to join with my colleagues on the Small Business Committee to coauthor H. Res. 840 to recognize the vital role of small businesses.
It should come as no surprise that Utah is consistently ranked among the best in the Nation for innovative startups and small businesses. In fact, small businesses make up over 99 percent of Utah’s business, employ one-half of all employees in the State, and are responsible for two-thirds of our job growth.

After spending much of my career as a scrappy small-business owner myself, I strongly believe that small business is the lifeblood of our economy. From emerging tech companies in Silicon Slopes to mom-and-pop shops in rural Utah, I am proud to salute the overwhelming impact of these small businesses.

**OPSIOD EPIDEMIC**

(Ms. GABBARD asked and was given permission to address the House for 1 minute.)

Ms. GABBARD, Mr. Speaker, for too long, companies like Purdue Pharma have lied, cheated, and swindled the American people, leaving death, addiction, and despair in their wake, all because of their greed and their desire to improve their bottom line.

Through marketing lies and overdistribution of these dangerously addictive drugs, they have oversaturated parts of our country already struggling from high levels of addiction, while knowing but not disclosing their highly addictive nature and risks. Because of their tactics, this opioid epidemic now takes 115 American lives every single day.

The time for holding these drug companies and their leaders accountable is long overdue. These companies rake in billions of dollars in profit every year on the backs of the American people, and not one of them has been prosecuted or held accountable.

I urge my colleagues to join me in supporting bicameral legislation, the Opioid Crisis Accountability Act, that would prohibit illegal marketing and distribution of opioids and empower prosecutors to punish those who break the law.

We cannot allow perpetrators of this epidemic to continue ruining lives in this country. We must hold those responsible accountable for the damage, heartache, and suffering they have caused.

**WELCOMING SETH PARRISH TO CAPITOL FOR TAKE YOUR CHILDREN TO WORK DAY**

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Mr. Speaker, today there are a lot of boys and girls in the Capitol who are dressed for success and ready to get to work. Of course, I am talking about Take Our Daughters and Sons to Work Day.

While my three sons are grown and my oldest has children of his own, I do have the privilege of having Seth Lewis Parrish with me today.

Seth lives in Maryland, and thanks to the nonprofit Tuesday’s Children, he gets to spend the day with me; or, rather, I get to spend the day with him. The patience and love he shares with my friend, Seth, I have had the privilege of hosting him for our Take Our Daughters and Sons to Work Day.

Mr. Speaker, in 2005, Seth’s dad was serving in the Army and lost his life a month and 2 days, Seth tells me, before he was born. Tuesday’s Children uses its expertise and expertise to help our military families work through their own losses.

April is also the Month of the Military Child, so it is even more of an honor for me to have Seth here again with me today. He is a great young man with a bright future. He is a Cub Scout, hockey player, flag football player, and great kid.

**TRUMP JUNK PLANS**

(Mr. GENE GREEN of Texas asked and was given permission to address the House for 1 minute.)

Mr. GENE GREEN of Texas. Mr. Speaker, I rise to call attention to the Trump administration’s proposed rule. I ask my colleagues to consider and act on a different bill.

Mr. Speaker, it is my sincere congratulations to Dr. Randy Stith, and to the entire staff of the Aurora Mental Health Center, for their tireless and unwavering commitment to offering excellent mental healthcare services to the people of Aurora, Colorado, over the last 40 years.

□ 1215

**A BETTER DEAL**

(Mr. EVANS asked and was given permission to address the House for 1 minute.)

Mr. EVANS. Mr. Speaker, the GOP is consumed by chaos and confusion. My fellow Democrats and I are focused on delivering better jobs, better wages, and a better future for hardworking Americans in Philadelphia and neighbors nationwide.

When it comes to childcare, the Republican Party is offering a raw deal for our future leaders. We must protect, defend, and provide for the American children. That means better childcare, healthcare, and education. I am a firm believer that quality pre-K for our kids is an investment in the continued success of our cities.

That is exactly what we have seen in the city of Philadelphia, a city I have been proud to call home my entire life. Mayor Kenney’s pre-K initiative in our city is making quality, reliable pre-K a reality for all kids. I have visited several early education providers: KenCrest, the Parent Infant Center, and Smart Beginnings. I can tell you firsthand that the services they offer are building a stronger city.

As your voice in Congress, please know I am working hard to deliver a better deal for our children and families, and that means to ensure pre-K for our children. Together we can build and level the playing field for a stronger Philadelphia block by block and a better place for all.
TECHNOLOGY REDUCES EMISSIONS

(Mr. SMITH of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SMITH of Texas. Mr. Speaker, to ensure environmental progress, we must let technology lead the way. However, the liberal media often ignores news about innovations that would mitigate climate change.

A recent report by the Environmental Protection Agency shows that U.S. greenhouse gas emissions have declined by 1 percent since 2005. No other industrialized country has made so much progress. Investor’s Business Daily points out in an editorial, “How U.S. Slashed CO2,” that breakthroughs in technology, and not on-size-fits-all regulations, are the reason for U.S. success in reducing emissions.

The IBD article also notes that many countries that signed the Paris accord continue to increase their emissions. Instead of innovating, these countries are regulating. Regulations set impossibly high targets for carbon emissions and have little impact on the environment. The media should report on technological innovations that address climate change. Instead, they use scare tactics to promote more government regulations and government control of the economy.

INTERNATIONAL CHART DAY

(Mr. TAKANO asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. TAKANO. Mr. Speaker, today I am introducing a resolution to recognize April 26 as International Chart Day, a celebration of charts, data visualization, and infographics of all types.

An American public that is better equipped to understand what goes in a good chart will be better equipped to spot and discard fake news. In news reporting and academia, the use of properly sourced and formatted charts help explain complex issues. Charts help the brain discern patterns and trends that large amounts of data often hide.

The goal of International Chart Day is to study the history of data visualization, celebrate innovations in infographics, and encourage wider adoption of their use across society. My colleagues and I in Congress are prolific creators of charts, many of which are archived on the excellent site “Floor Charts,” curated by William Deresiewicz. If you are interested in joining in on the celebration, please share your favorite charts online and use #chartday.

HONORING TAMMIE JO SHULTS

(Ms. MCSALLY asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. MCSALLY. Mr. Speaker, I rise today to honor Tammie Jo Shults, the Southwest Airlines captain who heroically and expertly landed the damaged Boeing 737 last week. She saved 148 lives through her courage, skill, professionalism, and nerves of steel.

We also remember the death of Jennifer Riordan, who was killed by the immediate effects of this mishap.

Tammie Jo Shults was a hero long before this successful emergency landing. Captain Shults was one of the first female fighter pilots to be assigned to the U.S. Navy and one of the first to fly the F/A–18. Although she was never allowed to fly in combat, she became an aggressive pilot and an instructor. Tammie Jo reminds us that the airplane doesn’t care whether you have ovaries or not, as long as you have the qualifications and training to complete the mission.

That is why, Mr. Speaker, I introduced a resolution on Monday to commend Captain Tammie Jo Shults for her unflagging courage that saved so many lives and for paving the way for women in the military and commercial aviation to finally fly in combat and lead as equals. Generations of women can fight for freedom and save lives, like she did, because of her.

Thanks for leading the way, Tammie Jo, for all of us.

GOP TAX SCAM

(Mr. YARMUTH asked and was given permission to address the House for 1 minute.)

Mr. YARMUTH. Mr. Speaker, I rise today to offer a real-life account of the raw deal Republicans gave the American people with their GOP tax scam.

Dennis, a retired constituent of mine from Louisville, who still works part time, recently wrote a letter to the Courier-Journal newspaper. He stated: “The so-called tax cut for the middle class is going to cost me an estimated $600 more in taxes in 2018.”

Dennis pays his taxes quarterly, which is why he did these calculations now. He added in part: “I urge people to look into this so-called great tax break for the middle class. This might change your mind on the current Members of Congress that have been misleading you to thinking they are actually working to help you, unless you are one of the big donors!”

Dennis isn’t alone. By the time this scam is fully implemented, more than 80 million middle class families will see their taxes increase. That is not progress. That is a ripoff.

AIR MARSHALS PROGRAM

(Mr. DUNCAN of Tennessee asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DUNCAN. Mr. Speaker, yesterday’s New York Times carried a story headlined “Scandals and Investigations, but Few Arrests, for Air Marshals Program.”

In fact, in the most recent 10-year period that was studied, 148 air marshals were arrested; and throughout the history of this program, there have been many more air marshals arrested than there have been arrests made by air marshals. Yet, over the last 10 years, the Congress has appropriated well over $8 billion for this needless, useless program. At least 250 air marshals have been terminated for misconduct and over 400 have resigned or retired during conduct investigations.

The story also said alcohol abuse is so rampant that the TSA has had to monitor whether the armed guards show up for their shifts sober.

Mr. Speaker, yet, we are going to give this needless, useless program another $900 million this year. Ridiculous.

ADAPT ACT

(Mr. SCHNEIDER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SCHNEIDER. Mr. Speaker, in 2016, more than 63,000 people died from drug overdose, more than 30,000 of these from opioids. We also know that 80 percent of heroin users started with prescription opioids. Reducing opioid-related deaths will take a broad, multifaceted effort, and everyone has a role to play, including physicians.

In congressional hearings and community conversations, I constantly hear that enhancing continuing education for prescribers on the risks associated with opioid medication and interventions and treatment of addictive behaviors can help reduce dependence and abuse of these drugs.

This week, I was proud to partner with Congresswoman SUSAN BROOKS of Indiana to introduce the bipartisan ADAPT Act. Our bill would help ensure that prescribers have appropriate medical education on safe prescribing, opioid risks, pain management alternatives, early detection of drug abuse, and treatment options for patients suffering from addiction.

We know more about opioid addiction today than we did 20 years ago. With ongoing research, we will continue to gain new insights and understanding. We need our doctors to be equipped with the latest tools and best practices when treating patients.

We urge my colleagues to join us in support of this effort to equip those on the front lines of the opioid crisis with the latest and best training to help our communities.
HONORING CORPORAL EUGENE COLE

(Mr. POLIQUIN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. POLIQUIN. Mr. Speaker, yesterday, the number of Mainers woke up to heartbreaking news: Corporal Eugene Cole, a deputy at Somerset County Sheriff’s Office in Norridgewock, was shot and killed in the line of duty. This horrific act was the first killing of a police officer in Maine in almost 30 years.

Every day, Mr. Speaker, for 13 years, Eugene Cole put on his uniform and his equipment and set out to protect our families in Maine. Mr. Cole served central Maine with honor and integrity and a relentless sense of duty.

Mr. Speaker, Maine is one of the safest places in the country to live and work and raise your kids, and that is because of heroes like Eugene Cole. I am so grateful for his work and his sacrifice.

On behalf of all of my fellow Mainers, Mr. Speaker, I send our deepest sympathies to the family of Eugene Cole. I will be praying for them during this very, very difficult time.

THE NEXT VA SECRETARY

(Mr. BANKS of Indiana asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BANKS of Indiana. Mr. Speaker, I rise today in support of our Nation’s veterans.

Over the last 16 months, this Congress and President have made tremendous progress for the men and women who have served our country in uniform. Congress passed and the President signed into law the largest expansion of GI benefits since World War II: appeals reform, the Accountability and Whistleblower Protection Act, and several other important bills.

As a member of the House Veterans’ Affairs Committee, I have been proud to author legislation and contribute to these initiatives on behalf of Hoosier veterans. But there is still so much more to do for our veterans and to address many of the longstanding issues within the VA, which is why it is absolutely vital that our next VA Secretary has the experience and commitment needed to build upon the progress that we have already made.

Our veterans have made tremendous sacrifices to keep our Nation free and secure, and they deserve the highest quality of people serving at the VA. Today, I urge the Trump administration to nominate a VA Secretary committed to making important reforms and serving our Nation’s heroes who have served us so well.

PAKISTAN’S SUPPORT OF TERRORISTS

(Mr. POE of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. POE of Texas. Mr. Speaker, Pakistan has been betraying the international community and is supporting terrorism. The Financial Action Task Force officially placed Pakistan on its grey list of countries not doing enough to counter terror finance. It not only does Pakistan provide safe haven for all stripes of terrorist groups, it also turns a blind eye to so-called Islamic charities tied to terrorist operations and other terrorist financiers. Pakistan has failed to act against terrorism, while supporting the very criminals that kill Americans and our allies.

Mr. Speaker, I was just at the White House where the President honored many of our wounded warriors, some of them wounded in Afghanistan and Iraq. Pakistan’s intelligence services have fostered working relationships with the Haqqani network, al-Qaeda, and the Taliban—terrorist groups. Meanwhile, the Pakistan Government has received over $30 billion of American aid.

Pakistan is a Benedict Arnold unfaithfully. We need to stop paying Pakistan to betray us. They will do it for free.

And that is just the way it is.

KANSAS TEAMS REACH THE NATIONAL SCIENCE BOWL NATIONAL FINALS

(Mr. YODER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. YODER. Mr. Speaker, I rise today to congratulate Blue Valley West High School and Pleasant Ridge Middle School on winning their respective regional competitions of the National Science Bowl.

Since 1991, the Department of Energy has been using the National Science Bowl to encourage students from diverse backgrounds who excel in science and mathematics to pursue careers in those areas. For our Nation to remain the beacon of innovation and creation in those areas, we must support and inspire our youth to experiment and explore the world around them.

In January of this year, 9,000 high school students and 4,500 middle school students passionate about science and mathematics began to compete. The young people from my district worked hard and have found themselves participating in the national finals. Starting today, these two bright groups of young people will represent Kansas in the National Science Bowl’s national finals.

Mr. Speaker, I call upon all of us in this body to join me in wishing Blue Valley West and Pleasant Ridge’s team good luck in the National Science Bowl’s national finals.
In that regard, this bill only maintains the status quo. I still strongly believe Congress must soon pass real air traffic control reform for the U.S. to finally develop the most modern, advanced aviation system in the world, and right now, we cannot claim that. The more we delay, the more we risk losing our position in the world as a leader in aviation.

So, while H.R. 4 does not contain all the reforms our system needs, it does contain other important reforms that must be passed. For example, this bill cuts red tape in the certification process so our manufacturers can get products to market on time, stay competitive, and continue providing millions of American jobs.

It streamlines the regulatory process to encourage innovation and new technologies, like unmanned aircraft systems. It provides critical funding for the AIP program and airport infrastructure across America.

It strengthens protections for passengers, and it addresses safety issues that have arisen in recent years.

The bill contains many good provisions, and I plan to offer a manager’s amendment that provides additional improvements. That includes an additional safety provision in light of the April 17 Southwest flight 1380 engine failure. I want to commend pilot Tammie Jo Shults for her absolute heroic performance after a catastrophic engine failure at over 30,000 feet. This was a prolonged emergency—not over in just a minute or two. For the next 15 to 20 minutes, with a hole in the cabin and believing that a passenger may have been completely sucked out, she calmly and expertly guided the plane to an emergency landing.

Tragically, one person died in the incident, but 148 people are alive today because of Captain Shults and her crew. She prevented what could have been a large tragedy. In my opinion, this is one of the most heroic performances by a pilot and crew in recent memory.

Strengthening our aviation system is only one of the reasons we need to pass today’s legislation. H.R. 4 also includes the Disaster Recovery Reform Act, a measure that passed the House in December with overwhelming support, but it died in the Senate.

These provisions strengthen FAA’s focus on predisaster mitigation, preparing our communities to better withstand the next hurricane, wildfire, flood, or other disasters. Building better and building smarter will save lives and lower the growing cost of disaster recovery. Investing more in mitigating disasters before they strike makes common sense.

This bill is a result of the hard work of the Transportation and Infrastructure Committee, the bill sponsors, and many others. I want to thank Ranking Member DeFazio, Chairman LoBiondo, Ranking Member Larsen, Chairman Barletta, Ranking Member Titus, and the many other Members who worked on this legislation. I look forward to a good debate today and to moving this bill to the Senate.

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

Committee on Transportation and Infrastructure,
House of Representatives, Washington, DC, April 17, 2018.

Hon. Kevin Brady,
Chairman, Committee on Ways and Means, Washington, DC.

Dear Chairman: On April 13, 2018, the Committee on Transportation and Infrastructure introduced H.R. 4, the FAA Reauthorization Act of 2018. The bill was referred primarily to the Committee on Transportation and Infrastructure, with an additional referral to the Committee on Financial Services.

I ask that you allow the Committee on Financial Services to be discharged from further consideration of the bill so that it may be scheduled by the Majority Leader. This discharge in no way affects your jurisdiction over the subject matter of the bill, and it will not serve as precedent for future referrals. In addition, should a conference on the bill be necessary, I would support your request to have the Committee on Financial Services represented on the conference committee.

I also ask that you allow the Committee on Ways and Means to be discharged from further consideration of the bill so that it may be scheduled by the Majority Leader. This discharge in no way affects your jurisdiction over the subject matter of the bill, and it will not serve as precedent for future referrals. In addition, should a conference on the bill be necessary, I would support your request to have the Committee on Financial Services represented on the conference committee.

I ask that you allow the Committee on Ways and Means to be discharged from further consideration of the bill so that it may be scheduled by the Majority Leader. This discharge in no way affects your jurisdiction over the subject matter of the bill, and it will not serve as precedent for future referrals. In addition, should a conference on the bill be necessary, I would support your request to have the Committee on Financial Services represented on the conference committee.

Thank you for your consideration of my request.

Sincerely,

Bill Shuster, Chairman.

Chairman, Committee on Transportation and Infrastructure, Washington, DC.

Dear Mr. Chairman: I am writing with respect to H.R. 4, the FAA Reauthorization Act of 2018, on which the Committee on Ways and Means was granted a referral. As a result of your having consulted with us on provisions in H.R. 4 that fall within the jurisdiction of the Committee on Ways and Means, I agree to waive formal consideration of this bill so that it may move expeditiously to the floor. The Committee on Ways and Means takes this action with our mutual understanding that, by foregoing consideration of H.R. 4 at this time, we do not waive any jurisdiction over the subject matter contained in this or similar legislation, and that our Committee will be appropriately consulted and involved as this or similar legislation moves forward. I appreciate your support for Committee on Financial Services representation on a related conference committee, should one be necessary.

Thank you in advance for a response to this letter confirming this understanding with respect to H.R. 4. I also appreciate your willingness to insert a copy of our exchange of letters on this matter in the Congressional Record during floor consideration.

Sincerely,

Jeb Hensarling, Chairman.

Chairman, Committee on Natural Resources, Washington, DC.

Dear Mr. Chairman: On April 13, 2018, the Committee on Transportation and Infrastructure introduced H.R. 4, the FAA Reauthorization Act of 2018. The bill was referred primarily to the Committee on Transportation and Infrastructure, with an additional referral to the Committee on Natural Resources.

This bill is a result of the hard work of the Transportation and Infrastructure Committee, the bill sponsors, and many others. I want to thank Ranking Member DeFazio, Chairman LoBiondo, Ranking Member Larsen, Chairman Barletta, Ranking Member Titus, and the many other Members who worked on this legislation. I look forward to a good debate today and to moving this bill to the Senate.

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

Committee on Transportation and Infrastructure,
House of Representatives, Washington, DC, April 17, 2018.

Hon. Jeb Hensarling,
Chairman, Committee on Natural Resources, Washington, DC.

Dear Mr. Chairman: On April 13, 2018, the Committee on Transportation and Infrastructure introduced H.R. 4, the FAA Reauthorization Act of 2018. The bill was referred primarily to the Committee on Transportation and Infrastructure, with an additional referral to the Committee on Financial Services.

I ask that you allow the Committee on Financial Services to be discharged from further consideration of the bill so that it may be scheduled by the Majority Leader. This discharge in no way affects your jurisdiction over the subject matter of the bill, and it will not serve as precedent for future referrals. In addition, should a conference on the bill be necessary, I would support your request to have the Committee on Financial Services represented on the conference committee.

Finally, I would appreciate your response to this letter confirming this understanding, and would ask that a copy of our exchange of letters on this matter be included in the Congressional Record during floor consideration of H.R. 4.

Sincerely,

Kevin Brady, Chairman.
I ask that you allow the Committee on Natural Resources to be discharged from further consideration of the bill so that it may be scheduled by the Majority Leader. This discharge in no way affects your jurisdiction over the subject matter of the bill, and it will not serve as precedent for future referrals. In addition, should a conference on the bill be held, I would support your request to have the Committee on Natural Resources represented on the conference committee. Finally, I would be pleased to include this letter and any response in the Congressional Record during floor consideration, to memorialize our understanding.

Thank you for your consideration of my request.

Sincerely,

BILL SHUSTER, Chairman

House of Representatives, Committee on Natural Resources, Washington, DC, April 18, 2018.

Hon. Bud Shuster,
Chairman, Committee on Transportation and Infrastructure, Washington, DC.

Dear Mr. Chairman:
I have received your letter of April 13, 2018, regarding the H.R. 4, the FAA Reauthorization Act of 2018. As a result of your having consulted with the Committee in order to expedite this bill for floor consideration, the Committee on Science, Space, and Technology will forego action on the bill.

I am pleased to make this commitment on the basis of our mutual understanding that doing so will in no way diminish or alter the jurisdiction of the Committee on Science, Space, and Technology with respect to the appointment of conferees, or to any future jurisdictional claim over the subject matters contained in the bill or similar legislation.

I would appreciate your support of such provisions and for inserting our exchange of letters on H.R. 4 into the Congressional Record during floor consideration of the measure on the House floor.

Thank you once again for the very cooperative spirit in which you and your staff have worked with us on this matter. Many others in our respective committees.

Sincerely,

Rob Bishop, Chairman

Committee on Transportation and Infrastructure, House of Representatives, Washington, DC, April 19, 2018.

Hon. Lamar Smith,
Chairman, Committee on Science, Space, and Technology, Washington, DC.

Dear Mr. Chairman:
On April 13, 2018, the Committee on Transportation and Infrastructure introduced H.R. 4, the FAA Reauthorization Act of 2018. The bill was referred primarily to the Committee on Transportation and Infrastructure, with an additional referral to the Committee on Science, Space, and Technology.

I ask that you allow the Committee on Science, Space, and Technology to be discharged from further consideration of the bill so that it may be scheduled by the Majority Leader. This discharge in no way affects your jurisdiction over the subject matter of the bill, and it will not serve as precedent for future referrals. In addition, should a conference on the bill be necessary, I would support your request to have the Committee on Science, Space, and Technology represented on the conference committee. Finally, I would be pleased to include this letter and any response in the Congressional Record during floor consideration, to memorialize our understanding.

Thank you for your consideration of my request.

Sincerely,

Bill Shuster, Chairman

House of Representatives, Committee on Science, Space, and Technology, Washington, DC, April 19, 2018.

Hon. Bill Shuster,
Chairman, Committee on Transportation and Infrastructure, House of Representatives, Washington, DC.

Dear Mr. Chairman:
I am writing concerning H.R. 4, the “FAA Reauthorization Act of 2018.”

H.R. 4 contains provisions within the Committee on Science, Space, and Technology’s Rule X jurisdiction. As a result of your having consulted with the Committee and in order to expedite this bill for floor consideration, the Committee on Science, Space, and Technology will forego action on the bill. This is being done on the basis of our mutual understanding that doing so will in no way diminish or alter the jurisdiction of the Committee on Science, Space, and Technology with respect to the appointment of conferees, or to any future jurisdictional claim over the subject matters contained in the bill or similar legislation.

I would appreciate this letter confirming this understanding, and request that you include a copy of this letter and your response in the Congressional Record during floor consideration of this bill. Thank you in advance for your cooperation.

Sincerely,

Lamar Smith, Chairman

Mr. DeFazio. Mr. Chairman, I rise in support of H.R. 4, the FAA Reauthorization Act of 2018.

I am pleased to be here today with the chairman of the full committee, Mr. Shuster; the chairman of the subcommittee, Mr. LoBiondo; and the gentleman from Washington (Mr. Larsen), the ranking member.

This bill includes important provisions of the Recovery Reform Act, something that previously passed the House and somehow escaped the attention of the Senate. We are sending it to them again in the hope they might notice if it is part of this package.

Last week was tragic: the first death on a U.S.-flagged passenger aircraft since 2009, and that just followed an alarming news story by “60 Minutes” a few days before about an FAA oversight of a low-cost carrier.

As a result, Ranking Member Larsen and I have sent a letter to the Secretary of Transportation demanding information on the oversight of the industry. We want to make sure that the FAA is being the watchdog they need to be.

It was many years ago, after the horrible ValuJet tragedy, the committee had already rejected my amendment to say to strip away the promotional duty of the FAA. Then, after the horrible ValuJet crash, when it turned out it was contracted to an unrelated contractor to a maintenance station, a totally preventable accident, they suddenly decided to change their mind and decided to include my amendment and remove the promotional authority.

The FAA’s principal duty is to protect the safety of the flying public, so we have got to be sure they are doing everything needed to do that.

There is an important provision in the bill, long overdue, to give flight attendants a 10-hour minimum rest. Think of the schedule now—8 hours: Oh, well, the plane landed. You have got to get off the plane. You have got to get to the hotel. You have got to get in a cab or a van. You have got to go to the hotel. You get to return, reverse all that around, and do that.

How much sleep are you going to get? So, finally, we are going to get the 10-hour requirement—again, long overdue. Flight attendants are critical safety personnel on the airplane. They cannot be fatigued, just like a pilot can’t be fatigued.

I have another concern that we are using computer simulations to meet the FAA standard for evacuation of a plane mandated in 90 seconds. As they jam more and more and more seats into these planes, I wonder if we have reached a point where we can no longer meet that standard, and we are going to have to change that. We are going to have to change the inspector general look at that topic and see whether or not we need to revisit it.

You know, it is critical that we be able to get people off as quickly as possible. The U.K. Civil Aviation Authority led this many years ago after the Manchester accident, with the spacing for the over-wing exit, that took me 7 years to get done here. But they have also dropped in more strictures on hand baggage and other things and made that part of the briefing, which we don’t get because we don’t want to scare people. Well, we need to be letting people know that they can’t take stuff with them if they have to evacuate quickly.

The FAA certification process, we have known for years, it needs reform, and this bill answers that call. It mandates a top-to-bottom reform of the process by which the FAA certifies new airplane engine and component designs. This will help our manufacturers become much more competitive in the world market and introduce their products more quickly to stay ahead of the market, but they will still be certified soon.

The bill also contains the text of the Flags of Convenience Don’t Fly Here Act. There are some who would turn the airline industry into the cruise line industry, where planes would be crewed by the cheapest labor you can find somewhere in the world. It is being done already with contract crews out of Asia for a so-called European airline. Norwegian Air, and they are circumventing the process that the EU is bound to under our Open Skies Agreement.

The bill, unfortunately, lets stand something that Congress adopted in 2012, over my objections, which is to
say we cannot have a higher standard
than the International Civil Aviation
Authority on lithium batteries.

Lithium batteries are incredibly, in-
credibly dangerous on aircraft. We
have already lost two 747s, and I will
discuss this more when we get to my
amendment.

It is time to remove the prohibition
and let the FAA regulate as they see
fit regarding lithium batteries and not
bind ourselves to an international
group that is captive of other special
interests. I think that lithium batteries
can take down an aircraft in a thermal
runway. So that, we will discuss later.

This bill also, unfortunately, does
not increase the cap on passenger facil-
ity charge. I would observe, flying a
lot, that there are more and more and
more tarmac delays because: I am
sorry, your gate is occupied. Oh, the
alley to the gate is full of planes. Oh,
this, that.

A lot of airports are bonded out. We
haven't allowed them, since 2000, to in-
crease the passenger facility charge,
and so we are going to continue to have
those delays. Until they can build larg-
er terminals and they can build more
gates, that is going to continue.

We are also putting in some new
mandates on the airports, which I sup-
pport in this bill, having to do with pets
and changing rooms and those sorts of
things; but, again, we are not allowing
them to get any increase in revenues to
meet these new Federal mandates. I
haven't given that up, but, obviously,
we are not going to get it in this bill.

You know, NextGen will be all for
naught. NextGen is progressing well,
despite what some say, but if we don't
have enough terminals and gates at
those terminals, as the former Admin-
istrator Randy Babbitt said:

We can land them with closer spacing, we
can do everything in the world, but at the
end of the day at La Guardia Airport when it is
a runway operation, you can still only
land them once every 54 seconds.

There are physical limits on the
ground all around the country. Even if
we enhance air traffic movement,
avoiding weather and all that, we are
going to be constrained at the airports
unless the airports have what they need
to make these investments.

There are a number of amendments
that will improve safety and efficiency,
and I look forward to discussing those
here on the floor.

There is one amendment which is
cropping up in this bill that relates to
trucking. The gentleman from Cali-
ifornia, Mr. LOBIONDO, will offer it. It has
been offered before in the House. It has
ever gone anywhere in the Senate. I
predict the same thing will happen here.

The bottom line is there is an issue
from a couple cases that could be solved
with a rifle shot, so to speak, regarding
interstate commerce. Instead, despite
what the proponents have told Repre-
sentative DENHAM and others, this
language would preempt every single
State wage and hour law that pertains
to trucking in the United States of
America. The only strictures would be
the Federal hours of service and the
Federal minimum wage. The rest would
be wiped out by this amendment be-
cause of the unfortunate language.
There is a real underlying problem, and
it could be solved much more dis-
cretely.

But I glad that, this is a great bill.
I again thank the chairman of the
full committee and subcommittee, the
ranking member, and other members of
the committee.

Mr. Chairman, I reserve the balance
of my time. Mr. SHUSTER, Mr. Chairman, it is
my great privilege to yield 3 minutes
to the gentleman from Alaska (Mr. YOUNG), the former chair of the Trans-
portation and Infrastructure Com-
mittee.

(MR. YOUNG of Alaska asked and was
given permission to revise and extend
his remarks.)

Mr. YOUNG of Alaska, Mr. Chair-
man, I would greatly appreciate the
Chairman, Mr. SHUSTER, and the ranking member, Mr. DEFAZIO, for bringing a bipartisan
to the floor.

This is a piece of legislation that is
long overdue. I think we have had—
how many extensions?—five exten-
sions. This bill is needed for air traffic.

As everybody knows in this room, if
you take Alaska, which is 2½ times the
size of Texas, we don't have any roads;
we have air travel. Everybody travels
in Alaska, probably more than you
travel in your car, by airplane. So this
bill handles a lot of the problems in
Alaska that we have been addressing
through the FAA, which plays a major
role.

Number one is Essential Air Service.
Many people don't understand the his-
tory of Essential Air Service.

When we deregulated the airlines,
Alaska was left out. Senator Stevens
and I kept regulated airlines for 2 extra
years until the commitment from
Essential Air Service so we can serve our communities, and this com-
mittee has always seen to it that that
did occur.

Now, it has been used in other rural
areas of America. I understand that
need.

There will be an amendment to do
away with Essential Air Service. I hope
all of you will vote against that. It is
crucially important to my State.

We have another small issue that has
come up—and I want to thank the
chairman again—which is lithium bat-
teries. These were talked about, and it
was just talked about by the ranking
member.

In my State, again, we don't have
highways, we can't truck things, so an
car carrier that has no passengers can
transport lithium batteries. They were
not allowed to do that under the toxic
transportation clause in our law that
says they can't do it.

I will tell you, again, that it takes
care of the Alaskan Part 121 pilots,
who are subject to burdensome Ter-
mital Aerodrome Forecasting regula-
tions. This will allow pilots to use area
forecasting for weather, et cetera, for
flying our airplanes.

This is a good bill. I am really proud
of what Congressman SHUSTER has
to be able to do. I believe this will be
Congressman LOBIONDO's last bill
working on something of this signifi-
cance for the United States of America.

I do have a great deal of concern about
some of the airlines making the spaces a little bit nar-
rower, less legroom.

I think, frankly, when you have less
legroom, you have safety problems. I
say that because it is awful hard, in a
3-year-old seat, to get people out from
the window if there is an accident when
they are all jammed together. So I am
just respectfully suggesting the air-
lines don't take away any more space;
that is going to continue.

Mr. Chairman, this is a good bill. I
urge my colleagues to support it, vote
for it, and let's get this bipartisan
piece of legislation passed.

Mr. LARSEN of Washington. Mr.
Chairman, I yield myself such time as
I may consume.

Mr. Chairman, I rise in support of
H.R. 4, the FAA Reauthorization Act of
2018.

I am pleased that Congress is here
today to consider a long-term bill to
reauthorize the FAA. This moment has
been a long time in coming. Congress
has not enacted a long-term FAA bill
since 2012, and it is currently running
on its fifth extension since that time.

We are here to consider a comprehen-
sive, bipartisan piece of legislation
that provides long-term, predictable
funding for the FAA, improves aviation
safety, addresses workforce needs, and
advances vital research in the aviation
field.

Whether large or small, airports
across the United States play an im-
portant role in communities by con-
necting people, goods, services, and
creating jobs. In Washington State, my
constituents rely on airports of all
sizes. In my hometown of Arlington,
general aviation at Arlington Munici-
pal Airport is vital, and the annual EAA fly-in brings in people from all
across the country.

Bellingham International Airport in
northwest Washington is a developing
airport, which requires further invest-
ments in terminal and operations in-
frastructure to help keep pace with
growing demands.

Paine Field Airport in Snohomish
County is a growing hub in the Pacific
Northwest, with the construction of a
new terminal and expanded air service
expected later this year.

All of these airports play a dif-
ferent, yet important, role in serving
the local community and the national
aviation network.
CONGRESSIONAL RECORD — HOUSE  April 26, 2018

H3594

The bill reflects Congress’ consensus to reform FAA’s aircraft certification processes, improve aviation safety, provide additional protections for U.S. passengers, and help to better prepare the aviation workforce and further the safe integration of unmanned aircraft systems into the national airspace.

One of the most important things this bill does is to make FAA’s certification process more streamlined, consistent, and efficient, while maintaining the highest level of safety. The U.S. aviation industry is an economic powerhouse. It is particularly important to my home State of Washington. In our State, general aviation, alone, contributes an estimated $3.6 billion to the economy and more than 30,000 jobs a year.

Without question, predictable and timely certification of aircraft and aircraft components is critical for domestic manufacturers to get their products to market. These reforms are desperately needed to allow U.S. aviation manufacturers like my constituents in Everett, who are, as well, smaller contractors, to compete globally.

This bill ensures that FAA’s product certification remains the gold standard abroad and also that U.S. manufacturers remain competitive.

As passenger growth continues, Congress must ensure airports have the right tools in place to safely accommodate this new demand.

This bill makes a host of improvements to make our skies safer, including:

- Ensuring the FAA’s safety workforce is utilized efficiently and receives enhanced training;
- Strengthening the FAA’s current voluntary safety reporting program for pilots so that critical safety enhancements are not needlessly delayed;
- Making progress toward NextGen implementation through engagement with airlines, communities and airports in the process;
- Improving the Federal Contract Tower Program to allow airports to make investments in their critical infrastructure; and
- Ensuring flight attendants have sufficient rest between duty periods.

It also includes numerous provisions that enhance the air travel experience for more than 900 million passengers who fly each year, including:

- A prohibition on airlines involuntarily bumping passengers after they have boarded;
- A prohibition on the use of cell phones for voice communications during flight; and
- A requirement for airlines to create a one-page document outlining the rights of passengers, which will bring much-needed transparency to this industry.

One of my top priorities is to ensure working families in the Pacific Northwest get a better deal, which means expanding opportunities, creating more jobs, and making sure that the next generation of workers have the tools necessary to succeed.

This bipartisan bill that my colleagues and I have agreed to will protect and create American jobs through airport construction and aerospace manufacturing, ultimately boosting the Nation’s economy. As an example, the Port of Skagit is focused on expanding the Skagit Regional Airport and is working to build a new hangar and longer taxiing runways. These improvements are not only for safety, but will create well-paying jobs in construction.

Further, the Career Connect Washington initiative aims to connect more than 100,000 students, over the next 5 years, with career-focused learning opportunities, building a bridge from school into high-demand and good-paying jobs. Across my district, nearly 900 young adults participating in this initiative have connected to apprenticeships, job shadows, or other structured work-based activity.

This bill builds on these efforts to better prepare the right students for the aviation workforce by:

- Encouraging schools, industry, and other stakeholders to address the skills gap in the aviation maintenance field;
- Requiring a GAO study of best practices to incentivize, recruit, and retain new aviation workers.

I am pleased that the bill includes my proposal to create a Youth Access to Aviation Task Force. This task force will work with aviation trade schools and community colleges, airline carriers and industry, labor unions, and other relevant stakeholders to develop recommendations to encourage high school students to enroll in aviation manufacturing, maintenance, and engineering apprenticeships.

This legislation includes a title on unmanned aircraft systems, or drones, which are flourishing in the skies at a pace that FAA has not seen a few short years ago. Provisions in the current bill will help the commercial drone industry safely thrive, while also addressing the many issues these new users present as they become integrated into U.S. airspace.

Finally, this bill enacts a multiyear reauthorization, Mr. Chairman, of aviation taxes and FAA expenditure authority. This will provide the stable, predictable funding needed to carry out its safety mission and ensure the FAA remains the world leader in aviation research and development.

While these are all positive areas to address, I understand that some amendments on slot exemptions and slot surrender have been made in order that would have regional consequences. I oppose these efforts and believe it would be better to have a more substantive discussion to address these issues in the committee.

Mr. Chairman, we have the biggest, most competitive, busiest aviation system in the world. We are years past due in enacting a long-term FAA reauthorization that will allow the U.S. to remain the gold standard in aviation. I am pleased to cosponsor this bill.

I reserve the balance of my time.

Mr. SHUSTER, Mr. Chairman, it is my great pleasure and honor to yield 5 minutes to the gentleman from New York (Mr. LoBiondo) and the chairman of the Subcommittee on Aviation of the Committee on Transportation and Infrastructure, who has been a tireless advocate for aviation safety efficiency, but who has also been a great partner on the committee to move forward the other members of the committee.

Also, I want to mention that—and I think this is accurate—he is the only Member of Congress who has a CDL, commercial driver’s license, so he is in a very unique position to not only know and advocate for aviation, but also, on the ground, he knows how commerce moves.

Mr. LoBIONDO. Mr. Chairman, I thank Chairman Shuster for yielding.

I am very strong in my support of H.R. 4, the reauthorization bill.

The Subcommittee on Aviation began the reauthorization process over 3 years ago, a very long process. In that time, we have held a series of roundtables and hearings on the state of the FAA’s certification and safety processes, regulatory efforts, airport grant programs, customer service, and the air traffic control system.

The subcommittee has had more than 20 stakeholder meetings in order to gather feedback and hear from various constituencies to understand what would work in the real world—not what 555 Members of Congress may think, but to get input from the people who have to make it work every day.

I want to thank those who came to the table willing to share their thoughts and to work together with us.

With the passage of H.R. 4, we will be taking an important step toward ensuring the FAA and aviation industry does not suffer through another long series of extensions.

Unfortunately, it seems like just about every year Congress is voting to keep the government open, while the FAA and nearly 4,000 of the FAA’s incredible employees, who are my constituents working at the Technical Center in Egg Harbor Township, which is at the Atlantic City Airport, are forced to make preparations in case they have to shut down.

Now, just so everybody understands, when we do an extension, we generally don’t act on it until the last minute. These dedicated employees, these engineers in these laboratories that only exist at this Tech Center, are forced to stop their work and prepare for a shutdown. This costs a tremendous amount of dollars each time we do this. Hopefully, with the passage of this bill, we will be able to avoid that.

H.R. 4 also provides the long-term authorization of the FAA, which will allow us to avoid the shutdowns and these threats of shutdowns. This means that important safety projects will be
able to move forward without the inefficient starts and stops and they come without any hesitation, as we have seen in the past.

Most importantly, FAA employees, including, again, dedicated employees of my Tech Center, now just keep in mind, this is the premier facility in the Nation for safety, security, research, and development. As I mentioned before, these laboratories don’t exist anywhere else. Many of these engineers’ expertise doesn’t exist anywhere else. This will enable them to help keep the United States premier in the world.

Mr. LARSEN referenced our position in the world. We don’t want that challenged. We want this bill to be able to allow us as an economic driver. When you start looking at the numbers of what aviation means to the economy of the United States, you get an understanding of how critically important this is.

We have worked closely with a number of constituency groups, and I think we have included their provisions in this bill.

I want to point out that some of these battles take a while. And very diligently and very forcefully, the flight attendants have made their case. As men-...
Aviation Workforce Act with my colleagues. The Promoting Women in the Aviation Workforce Act would help address the underrepresentation of women in aviation careers.

Women make up 50 percent of the national workforce, but are significantly underrepresented in the aviation industry, making up only 2 percent of airline mechanics, 18 percent of flight dispatchers, and 6 percent of pilots.

To address these shortfalls, I introduced the Promoting Women in the Aviation Workforce Act with my colleagues, Congresswoman Ms. Esty of Connecticut, Mr. Shuster of Pennsylvania, and Mr. Smith of Texas, and our bill was recently reported unanimously out of committee.

This bipartisan amendment will incorporate our bill into this legislation, directing the FAA to create and facilitate an advisory board to develop strategies that the administration can take to help more women pursue and succeed in aviation careers.

We need only look to the extraordinary skill of Southwest pilot and Navy fighter pilot veteran Tammie Jo Shults, who just 1 week ago, heroically saved the lives of 143 passengers and her crew on Southwest flight 1380, operated by an all-female crew on, in the underlying bill. And just to the gentleman from Missouri (Mr. Graves), chairman of the Highways and Transit Subcommittee of the full Committee of Transportation and Infrastructure, and the House Science Committee has developed bipartisan reauthorization.

One of the big highlights of the bill is Mr. Graves of Missouri. Mr. Chairman, I proudly rise today to support the FAA Reauthorization Act of 2018. There are a lot of important policies in this bill that I worked on, but the main thing I am glad to see included is that we accomplished this bill as a long-term bill, a 5-year authorization.

Passing long-term bills is something that the chairman has remained committed to during his tenure on the committee and is a policy I strongly support. Unfortunately, we don’t see enough of that in Congress that much anymore.

One of the big highlights of the bill is the long- overdue reforms to the FAA certification process, and the committee has developed bipartisan reforms that are going to streamline the FAA certification.

Mr. Chairman, I had previously worked on the precursor reforms to this and passed with overwhelming support of the bill, the Small Airplane Revitalization Act, back in 2013, and I look forward to seeing the benefits of these reforms be applied more broadly to the aviation manufacturing community as certification reform provisions contained in the FAA bill go into effect.

Additionally, there are a lot of policies that we worked on, that I worked on, in the underlying bill. And just to run through those quickly: expansion of the State block grant authority from 10 to 20 States; allowing greater testing of replacement fuels for AvGas; restoring the “all makes and models” certificate to experimental category.
aircraft; extending aircraft registration from 3 to 10 years, which I might point out, it currently takes the FAA at least a month to process paperwork to register or re-register an aircraft.

We also asked the FAA to resolve disputed complaints on approved airshows and major sporting events that require flight restrictions.

We also worked on an important policy to prevent the local and State governments from targeting certain industries for discriminatory taxes, like the rental car industry.

And finally, we correct a poorly written guidance document which hurts folks who are pursuing aircraft construction projects. FAA wanted to restrict aircraft construction projects from individuals' hangars unless it was in the final stages by claiming it was not the "aeronautical use" of a hangar, which makes absolutely no sense and, clearly, this decision was not made with the understanding of how these projects work. This needs to be corrected.

In closing, Mr. Chairman, I have been a pilot, a professional pilot for virtually my entire life, and I have been interacting with people in the aviation community for more than two decades now. I understand the issues that face the industry.

When we talk about FAA reauthorization, I think about ensuring all those who rely on our aviation system can continue flying safely, securely, and freely. America has always been a leader and pioneer when it comes to aviation technology and I want to ensure that continues. To do so, we have to continue to look for opportunities to incorporate technology into our infrastructure network.

I look forward to further advancing these goals in other areas of transportation as the committee works on an infrastructure package for the next Congress and I am committed to working with private sector partners to tackle sense-and-avoid technology challenge and enable safe testing of beyond-line-of-sight operations. Putting appropriate resources behind these technologies will ensure American innovations have the space to test, develop, and safely integrate UAS technology before foreign competitors capture these emerging industries.

The Acting Chair. The time of the gentleman has expired.

Mr. SHUSTER. I yield the gentleman from California an additional 15 seconds.

Mr. KNIGHT. Mr. Chairman, this is a fiscal responsible bill, and was drafted to ensure taxpayer resources are wisely and efficiently used to meet public objectives for safety and economic growth and a better way to move around the country. I urge my colleagues to support this bill.

Mr. DeFAZIO. Mr. Chairman, I reserve the balance of my time.

Mr. SHUSTER. Mr. Chairman, I yield 1 minute to the gentleman from Ohio (Mr. GIBBS).

Mr. GIBBS. Mr. Chairman, this bill does a number of important things for our aviation industry, for safety, and for the traveling public, including providing stable funding and a clear regulatory framework. In my home State of Ohio, all these are critically important.

The partnership between the Federal Government and the airports is strengthened in this legislation. Stable funding for the Airport Improvement Program ensures that airports can continue to evolve, grow, and plan thoughtfully for the long term.

Ohio's airports provide nearly $14 billion in economic activity for the State. They support 75,000 direct and indirect jobs; they are partners with our Reserve and Guard military wings; and they are the front door to interstate and international commerce for our communities.

Ohio's airports employ long-term planning, using a variety of funding mechanisms to maximize the value of investments in facilities and infrastructure. This bill advances and supports that growth. I am pleased to see long-term certainty for the aviation industry through a 5-year reauthorization, and I encourage my colleagues to support this bill and pass H.R. 4.

Mr. DeFAZIO. Mr. Chairman, I continue to reserve the balance of my time.
Mr. SHUSTER. Mr. Chairman, I just have one more speaker, and then I am ready to close.

I yield 1 minute to the gentleman from Florida (Mr. POSEY).

Mr. POSEY. Mr. Chairman, for 7 years, I have been working to provide American companies with the capability to conduct commercial space support activities. American companies would like to utilize space support vehicles to train crews and space flight participants for the rigors of space flight and research.

Last year, our office worked with the Transportation and Infrastructure Committee to draft language to address this issue. At the time, we agreed on language that the committee included in the manager’s amendment to an older version of the FAA reauthorization. Since that time, a whole lot has changed in the commercial space industry.

Recently, I worked with the industry, coordination with the FAA, to create a legislative solution to allow these companies to operate. My bill, H.R. 5346, was favorably supported from the Science, Space, and Technology Committee a month ago, and has the support of industry and the FAA. We owe it to our Nation’s commercial space industry to get this language right. I am sure you will agree with me that we cannot support the passage of outdated or problematic language, and I hope you will commit to working with me, going forward, to provide the industry with an effective legislative solution.

Mr. SHUSTER. Will the gentleman yield?

Mr. POSEY. Yield back the balance of my time.

Mr. SHUSTER. Mr. Chairman, I yield to the gentleman from Pennsylvania.

Mr. SHUSTER. Mr. Chairman, this is an issue that I know the gentleman from Florida cares deeply about and which has been a champion for his constituents in the commercial space industry. I do commit to the gentleman to work with him as we move to advance this bill forward.

Mr. Chairman, I am prepared to close if the gentleman from Oregon is. I reserve the balance of my time.

Mr. DEFAZIO. Mr. Chairman, I yield back the balance of my time.

Mr. CONNOLLY. Mr. Chair, I rise today in opposition to the amendment offered by my friend Mr. CUELLAR and our colleagues from Texas.

This amendment amends the Slot and Perimeter rules at Washington National Airport. It provides a special carve out for airports in two cities.

It upends the current regime which was carefully crafted by Congress to maintain operational stability between the three DC-area airports—National, Dulles, and BWI. As a longtime representative of the area around Dulles and as someone who fought for an extension of Metro to Dulles, I have to admit I am offended by this effort which would do harm to commercial domestic passenger volume at Dulles—Northern Virginia’s premier international airport.

Since Congress amended the Slot rule in 2000, passenger traffic at National has increased by 50 percent and traffic at Dulles has declined by 5 percent. I ask my colleagues to oppose this amendment and refrain from inflicting harm on the area economies of their colleagues’ districts.

The Acting CHAIR. All time for general debate has expired.

Pursuant to the rule, the bill shall be considered from amendment under the 5-minute rule and shall be considered as read.

The text of the bill is as follows:

H.R. 4

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “FAA Reauthorization Act of 2018.”

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title; table of contents.
Sec. 2. Effective date.

TITLE I—AUTHORIZATIONS

Subtitle A—Funding of FAA Programs

Sec. 101. Airport planning and development and noise compatibility planning and programs.
Sec. 102. Facilities and equipment.
Sec. 103. FAA operations.
Sec. 104. Adjustment to AIP program funding.
Sec. 105. Funding for aviation programs.

Subtitle B—Passenger Facility Charges

Sec. 121. Clarification of airport obligation to provide FAA airport space.
Sec. 122. Mothers’ rooms at airports.
Sec. 123. Extension of competitive access reports.
Sec. 124. Grant assurances.
Sec. 125. Government share of project costs.
Sec. 126. Updated veterans’ preference.
Sec. 127. Special rule.
Sec. 128. Mid-Island Islands, Micronesia, and Palau.
Sec. 129. Nondiscrimination.
Sec. 130. State block grant program expansion.
Sec. 131. Midway Island Airport.
Sec. 132. Property conveyance leases.
Sec. 133. Minority and disadvantaged business participation.
Sec. 134. Contract tower program.
Sec. 135. Airport access roads in remote locations.
Sec. 136. Buy America requirements.

Subtitle D—Airport Improvement Program Modifications

Sec. 151. Recycling plans for airports.
Sec. 152. Pilot program for passenger facility charge authorizations.

Subtitle C—Airport Improvement Program

Sec. 153. Extension of grant authority for airports.
Sec. 154. Updating airport noise exposure maps.
Sec. 155. Stage 3 airport study.
Sec. 156. Addressing community noise concerns.
Sec. 157. Study on potential health impacts of overflight noise.

Sec. 158. Environmental mitigation pilot program.
Sec. 159. Aircraft noise exposure.
Sec. 160. Community involvement in FAA NextGen projects located in metropolitan areas.
Sec. 161. Critical habitat on or near airport property.
Sec. 162. Clarification of reimbursable allowed costs of FAA memoranda of agreement.

TITLE II—FAA SAFETY CERTIFICATION REFORM

Subtitle A—General Provisions

Sec. 201. Definitions.

Subtitle B—Aircraft Certification Reform

Sec. 211. Aircraft certification performance standards.
Sec. 212. Organization designation authorities.
Sec. 213. ODA review.
Sec. 214. Type certification resolution process.
Sec. 215. Review of certification process for small general aviation airplanes.

Subtitle C—Flight Standards Reform

Sec. 231. Flight standards performance objectives and metrics.
Sec. 232. FAA task force on flight standards reform.
Sec. 233. Centralized safety guidance database.
Sec. 234. Regulatory Consistency Communications Board.

Subtitle D—Safety Workforce

Sec. 241. Safety workforce training strategy.
Sec. 242. Workforce review.

Subtitle E—International Aviation

Sec. 251. Promotion of United States aerospace standards, products, and services abroad.
Sec. 252. Bilateral exchanges of safety oversight responsibilities.
Sec. 253. FAA leadership abroad.
Sec. 254. Registration, certification, and related fees.

TITLE III—SAFETY

Subtitle A—General Provisions

Sec. 301. FAA technical training.
Sec. 302. Safety critical staffing.
Sec. 303. International efforts regarding tracking of civil aircraft.
Sec. 304. Aircraft data access and retrieval systems.
Sec. 305. Advanced cockpit displays.
Sec. 306. Marking of towers.
Sec. 307. Cabin evacuation.
Sec. 308. ODA staffing and oversight.
Sec. 309. Funding for additional safety needs.
Sec. 310. Funding for additional FAA licensing needs.
Sec. 311. Emergency medical equipment on passenger aircraft.
Sec. 312. HIMS program.
Sec. 313. Acceptance of voluntarily provided safety information.
Sec. 314. Flight attendant duty period limitations.
Sec. 315. Secondary cockpit barriers.
Sec. 316. Aviation maintenance industry technical workforce.
Sec. 317. Critical airfield markings.
Sec. 318. Regulatory Reform.

Subtitle B—Unmanned Aircraft Systems

Sec. 331. Definitions.
Sec. 332. Codification of existing law; additional provisions.
Sec. 333. Unmanned aircraft test ranges.
Sec. 334. Sense of Congress regarding unmanned aircraft safety.
Sec. 337. Evaluation of aircraft registration for small unmanned aircraft.

Sec. 338. Study on roles of governments relating to low-altitude operation of small unmanned aircraft.

Sec. 339. Study on financing of unmanned aircraft services.

Sec. 340. Update of FAA comprehensive plan.

Sec. 341. Cooperation related to certain small-UAS technology efforts.

TITLE IV—AIR SERVICE IMPROVEMENTS
Subtitle A—Airline Customer Service Improvements
Sec. 401. Reliable air service in American Samoa.

Sec. 402. Cell phone voice communication ban.

Sec. 403. Advisory committee for aviation consumer protection.

Sec. 404. Insecticide notification of insecticide use.

Sec. 405. Advertisements and disclosure of fees for passenger air transportation.

Sec. 406. Involuntarily bumping passengers after aircraft boarded.

Sec. 407. Availability of consumer rights information.

Sec. 408. Consumer complaints hotline.

Sec. 409. Widespread disruptions.

Sec. 410. Involuntarily denied boarding compensation.

Sec. 411. Consumer information on actual flight times.

Sec. 412. Advisory committee for transparency in air ambulance industry.

Sec. 413. Air ambulance complaints.

Sec. 414. Passenger rights.

Subtitle B—Aviation Consumers With Disabilities
Sec. 415. Select subcommittee.

Sec. 416. Aviation consumers with disabilities study.

Sec. 417. Feasibility study on in-cabin wheelchair restraint systems.

Sec. 418. Access advisory committee recommendations.

Subtitle C—Small Community Air Service
Sec. 419. Essential air service authorization.

Sec. 420. Extension of final order establishing mileage adjustment eligibility.

Sec. 421. Study on essential air service reform.

Sec. 422. Small community air service.

Sec. 423. Air transportation to noneligible places.

TITLE V—MISCELLANEOUS

Sec. 502. Consolidation and realignment of FAA services and facilities.

Sec. 503. FAA review and reform.

Sec. 504. Aviation fuel.

Sec. 505. Right to privacy when using air traffic control system.

Sec. 506. Air shows.

Sec. 507. Part 91 review, reform, and streamlining.

Sec. 508. Aircraft registration.

Sec. 509. Air transportation of lithium cells and batteries.

Sec. 510. Remote tower pilot program for rural and small communities.

Sec. 511. Ensuring FAA readiness to provide seamless oceanic operations.

Sec. 512. Sense of Congress regarding women in aviation.

Sec. 513. Outside the evaluation aeronautical studies.

Sec. 514. Aircraft leasing.

Sec. 515. Report on obsolete test equipment.

Sec. 516. Pilots sharing flight expenses with passengers.

Sec. 517. Aviation rulemaking committee for part 135 pilot rest and duty rules.

Sec. 518. Metropolitan Washington Airports Authority.

Sec. 519. Terminal Aerodrome Forecast.

Sec. 520. Federal Aviation Administration employees stationed on Guam.

Sec. 521. Technical corrections.

Sec. 522. Application of veterans' preference to Federal Aviation Administration personnel management system.

Sec. 523. Public aircraft eligible for logging flight times.

Sec. 524. Federal Aviation Administration workforce review.

Sec. 525. State taxation.

Sec. 526. Aviation and aerospace workforce of the future.

Sec. 527. Future aviation and aerospace workforce study.

Sec. 528. FAA leadership on civil supersonic aircraft.

Sec. 529. Oklahoma registry office.

Sec. 530. Foreign air transportation under United States-European Union Air Transport Agreement.

Sec. 531. Training of human trafficking for certain staff.

Sec. 532. Part 107 implementation improvements.

Sec. 533. Part 107 transparency and technology improvements.

Sec. 534. Prohibitions against smoking on passenger flights.

Sec. 535. Consumer protection requirements relating to large ticket agents.

Sec. 536. FAA data transparency.

Sec. 537. Agency procurement reporting requirements.

Sec. 538. Zero-emission vehicles and technology.

Sec. 539. Employee Assault Prevention and Response Plans.

Sec. 540. Study on training of customer-facing air carrier employees.

Sec. 541. Minimum dimensions for passenger air carrier employees.

Sec. 542. Study of ground transportation options.

TITLE VI—DISASTER RECOVERY
Subtitle A—General Provisions
Sec. 601. Applicability.

Sec. 602. State defined.

Sec. 603. Wildfire prevention.

Sec. 604. Additional activities.

Sec. 605. Eligibility for code implementation and enforcement.

Sec. 606. Program improvements.

Sec. 607. Prioritization of facilities.

Sec. 608. Guidance on evacuation routes.

Sec. 609. Duplication of benefits.

Sec. 610. State administration of assistance for direct temporary housing and permanent housing construction.

Sec. 611. Assistance to individuals and households.

Sec. 612. Multifamily lease and repair assistance.

Sec. 613. Private nonprofit facility.

Sec. 614. Management costs.

Sec. 615. Flexibility.

Sec. 616. Additional disaster assistance.

Sec. 617. National veterinary emergency plans.

Sec. 618. Disaster resolution pilot program.

Sec. 619. Unified Federal environmental and information technology improvements.

Sec. 620. Closeout incentives.

Sec. 621. Performance of services.

Sec. 622. Study to streamline and consolidate information collection.
TITLE I—AUTHORIZATIONS
Subtitle A—Funding of FAA Programs

SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND NOISE COMPATIBILITY ACT PROGRAMS.

(a) Authorization.—Section 48109(a) of title 49, United States Code, is amended by striking "section 47504(c)" and all that follows after paragraph (3) of such section and inserting the following: "section 47504(c)"—

"(1) $3,350,000,000 for fiscal year 2018;

"(2) $3,350,000,000 for fiscal year 2019;

"(3) $3,350,000,000 for fiscal year 2020;

"(4) $3,350,000,000 for fiscal year 2021;

"(5) $3,350,000,000 for fiscal year 2022; and

"(6) $3,350,000,000 for fiscal year 2023.".

(b) Authorization.—Section 47104(c) of title 49, United States Code, is amended in the matter preceding paragraph (1) by striking "2018," and inserting "2023,"

SEC. 102. FACILITIES AND EQUIPMENT.

(a) Authorization of Appropriations From Airport and Airway Trust Fund.—Section 48101(a) of title 49, United States Code, is amended by striking paragraphs (1) through (5) and inserting the following:

"(1) $2,920,000,000 for fiscal year 2018;

"(2) $2,984,000,000 for fiscal year 2019;

"(3) $3,048,000,000 for fiscal year 2020;

"(4) $3,118,000,000 for fiscal year 2021;

"(5) $3,190,000,000 for fiscal year 2022;

"(6) $3,263,000,000 for fiscal year 2023.".

(b) Authority to Transfer Funds.—Section 48101(d) of title 49, United States Code, is amended by inserting ", carried out using amounts appropriated under subsection (a)," after "air traffic control modernization project".

SEC. 103. FAA OPERATIONS.

(a) In General.—Section 106(c)(1) of title 49, United States Code, is amended by striking subparagraphs (A) through (F) and inserting the following:

"(A) $10,231,000,000 for fiscal year 2018;

"(B) $10,454,000,000 for fiscal year 2019;

"(C) $10,670,000,000 for fiscal year 2020;

"(D) $10,861,000,000 for fiscal year 2021;

"(E) $11,095,000,000 for fiscal year 2022; and

"(F) $11,329,000,000 for fiscal year 2023.

(b) Authorization to Transfer Funds.—Section 106(c)(3) of title 49, United States Code, is amended by striking "fiscal years 2012 through 2018," and inserting "fiscal years 2018 through 2023.".

SEC. 104. ADJUSTMENT TO AIR PROGRAM FUNDING.

Section 47102 of title 49, United States Code, and the item relating to such section in the analysis in chapter 481 of such title, are repealed.

SEC. 105. FUNDING FOR AVIATION PROGRAMS.

Section 48114(a)(1)(A)(ii) of title 49, United States Code, is amended by striking "in fiscal year 2014 and each fiscal year thereafter" and inserting "in fiscal years 2014 through 2018."

Subtitle B—Passenger Facility Charges

SEC. 111. PILOT PROGRAM FOR PASSENGER FACILITY CHARGE AUTHORIZATIONS.

Section 48117(d) of title 49, United States Code, is amended by inserting at the end of the subsection heading by striking "AT NONHUB AIRPORTS"; and (2) in paragraph (1) by striking "nonhub".

Subtitle C—Airport Improvement Program

SEC. 112. CLARIFICATION OF AIRPORT OBLIGATION TO PROVIDE FAA AIRPORT SPACE.

Section 47102 of title 49, United States Code, is amended by adding at the end the following:

"(f) AIRPORT SPACE.—

"(1) AUTHORITY.—Except as provided in paragraph (2), the Administrator of the Federal Aviation Administration may not require an airport owner, operator, or sponsor (as defined in section 47102) to provide building construction, maintenance, utilities, administrative support, or space on airport property to the Federal Aviation Administration without adequate compensation.

"(2) EXCEPTIONS.—Paragraph (1) does not apply in any case in which an airport owner, operator, or sponsor provides land or buildings without compensation to the Federal Aviation Administration for facilities used to carry out activities related to air traffic control or navigation pursuant to a grant assurance; or

"(B) provides goods or services to the Federal Aviation Administration without compensation or at below-market rates pursuant to a negotiated agreement between the owner, operator, or sponsor and the Administrator.".

SEC. 113. EXTENSION OF COMPETITIVE ACCESS REPORTS.

Section 47107(k)(3) of title 49, United States Code, is amended by striking "2018," and inserting "2023,"

SEC. 114. GRANT ASSURANCES.

(A) CONSTRUCTION OF RECREATIONAL AIRCRAFT.—Section 47107 of title 49, United States Code, is amended by adding at the end the following:

"(u) CONSTRUCTION OF RECREATIONAL AIRCRAFT.—

"(1) IN GENERAL.—The construction of a covered aircraft shall be construed as an aeronautical activity for purposes of—

"(A) determining an airport's compliance with a grant assurance made under this section or any other provision of law, as a condition for the receipt of Federal financial assistance for airport development, solely because the sponsor has entered into an agreement, including a revised agreement, with a local government providing for the use of airport property for an interim compatible recreational purpose at below fair market value.

"(2) RESTRICTIONS.—This subsection shall apply only to a title 49, United States Code, as amended by this section, is further amended by adding at the end the following:

"(w) COMMUNITY USE OF AIRPORT LAND.—

"(1) IN GENERAL.—Notwithstanding section (a)(13), and subject to paragraph (2), the use of a covered aircraft under a Federal airport development grant shall not be considered to be in violation of this subsection, or to be found in violation of a grant assurance made under this section, or under any other provision of law, as a condition for the receipt of Federal financial assistance for airport development, solely because the sponsor has entered into an agreement, including a revised agreement, with a local government providing for the use of airport property for an interim compatible recreational purpose at below fair market value.

"(2) RESTRICTIONS.—This subsection shall apply only to a grant assurance made under a Federal airport development grant program;
“(D) if the airport sponsor has provided a written statement to the Administrator that the property made available for a recreational purpose will not be needed for any aeronautical purpose during the next 10 years;

“(E) if the agreement includes a term of not more than 2 years to prepare the airport property for the interim compatible recreational purpose and not more than 10 years of use for that purpose; and

“(F) if the recreational purpose will not impact the aeronautical use of the airport;

“(G) if the airport sponsor provides a certification that the sponsor is not responsible for preparation, start-up, operations, maintenance, and costs associated with the recreational purpose; and

“(H) if the recreational purpose is consistent with Federal land use compatibility criteria under section 47502.

“(3) STATUTORY CONSTRUCTION.—Nothing in this subsection may be construed as permitting a diversion of airport revenue for the capital or operating costs associated with the community use of airport land.”.

SEC. 125. GOVERNMENT SHARE OF PROJECT COSTS.

Section 47109(a) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking “primary airport having at least .25 percent of the total passengers boarding on a nonstop flight at any airport to accrue apportionment funds under subparagraph (A) so long as such airport retains its classified status.”;

SEC. 128. MARSHALL ISLANDS, MICRONESIA, AND PALAU.

Section 47115 of title 49, United States Code, is amended—

(1) by striking “section (j)” and inserting “subsection (j)”; and

(2) in subsection (i) (as so redesignated) by inserting “the Secretary in the rules and regulations issued in fiscal years 2018 through 2023.”;

SEC. 129. NONDISCRIMINATION.

Section 47123 of title 49, United States Code, is amended—

(1) by striking “The Secretary of Transportation” and inserting the following:—

“(a) In General.—The Secretary of Transportation; and

(2) by adding at the end the following:—

“(b) Indian Employment.—

“(1) TRIBAL SPONSOR PRECEDENCE.—Consistent with section 47124 of title 49, United States Code, is amended by adding at the end the following:

“(2) STATE PRECEDENCE.—A State may implement a preference for employment of Indians on a project carried out under this subchapter only if the Indian tribal government has obtained an unclassified status under the most recent national plan for fiscal year 2013 that is listed as having an unclassified status under the most recent national plan for fiscal year 2013.

“(3) INDIAN TRIBAL GOVERNMENT DEFINED.—In this section, the term ‘Indian tribal government’ has the same meaning given that term in section 102 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5122).”;

SEC. 130. STATE BLOCK GRANT PROGRAM EXPANSION.

Section 47128(a) of title 49, United States Code, is amended by striking “not more than 9 qualified States for fiscal years 2000 and 2001 and qualified States for fiscal year thereafter” and inserting “not more than 20 qualified States for each fiscal year”.

SEC. 131. MIDWAY ISLAND AIRPORT.

Section 186(d) of the Vision 100—Century of Aviation Reauthorization Act (417 Stat. 1201) is amended in the first sentence by striking “fiscal years 2012 through 2018” and inserting “fiscal years 2018 through 2023.”;

SEC. 132. PROPERTY CONVEYANCE RELEASES.

Section 47117(c)(2) of title 49, United States Code, is amended by inserting “at the end of the airport’s fiscal year the airport sponsor is responsible for all air traffic control equipment certified by the Federal Aviation Administration” after the provision specified in subsection (d) of section 47117.

SEC. 133. MINORITY AND DISADVANTAGED BUSINESS PARTICIPATION.

Congress finds the following:

(1) While the air transportation business has occurred due to the establishment of the airport disadvantaged business enterprise program (49 U.S.C. 47109(e) and 47113), discrimination and related barriers continue to pose significant obstacles for minority- and women-owned businesses seeking to do business in airport-related markets across the Nation. These include, but are not limited to, the continuation of the airport disadvantaged business enterprise program;

(2) Congress has received and reviewed testimony and documentation of race and gender discrimination from numerous sources, including congressional hearings and rencontres, scientific reports, reports issued by public and private agencies, news stories, reports of discrimination by organizations and individuals, and discrimination lawsuits. That evidence and documentation shows that race- and gender-neutral efforts alone are insufficient to address the problem.

(3) This testimony and documentation demonstrates that airport operations now the Nation poses a barrier to full and fair participation in airport-related businesses of women business owners and minority business enterprises identified in parts 23 and 26 of title 49, Code of Federal Regulations, and has impacted firm development and many aspects of airport-related business in the public and private markets.

(4) This testimony and documentation provides a strong basis that there is a compelling need for the continuation of the airport disadvantaged business enterprise program and the airports concessions disadvantaged business enterprise program to address race and gender discrimination in airport-related business.

SEC. 134. CONTRACT TOWER PROGRAM.

(a) AIR TRAFFIC CONTROL CONTRACT PROGRAM.

(1) SPECIAL RULE.—Section 47124(b)(1)(B) of title 49, United States Code, is amended by striking “exceeds the benefit for a period of 18 months after such determination is made” and inserting the following:—

“(i) for the 1-year period after such determination is made; or

(ii) if an appeal of such determination is requested, for the 1-year period described in subsection (d)(4)(D)”.

(2) FUNDING OF SHARE-FRACTION PROGRAM.—Section 471(b)(4)(D) of title 49, United States Code, is amended to read as follows:

“(E) FUNDING.—Amounts appropriated pursuant to section 106(k)(1) may be used to carry out this paragraph.”;

(3) CONSTRUCTION OF AIR TRAFFIC CONTROL TOWERS.

(1) GRANTS.—Section 47124(b)(1)(A) of title 49, United States Code, is amended by adding at the end of each of clauses (i) and (ii) by inserting “,”.

(2) CRITERIA TO EVALUATE PARTICIPATION.—In the case of selecting towers for participation in the airport disadvantaged business enterprise program established under subsection (b)(3), the
(B) TOWERS PARTICIPATING IN CONTRACT TOWER PROGRAM.—In the case of an air traffic control tower program operated under the program established under subsection (a) and continued under subsection (b)(1), the Secretary shall not calculate a benefit-to-cost ratio with respect to the contract tower with respect to the tower unless the Secretary determines that the annual aircraft traffic at the airport where the tower is located has decreased—

(1) by more than 25 percent from the previous year or;

(2) by more than 55 percent cumulatively in the preceding 3-year period.

(2) COSTS TO BE CONSIDERED.—In establishing a benefit-to-cost ratio under this section with respect to an air traffic control tower, the Secretary shall consider only the following costs:

(A) The Federal Aviation Administration's actual cost of wages and benefits of personnel working at the tower.

(B) The Federal Aviation Administration's actual telecommunications costs directly attributable to the tower.

(C) The Federal Aviation Administration's costs of purchasing and installing any air traffic control equipment that would not have been purchased or installed except as a result of the operation of the tower.

(D) The Federal Aviation Administration's actual costs of maintaining any air traffic control equipment that is owned by the Administration and would not have been maintained except as a result of the operation of the tower.

(E) Other actual costs of the Federal Aviation Administration directly associated with the tower that would not have been incurred except as a result of the operation of the tower (excluding costs for non-contract tower related personnel and equipment, even if the personnel or equipment are located in the contract tower building).

(3) OTHER CRITERIA TO BE CONSIDERED.—In establishing a benefit-to-cost ratio under this section with respect to an air traffic control tower, the Secretary shall consider—

(A) The Federal Aviation Administration's economic and other benefits that are not included in the criteria the Secretary used in calculating that ratio.

(B) The Federal Aviation Administration's economic and other benefits that are not included in the criteria the Secretary used in calculating that ratio.

(C) The Federal Aviation Administration's economic and other benefits that are not included in the criteria the Secretary used in calculating that ratio.

(D) The Federal Aviation Administration's economic and other benefits that are not included in the criteria the Secretary used in calculating that ratio.

(4) REVIEW OF COST-BENEFIT DETERMINATIONS.—In issuing a benefit-to-cost ratio determination under this section, the Secretary shall include—

(A) an analysis of the potential benefits, costs, and other impacts that would result from phasing out of covered stage 3 aircraft.

(B) operators of covered stage 3 aircraft

(C) such other stakeholders and aviation experts as the Comptroller General considers appropriate.

SEC. 151. AIRPORT ACCESS ROADS IN REMOTE LOCATIONS.

Notwithstanding section 47102 of title 49, United States Code, for fiscal years 2018 through 2021, the term ‘‘terminal development’’ under that section includes the development of an airport access road that—

1. is located in a contiguous State;

2. is not more than 3 miles in length;

3. connects to the nearest public roadways of not more than the 2 closest census designated places; and

4. is constructed for the purpose of connecting the census designated places with a planned or newly constructed airport.

SEC. 150. PILOT PROGRAM SUNSET.

(a) In General.—Section 47140 of title 49, United States Code, is amended—

(1) by inserting ‘‘that includes the project budget or master plan’’ after ‘‘, the master plan’’;

(2) by inserting after the item relating to project design and construction the following:

(b) Project Design and Construction.—The Secretary shall—

(i) publicly make available a detailed written justification of the waiver determination;

(ii) make publicly available a detailed written justification of the waiver determination;

(iii) provide an informal public notice and comment opportunity on the waiver determination.

(c) Annual Report.—For each fiscal year, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives a report on airport access road development projects.

SEC. 155. STAGE 3 AIRCRAFT STUDY.

(a) Stage 3 Aircraft Study.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a review of the potential benefits, costs, and other impacts that would result from phasing out of covered stage 3 aircraft.

(b) Contents.—The review shall include—

(1) a determination of the number, types, frequency of operations, and owners and operators of covered stage 3 aircraft.

(2) an analysis of the potential benefits, costs, and other impacts to air carriers, general aviation operators, airports, communities surrounding airports, and the general public associated with phasing out or reducing the operations of covered stage 3 aircraft, assuming such a phaseout or reduction occurs over a reasonable period of time.

(3) a determination of the feasibility and logical challenges associated with recertifying stage 3 aircraft capable of meeting stage 4 noise levels.

(4) a determination of the costs and logistical challenges associated with the implementation of any phase out or reduction of the operations of covered stage 3 aircraft, including comparisons between the benefits, costs, and other impacts associated with the phaseout of stage 2 aircraft and the potential benefits, costs, and other impacts determined under paragraph (2).

(b) Time Limitation.—The review shall be put into effect over a reasonable period of time.

(c) Preliminary Report.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives a preliminary report on the potential benefits, costs, and other impacts determined under paragraph (2).

(d) Final Report.—Within 3 years of the date of enactment of this Act, the Comptroller General shall submit a final report on the potential benefits, costs, and other impacts determined under paragraph (2).

(e) Use of Funds.—The Secretary shall use the funds available for the fiscal year in which the report is put into effect over a reasonable period of time.

(f) Authorization of Appropriations.—There is authorized to be appropriated $5,000,000 to carry out the provisions of this section.

SEC. 156. ADDRESSING COMMUNITY NOISE CONCERNS.

(a) General.—In appropriate.

(b) Revised Maps.— When proposing a new area navigation departure procedure, or amending an existing procedure that would direct aircraft between
the surface and 6,000 feet above ground level over noise sensitive areas, the Administrator of the Federal Aviation Administration shall consider the feasibility of dispersal headings or other innovative air traffic control techniques.

such flights.

pacts of noise from aircraft flights on residents in the United States.

in the United States.

the Administrator.

the Administrator.

and pilot programs and how those lessons learned are being integrated into community involvement practices for NextGen projects located in metroplexes identified by the Administrator. The review shall include, at a minimum, a determination of how and when to engage airports and communities in performance-based navigation proposals.

port containing the results of the review.

(A) have been designated as noise buffer zones.

(i) capable of reducing noise, airport emissions, or water quality impacts in measurable significant amounts.

SEC. 158. ENVIRONMENTAL MITIGATION PILOT PROGRAM.

(a) IN GENERAL.—The Secretary of Transportation shall carry out a pilot program involving not more than six projects at public-use airports in accordance with this section.

(b) GRANTS.—In carrying out the program, the Secretary may make grants to sponsors of public-use airports from funds appropriated under section 47117(e)(1)(A) of title 49, United States Code.

(c) USE OF FUNDS.—Amounts from a grant received by the sponsor of a public-use airport under the program shall be used for environmental mitigation projects that will measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within 5 miles of the airport.

(d) ELIGIBILITY.—Notwithstanding any other provision of chapter 471 of title 49, United States Code, an environmental mitigation project shall be treated as eligible for assistance under that chapter.

(e) SELECTION CRITERIA.—In selecting from among projects included in the program, the Secretary may give priority consideration to projects that—

(1) will achieve the greatest reductions in aircraft noise, airport emissions, or airport water quality impacts either on an absolute basis or on a per dollar of funds expended basis, and

(2) will be implemented by an eligible consortium.

(f) FEDERAL SHARE.—The Federal share of the cost of a project carried out under the program shall be 50 percent.

(g) MAXIMUM AMOUNT.—Not more than $2,500,000 may be made available by the Secretary in grants under the program for any single project.

(h) IDENTIFYING BEST PRACTICES.—The Secretary may establish and publish information identifying best practices for reducing noise and emissions at public-use airports; and

(i) sunset.—The program shall terminate 5 years after the Secretary makes the first grant under the program.

SEC. 162. NEXTGEN PROJECTS LOCATED IN METROPLEXES.

(a) COMMUNITY INVOLVEMENT POLICY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete a review of the Federal Aviation Administration’s community involvement practices.

(b) REPORT.—Not later than 60 days after completion of the review, the Administrator shall submit to the Administrator of the Federal Aviation Administration a report on—

(1) how the Administration will improve community involvement practices for NextGen projects located in metroplexes;

(2) how and when the Administration will engage airports and communities in performance-based navigation proposals; and

(3) lessons learned from NextGen projects and pilot programs and how those lessons learned are being integrated into community involvement practices for future NextGen projects located in metroplexes.

SEC. 161. CRITICAL HABITAT ON OR NEAR AIRPORT PROPERTY.

(a) FEDERAL AGENCY REQUIREMENTS.—The Secretary of Transportation, to the maximum extent practicable, shall work with the heads of appropriate Federal agencies to ensure that designations of critical habitat, as that term is defined in section 3 of the Endangered Species Act of 1973 (16 U.S.C. 1532), on or near airport property do not—

(1) result in conflicting statutory, regulatory, or Federal grant assurance requirements for airports or aircraft operators;

(2) interfere with the safe operation of aircraft; or

(3) occur on airport-owned lands that have become attractive habitat for a threatened or endangered species because such lands—

(A) have been prepared for future development;

(B) have been designated as noise buffer land; or

(C) are held by the airport to prevent encroachment of uses that are incompatible with airport operations.

(b) STATE REQUIREMENTS.—In a State where a State agency is authorized to designate land on or near airport property for the protection of a threatened or endangered species in the State, the Secretary, to the maximum extent practicable, shall work...
with the State in the same manner as the Secretary works with the heads of Federal agencies under subsection (a).

SEC. 162. CLARIFICATION OF REIMBURSABLE AL- LOWANCES FOR LOSS OF FAA MANEUVERABILITY AGREEMENT.

Section 4790c(c)(2) of title 49, United States Code, is amended—
(1) in subparagraph (D) by striking “and” at the end;
(2) in subparagraph (E) by striking the period at the end and inserting “; and”; and
(3) by adding at the end the following: ““(F) to an airport operator of a congested airport (as defined in section 4175) and a unit of government referred to in paragraph (1)(B) to carry out a project to mitigate noise, if the project— ““(i) consists of— ““(I) replacement windows, doors, and the installation of through-the-wall air-conditioning units; or ““(II) a contribution of the equivalent costs to be used for reconstruction, if reconstruction is the preferred local solution; ““(ii) is located at a school near the airport; and ““(iii) is included in a memorandum of agreement entered into before September 30, 2002, even if the airport has not met the requirements of section 208 of title 14, Code of Federal Regulations, and only if the financial limitations of the memorandum are applied.”

TITLE II—FAA SAFETY CERTIFICATION REFORM

Subtitle A—General Provisions

SEC. 201. DEFINITIONS.

In this title, the following definitions apply:

(1) FAA.—The term “FAA” means the Federal Aviation Administration.

(2) SAFETY OVERSIGHT AND CERTIFICATION ADVISORY COMMITTEE.—The term “Safety Oversight and Certification Advisory Committee” means the Safety Oversight and Certification Advisory Committee established under section 202.

(3) SYSTEMS SAFETY APPROACH.—The term “systems safety approach” means the application of specialized technical and management skills to the systematic, forward-looking identification and control of hazards throughout the lifecycle of a project, program, or activity.

SEC. 202. SAFETY OVERSIGHT AND CERTIFICATION ADVISORY COMMITTEE.

(a) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Secretary of Transportation shall establish a Safety Oversight and Certification Advisory Committee (in this section referred to as the “Advisory Committee”).

(b) DUTIES.—The Advisory Committee shall provide advice to the Secretary on policy-level issues facing the aviation community that are related to FAA certification and oversight programs and activities, including, at a minimum, the following:

(1) Aircraft and flight standards certification processes, including efforts to streamline those processes.

(2) Implementation and oversight of safety management systems.

(3) Risk-based oversight efforts.

(4) Utilization of delegation and designee authorities.

(5) Regulatory interpretation standardization efforts.

(6) Training programs.

(7) Expediting the rulemaking process and giving expedited review to rules related to safety.

(c) FUNCTIONS.—The Advisory Committee shall carry out the following functions (as the functions relate to FAA certification and safety management systems and activities):

(1) Foster industry collaboration in an open and transparent manner.

(2) Consult with, and ensure participation by—

(A) the private sector, including representatives of—

(i) general aviation; (ii) commercial aviation; (iii) aviation labor; (iv) aviation maintenance; (v) aviation, aerospace, and avionics manufacturing;

(vi) unmanned aircraft systems operators and manufacturers; and

(vii) the commercial space transportation industry;

(B) members of the public; and

(C) other interested parties.

(3) Establish national goals, strategic objectives, and priorities for the most efficient, streamlined, and cost-effective certification and oversight processes in order to maintain the safety of the aviation system and, at the same time, allow the FAA to meet future needs and ensure that aviation stakeholders remain competitive in the global marketplace.

(4) Provide policy guidance for the FAA’s certification and safety oversight efforts.

(5) Provide ongoing policy reviews of the FAA’s certification and safety oversight efforts.

(6) Make appropriate legislative, regulatory, and guidance recommendations for the air transport system and the aviation safety regulatory environment.

(7) Establish performance objectives for the FAA and industry.

(8) Establish performance metrics and goals for the FAA and the regulated aviation industry to be tracked and reviewed as streamlining and certification reform and regulation standardization efforts progress.

(9) Provide a venue for tracking progress toward national goals and sustaining joint commitments.

(10) Develop recruiting, hiring, training, and continuing education objectives for FAA aviation safety engineers and aviation safety inspectors.

(11) Provide advice and recommendations to the FAA on how to prioritize safety rulemaking projects.

(12) Improve the development of FAA regulations by providing information, advice, and recommendations related to aviation issues.

(13) Facilitate the validation of United States products abroad.

(d) MEMBERS.

(1) IN GENERAL.—The Advisory Committee shall be composed of the following members:

(A) The Administrator of the FAA (or the Administrator’s designee).

(B) Individuals appointed by the Secretary to represent the following interests:

(i) Aircraft and engine manufacturers.

(ii) Avionics and equipment manufacturers.

(iii) Labor organizations, including collective bargaining representatives of FAA aviation safety inspectors and aviation safety engineers.

(iv) General aviation operators.

(v) Air carriers.

(vi) Business aviation operators.

(vii) Unmanned aircraft systems manufacturers and operators.

(viii) Aviation safety management experts.

(ix) Aviation maintenance.

(2) NONVOTING MEMBERS.—

(A) The private sector, including representatives of—

(i) aviation manufacturers; (ii) airline operators; (iii) business aviation operators; (iv) aviation maintenance; (v) aviation, aerospace, and avionics manufacturers; (vi) manufacturing; (vii) air traffic controllers; and

(B) members of the public, labor representatives, and other interested parties in complying with consultation and participation requirements under this subchapter.

(3) COMMITTEE CHARACTERISTICS.—The Advisory Committee shall have the following characteristics:

(A) An executive-level membership, with members who can represent and enter into commitments for their organizations.

(B) The ability to obtain necessary information from experts in the aviation and aerospace communities.

(C) A membership size that enables the Committee to have substantive discussions and reach consensus on issues in a timely manner.

(D) Appropriate expertise, including expertise in certification and risk-based safety processes, consultations, policy, technology, labor relations, training, and finance.

(4) LIMITATION.—The nonvoting members may not represent any stakeholder interest other than FAA safety oversight program officials.

(5) TERMS.—Each member and nonvoting member of the Advisory Committee appointed by the Secretary shall be appointed for terms of 6 years.

(6) COMMITTEE CHARACTERS.—The Advisory Committee shall have the following characteristics:

(A) An executive-level membership, with members who can represent and enter into commitments for their organizations.

(B) The ability to obtain necessary information from experts in the aviation and aerospace communities.

(C) A membership size that enables the Committee to have substantive discussions and reach consensus on issues in a timely manner.

(D) Appropriate expertise, including expertise in certification and risk-based safety processes, consultations, policy, technology, labor relations, training, and finance.

(5) LIMITATION ON STATUTORY CONSTRUCTION.—Public Law 104–45 (2 U.S.C. 1601 et seq.) may not be construed to prohibit or otherwise limit the appointment of any individual as a member of the Advisory Committee.

(e) CHAIRPERSON.—

(1) IN GENERAL.—The Chairperson of the Advisory Committee shall be appointed by the Secretary from among those members of the Advisory Committee that are executive-level members of the aviation industry.

(2) TERM.—Each member appointed under paragraph (1) shall serve a term of 1 year as Chairperson.

(f) MEETINGS.—

(1) FREQUENCY.—The Advisory Committee shall meet at least twice each year at the call of the Chairperson.

(2) PUBLIC ATTENDANCE.—The meetings of the Advisory Committee shall be open to the public.

(g) SPECIAL COMMITTEES.—

(1) ESTABLISHMENT.—The Advisory Committee may establish special committees composed of private sector representatives, members of the public, labor representatives, and other interested parties in complying with consultation and participation requirements under this subchapter.

(2) RULEMAKING ADVICE.—A special committee established by the Advisory Committee may—

(A) provide rulemaking advice and recommendations to the Administrator with respect to aviation-related issues;

(B) afford the FAA additional opportunities to obtain firsthand information and insight from those parties that are most affected by existing and proposed regulations; and

(C) expedite the development, revision, or elimination of rules without circumventing public rulemaking processes and procedures.

(3) APPLICABLE LAW.—Public Law 92–463 shall not apply to a special committee established by the Advisory Committee.

(h) SUNSET.—The Advisory Committee shall terminate on the last day of the 6-year period beginning on the date of the initial appointment of the members of the Advisory Committee.

(i) TERMINATION OF AIR TRAFFIC PROCEDURES ADVISORY COMMITTEE.—The Air Traffic Procedures Advisory Committee established by the FAA shall terminate on the
SEC. 212. ORGANIZATION DESIGNATION AUTHORIZATIONS.

(a) IN GENERAL.—Chapter 447 of title 49, United States Code, is amended by adding at the end the following:

"§ 44736. Organization designation authorizations

"(a) DELEGATIONS OF FUNCTIONS.—(1) IN GENERAL.—As provided in paragraph (3), when overseeing an ODA holder, the Administrator of the FAA shall—

(A) require, based on an application submitted by the ODA holder, a procedures manual that addresses all procedures and limitations regarding functions to be performed by the ODA holder;

(B) delegate fully to the ODA holder each of the functions to be performed as specified in the procedures manual, unless the Administrator determines, after the date of the delegation and as a result of an inspection or other investigation, that the public interest and safety of air commerce requires a limitation with respect to 1 or more of the functions; and

(C) conduct regular oversight activities by inspecting the ODA holder's delegated functions and taking action based on validated inspection findings.

"(b) DUTIES OF ODA HOLDERS.—An ODA holder shall—

(A) perform each function delegated to the ODA holder in accordance with the procedures manual approved by the Administrator in connection with the delegation;

(B) make the procedures manual available to each member of the appropriate ODA unit; and

(C) cooperate fully with oversight activities conducted by the Administrator in connection with the delegation.

"(c) PERFORMANCE OBJECTIVES.—In carrying out subsection (a), the Administrator shall establish performance objectives for the FAA and the aviation industry to ensure that, with respect to aircraft certification, progress is made toward, at a minimum—

(1) eliminating certification delays and improving cycle times;

(2) increasing accountability for both FAA and industry entities;

(3) achieving full utilization of FAA delegation and designation authorities;

(4) fully implementing risk management principles and a systems safety approach;

(5) reducing duplication of effort;

(6) increasing transparency;

(7) establishing and providing training, including recurrent training, in auditing and a systems safety approach to certification oversight;

(8) improving the process for approving or accepting certification actions between the FAA and the bilateral partners;

(9) maintaining and improving safety;

(10) streamlining the hiring process—

(A) by assisting safety engineers to support FAA efforts to implement a systems safety approach; and

(B) by qualified systems engineers to guide the engineering of complex systems within the FAA; and

(11) maintaining the leadership of the United States in international aviation and aerospace.

(12) PERFORMANCE METRICS.—In carrying out subsection (a), the Administrator shall apply and track performance metrics for the FAA and the regulated aviation industry as established by the Safety Oversight and Certification Advisory Committee.

"(d) DATA GENERATION.—(1) IN GENERAL.—Not later than 1 year after the date on which the Safety Oversight and Certification Advisory Committee establishes initial performance metrics for the FAA and the regulated aviation industry under section 202, the Administrator shall generate initial data with respect to each of the metrics applied and tracked under this section.

(2) MEASURING PROGRESS TOWARD GOALS.—The Administrator shall use the metrics applied and tracked under this section to generate data on an ongoing basis and to measure progress toward the achievement of national goals established by the Safety Oversight and Certification Advisory Committee.

"(e) PUBLICATION.—The Administrator shall make data generated using the metrics applied and tracked under this section available to the public in a searchable, sortable, and downloadable format through the Internet website of the FAA and other appropriate methods and shall ensure that the data is made available in a manner that—

(1) identifies identifying information regarding an individual or entity; and

(2) protects proprietary information.

"(f) PUBLICATION.—The Administrator shall—

(1) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Administrator of the FAA shall convene a multidisciplinary expert review panel in this section referred to as the "Panel".

(2) COMPOSITION OF PANEL.—The Panel shall be composed of not more than 20 members appointed by the Administrator.

(b) QUALIFICATIONS.—The members appointed to the Panel shall—

(1) each have a minimum of 5 years of experience in processes and procedures under the ODA program; and

(2) represent, at a minimum, ODA holders, aviation manufacturers, safety experts, and FAA labor organizations, including labor representatives of FAA aviation safety inspectors and aviation safety engineers.

"(g) SURVEY.—The Panel shall conduct a survey of ODA holders and ODA program applicants to document and assess FAA certification and oversight activities, including use of the ODA program and the timeliness and efficiency of the certification process.

"(h) ASSESSMENT AND RECOMMENDATIONS.—The Panel shall assess and make recommendations concerning—

(1) the FAA’s processes and procedures under the ODA program and whether the processes and procedures function as intended;

(2) the best practices and lessons learned by ODA holders and individuals who provide oversight of ODA holders;

(3) performance incentive policies related to the ODA program for FAA personnel;

(4) training activities related to the ODA program for FAA personnel and ODA holders; and

(5) the impact, if any, that oversight of the ODA program has on FAA resources and the FAA’s ability to process applications for certifications outside of the ODA program; and

(6) the results of the survey conducted under subsection (b).
(d) REPORT.—Not later than 180 days after the date the Panel is convened under subsection (a), the Panel shall submit to the Administrator, the Safety Oversight and Certification Advisory Committee, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report on the findings and recommendations of the Panel.

(1) APPLICABLE LAW.—Public Law 92–463 shall not apply to the Panel.

(g) SUNSET.—The Panel shall terminate on the date of submission of the report under subsection (f) or the date that is 1 year after the date the Panel is convened under subsection (a), whichever occurs first.

SEC. 214. TYPE CERTIFICATION RESOLUTION PROCESS.

(a) In General.—Section 4704(a) of title 49, United States Code, is amended by adding at the end the following:

"(6) Type certification resolution process.—

"(A) In general.—Not later than 15 months after the date of enactment of this Act, the Administrator shall establish an effective, timely, and milestone-based issue resolution process for type certification actions for which the type certificate or type designees are not completed or resolved as agreed to by the Administrator and the applicant; and

"(B) Process requirements.—The resolution process shall provide for—

(1) resolution of technical issues at pre-established stages of the type certification process, as agreed to by the Administrator and the type certificate applicant;

(2) automatic elevation to appropriate management personnel of the Federal Aviation Administration and the type certificate applicant of any major certification process milestone that is not completed or resolved within a specific period of time agreed to by the Administrator and the type certificate applicant; and

(3) resubmission of a major certification process milestone elevated pursuant to clause (ii) within a specific period of time agreed to by the Administrator and the type certificate applicant.

"(C) Major certification process milestone defined.—In this paragraph, the term "major certification process milestone" means a milestone related to a type certification plan, type certification, type designee, or other major type certification activity agreed to by the Administrator and the type certificate applicant.

(b) Technical Amendment.—Section 4704(a) of title 49, United States Code, is amended in the section heading by striking "airworthiness certificates," and inserting "airworthiness certificates," and by inserting "" and inserting "" after the section heading by striking "`

SEC. 215. REVIEW OF CERTIFICATION PROCESS FOR SMALL GENERAL AVIATION AIRPLANES.

(a) In General.—Not later than 1 year after the date of enactment of this Act, the Inspector General of the Department of Transportation shall initiate a review of the Federal Aviation Administration’s implementation of the final rule titled "Revision of Airworthiness Standards for Normal, Utility, Acrobatic, and Commuter Category Airplanes" (81 Fed. Reg. 96572).

(b) Considerations.—In carrying out the review, the Inspector General shall assess—

(1) how the rule puts into practice the Administration’s efforts to implement performance and risk-based safety standards;

(2) whether the Administration’s implementation of the rule has improved safety and reduced the regulatory cost burden for the Administration and the aviation industry; and

(3) if there are lessons learned from, and best practices developed as a result of, the rule that could be applied to airworthiness standards for other categories of aircraft.

(b) Review.—Not later than 180 days after the date of initiation of the review, the Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the review, including findings and recommendations.

Subtitle C—Flight Standards Reform

SEC. 221. FLIGHT STANDARDS PERFORMANCE OBJECTIVES AND METRICS.

(a) In General.—Not later than 120 days after the date of enactment of this Act, the Administrator, in coordination with the Safety Oversight and Certification Advisory Committee established under section 202, the Administrator of the FAA shall establish performance objectives and apply and track metrics for the FAA and the aviation industry relating to flight standards activities in accordance with this section.

(b) Collaboration.—The Administrator shall carry out this section in collaboration with the Safety Oversight and Certification Advisory Committee.

(c) Performance Objectives.—In carrying out subsection (a), the Administrator shall establish performance objectives for the FAA and the aviation industry to ensure that, with respect to flight standards activities, progress is made toward, at a minimum—

(1) eliminating delays with respect to such activities;

(2) increasing accountability for both FAA and industry entities;

(3) achieving full utilization of FAA delegation and delegation authorities;

(4) fully implementing risk management principles and a systems safety approach;

(5) reducing duplication of effort;

(6) eliminating inconsistent regulatory interpretations and inconsistent enforcement activities;

(7) improving and providing greater opportunities for training, including recurrent training, in auditing and a systems safety approach to oversight;

(8) developing and allowing utilization of a single master source for guidance;

(9) providing and utilizing a streamlined approach process for the resolution of regulatory interpretive questions; and

(10) maintaining and improving safety; and

(11) increasing transparency.

(d) Metrics.—In carrying out subsection (a), the Administrator shall apply and track performance metrics for the FAA and the regulated aviation industry established by the Safety Oversight and Certification Advisory Committee.

(e) Data Generation.—

(1) Baselines.—Not later than 1 year after the date of initiation of this Act, the Administrator shall establish initial performance metrics for the FAA and the regulated aviation industry under section 202, the Administrator shall generate initial data with respect to each of the metrics applied and tracked under this section.

(2) Measuring Progress Toward Goals.—The Administrator shall use the metrics applied and tracked under this section to generate data on an ongoing basis and to measure progress toward the achievement of national and regional objectives established by the Safety Oversight and Certification Advisory Committee.

(f) Publication.—The Administrator shall make data generated using the metrics applied and tracked under this section available to the public in a searchable, sortable, and downloadable format through the Internet website of the FAA and other appropriate methods and shall ensure that the data is made available in a manner that—

(1) does not provide identifying information including an individual or entity; and

(2) protects proprietary information.

SEC. 222. FAA TASK FORCE ON FLIGHT STANDARDS REFORM.

(a) Establishment.—Not later than 90 days after the date of enactment of this Act, the Administrator of the FAA shall establish the FAA Task Force on Flight Standards Reform (in this section referred to as the "Task Force").

(b) Membership.—

(1) Appointment.—The membership of the Task Force shall be appointed by the Administrator of the FAA.

(2) Number.—The Task Force shall be composed of not more than 20 members.

(c) Representation Requirements.—The membership of the Task Force shall include representatives, with knowledge of flight standards regulatory processes and requirements, of—

(1) air carriers;

(2) general aviation;

(3) business aviation;

(4) transport category aircraft operators;

(5) repair stations;

(6) airlines;

(7) unmanned aircraft systems operators;

(8) flight schools;

(9) labor unions, including those representing FAA aviation safety inspectors; and

(10) aviation safety experts.

(d) Duties.—The duties of the Task Force shall include, at a minimum, identifying best practices and providing recommendations for current and anticipated regulatory environments, with respect to—

(1) simplifying and streamlining flight standards regulatory processes;

(2) reorganizing Flight Standards Services to establish an entity organized by function rather than geographic region, if appropriate;

(3) FAA aviation safety inspector training opportunities;

(4) FAA aviation safety inspector standards and performance; and

(5) achieving, across the FAA, consistent—

(A) regulatory interpretations; and

(B) application of oversight activities.

(e) Report.—Not later than 1 year after the date of enactment of this Act, the Task Force shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report detailing—

(1) the best practices identified and recommendations provided by the Task Force under subsection (c); and

(2) any recommendations of the Task Force for additional regulatory action or cost-effective legislative action.

(f) Publication.—Public Law 92–463 shall not apply to the Task Force.

(g) Termination.—The Task Force shall terminate on the earlier of—

(1) the date on which the Task Force submits the report required under subsection (d); or

(2) the date that is 18 months after the date on which the Task Force is established under subsection (a).

SEC. 223. CENTRALIZED SAFETY GUIDANCE DATABASE.

(a) Establishment.—Not later than 1 year after the date of enactment of this Act, the Administrator of the FAA shall establish a centralized safety guidance database that will—

(1) encompass all of the regulatory guidance documents of the FAA Office of Aviation Safety;
(2) contain, for each such guidance document, a link to the Code of Federal Regulations provision to which the document relates; and
(3) be publicly available in a manner that—
(A) does not provide identifying information regarding an individual or entity; and
(B) protects proprietary information.
(b) FA A DISCLOSURES.—
(1) EXISTING DOCUMENTS.—Not later than 14 months after the date of enactment of this Act, the Administrator shall begin entering into the database established under subsection (a) all of the regulatory guidance documents of the Office of Aviation Safety that are in effect and were issued before the date on which the Administrator begins such entry process.

(2) NEW DOCUMENTS AND CHANGES.—On and after the date on which the Administrator begins the document entry process under paragraph (1), the Administrator shall ensure that all new regulatory guidance documents of the Office of Aviation Safety and any changes to existing documents are included in the database established under subsection (a).

(c) CONSULTATION REQUIREMENT.—In establishing the database under subsection (a), the Administrator shall consult and collaborate with appropriate stakeholders, including labor organizations representing aviation workers and FAA aviation safety inspectors and industry stakeholders.

(d) REGULATORY GUIDANCE DOCUMENTS DEFINED.—In this section, the term “regulatory guidance documents” means all forms of written information issued by the FAA that an individual or entity may use to interpret FAA regulations and requirements, including information an individual or entity may use to determine acceptable means of compliance with such regulations and requirements.

SEC. 234. REGULATORY CONSISTENCY COMMUNICATIONS STRATEGIES.

(a) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator of the FAA shall establish a Regional Regulatory Management Board (in this section referred to as the “Board”).

(b) CONSULTATION REQUIREMENT.—In establishing the Board, the Administrator shall consult and collaborate with appropriate stakeholders, including FAA labor organizations (including labor organizations representing aviation safety inspectors) and industry stakeholders.

(c) MEMBERSHIP.—The Board shall be composed of FAA representatives, appointed by the Administrator, from—

(1) the Flight Standards Service;
(2) the Aircraft Certification Service; and
(3) the Office of the Chief Counsel.

(d) FUNCTIONS.—The Board shall carry out the following functions:

(1) Establish, at a minimum, processes by which—

(A) FAA personnel and regulated entities may submit anonymous regulatory interpretation questions without fear of retaliation; and

(B) FAA personnel may submit written questions, and receive written responses, as to whether a previous approval or regulatory interpretation issued by FAA personnel in another office or region is correct or incorrect.

(2) Meet on a regular basis to discuss and resolve questions submitted pursuant to paragraph (1) and the appropriate application of regulations and policy with respect to each question.

(3) Provide to an individual or entity that submitted a question pursuant to paragraph (1) a timely response to the question.

(4) Establish a process to make resolutions of common regulatory interpretation questions publicly available to FAA personnel and regulated entities without providing any identifying information to the individual or entity that submitted the questions and in a manner that protects any proprietary information.

(5) Ensure the incorporation of resolutions of questions submitted pursuant to paragraph (1) into regulatory guidance documents.

SEC. 241. SAFETY WORKFORCE TRAINING STRATEGY.

(a) SAFETY WORKFORCE TRAINING STRATEGY.—Not later than 90 days after the date of enactment of this Act, the Administrator of the FAA shall establish a safety workforce training strategy that—

(1) allows employees participating in organization management teams or conducting ODA program audits to complete, in a timely fashion, appropriate training, including recurrent training, and a systems safety approach to oversight;

(2) seeks knowledge-sharing opportunities between the Administrator and the aviation industry regarding new equipment and systems, best practices, and other areas of interest;

(3) functions within the current and anticipated budgetary environments; and

(4) includes milestones and metrics for meeting the requirements of paragraphs (1), (2), and (3).

(b) REPORT.—Not later than 270 days after the date of establishment of the strategy required under subsection (a), the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the implementation of the strategy and progress in meeting any milestones and metrics included in the strategy.

(c) DEFINITIONS.—In this section, the following definitions apply:

(1) ODA; ODA HOLDER.—The terms “ODA” and “ODA holder” have the meanings given those terms in section 473 of title 49, United States Code.

(2) ORGANIZATION MANAGEMENT TEAM.—The term “organization management team” means a team consisting of FAA aviation safety engineers, flight test pilots, and aviation safety inspectors overseeing an ODA holder and its certification activity.

SEC. 242. WORKFORCE REVIEW.

(a) WORKFORCE REVIEW.—Not later than 90 days after the date of enactment of this Act, the Comptroller General of the United States shall conduct a review to assess the workforce and training, and recurrent training requirements;

(b) CONTENTS.—The review required under subsection (a) shall include—

(1) a review of current aviation safety inspector and aviation safety engineer hiring, training, and recurrent training requirements;

(2) an analysis of the skills and qualifications required of aviation safety inspectors and aviation safety engineers, including any training that is necessary to maintain proficiency in the current and future projected aviation safety regulatory environment, including the need for a systems engineering approach within the FAA to guide the engineering of complex systems, with an emphasis on auditing designated authorities;

(3) a review of current performance incentive policies of the FAA, as applied to the Office of Aviation Safety, including awards for performance;

(4) an analysis of ways the FAA can work with industry and labor, including labor groups representing FAA aviation safety inspectors and aviation safety engineers, to establish knowledge-sharing opportunities between the FAA and the aviation industry regarding new equipment and systems, best practices, and other areas of interest; and

(5) recommendations on the most effective qualifications, training programs (including e-learning training), and performance incentive approaches to address the needs of the future projected aviation safety regulatory system in the anticipated budgetary environment.

(c) REPORT.—Not later than 270 days after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the review required under subsection (a).

Subtitle E—International Aviation

SEC. 251. PROMOTION OF UNITED STATES AEROSPACE STANDARDS, PRODUCTS, AND SERVICES ABROAD.

(a) PROMOTION OF UNITED STATES AEROSPACE STANDARDS, PRODUCTS, AND SERVICES ABROAD.—The Administrator shall take appropriate actions to—

(1) promote United States aerospace safety standards abroad;

(2) facilitate and vigorously defend approvals of United States aerospace products and services abroad;

(3) work with respect to bilateral partners, utilize bilateral safety agreements and other mechanisms to improve validation of United States aerospace products and services abroad; and

(4) with respect to foreign safety authorities, streamline validation and coordination processes.

Subtitle F—INTERNATIONAL EXCHANGES OF SAFETY OVERSIGHT RESPONSIBILITIES

SEC. 4701(e) of title 49, United States Code, is amended by adding at the end the following:

“(d) FOREIGN AIRWORTHINESS DIRECTIVES.—

“(1) ACCEPTANCE.—The Administrator may accept an airworthiness directive issued by an aeronautical safety authority of a foreign country, and leverage that authority’s regulatory process, if—

(i) the country is the state of design for the product that is the subject of the airworthiness directive;

(ii) the United States has a bilateral safety agreement relating to aircraft certification with the country;

(iii) as part of the bilateral safety agreement with the country, the Administrator has determined that such aeronautical safety authority has a certification function relating to safety that produces a level of safety equivalent to the level produced by the
system of the Federal Aviation Administration;

(iv) the aeronautical safety authority of the country utilizes an open and transparent notification process in the issuance of airworthiness directives; and

(v) the airworthiness directive is necessary to provide for the safe operation of the aircraft subject to the directive.

(b) ALTERNATIVE APPROVAL PROCESS.—Notwithstanding subparagraph (A), the Administrator may issue a Federal Aviation Administration airworthiness directive in lieu of an airworthiness directive otherwise eligible for acceptance under such subparagraph, if the Administrator determines that airworthiness directives are necessary for safety or operational reasons due to the complexity or unique features of the Federal Aviation Administration airworthiness directive or the United States aviation system.

(C) ALTERNATIVE MEANS OF COMPLIANCE.—The Administrator may—

(i) accept an alternative means of compliance, with respect to an airworthiness directive accepted under subparagraph (A), that was approved by the aeronautical safety authority of the foreign country that issued the airworthiness directive, or

(ii) notwithstanding subparagraph (A), and at the request of any person affected by an airworthiness directive accepted under such subparagraph, approve an alternative means of compliance with respect to the airworthiness directive.

(D) LIMITATION.—The Administrator may not accept an airworthiness directive issued by an aeronautical safety authority of a foreign country if the airworthiness directive addresses matters other than those involving the safe operation of the aircraft subject to the directive.

SEC. 253. FAA LEADERSHIP ABROAD.

(a) IN GENERAL.—To promote United States aerospace safety standards, reduce redundant regulatory activity, and facilitate acceptance of FAA design and production approvals abroad, the Administrator of the FAA shall—

(1) attain greater expertise in issues related to dispute resolution, intellectual property, and export control laws to better support FAA certification and other aerospace activities abroad;

(2) work with United States companies to more accurately track the amount of time it takes foreign authorities, including bilateral partners, to provide United States type certification of aeronautical products;

(3) provide assistance to United States companies that have experienced significant visa and national security travel wait times;

(4) work with foreign authorities, including bilateral partners, to collect and analyze data to determine the timeliness of the acceptance and validation of FAA design and production approvals by foreign authorities and the acceptance and validation of foreign-certified products by the FAA;

(5) establish appropriate benchmarks and metrics to measure the success of bilateral aviation safety agreements and to reduce the validity time for United States type certified aeronautical products abroad; and

(6) work with foreign authorities, including bilateral partners, to improve the timeliness of the acceptance and validation of FAA design and production approvals by foreign authorities and the acceptance and validation of foreign-certified products by the FAA.

(b) E-Learning Training Pilot Program.—Not later than 90 days after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that—

(1) describes the FAA’s strategic plan for international engagement;

(2) describes the structure and responsibilities of all FAA offices that have international responsibilities, including the Aircraft Certification Office, and all the activities conducted by those offices related to certification and production;

(3) describes current and forecasted staffing and travel needs for the FAA’s international engagement activities, including the needs of the Aircraft Certification Office in the current and forecasted budgetary environment;

(4) provides recommendations, if appropriate, for alternative organizational structures, existing authority, and personnel and travel policies supporting the FAA’s international engagement activities, including the activities of the Aviation Certification Office, to better support the growth of United States aerospace exports; and

(5) identifies cost-effective policy initiatives, regulatory initiatives, or legislative initiatives needed to improve and enhance the timely acceptance of United States aerospace products abroad.

(c) International Travel.—The Administrator may establish appropriate travel policies to support expedited acceptance of FAA design and production approvals abroad to support international trade and to promote United States aerospace growth and the timely acceptance of United States aerospace products abroad.

(d) Certification Services.—The Administrator may establish appropriate travel policies to support expedited acceptance of FAA design and production approvals abroad to support international trade and to promote United States aerospace growth.

(e) Definitions.—In this section, the following definitions apply:

Covered FAA Personnel.—The term ‘‘covered FAA personnel’’ means airway transportation systems specialists and aviation safety inspectors of the Federal Aviation Administration.

E-Learning Training.—The term ‘‘e-learning training’’ means learning utilizing electronic technology and an educational curriculum outside of a traditional classroom.

SEC. 254. REGISTRATION, CERTIFICATION, AND RELATED FEES.

(a) Certification Services.—Subject to subsection (c), and notwithstanding section 45305 of title 49, United States Code, is amended as follows:

(1) in subsection (a) by striking ‘‘Subject to subsection (c)’’; and

(2) by designating subsections (b) and (c) as subsections (c) and (d), respectively; and

(b) Audit by Department of Transportation Inspector General.—Not later than 90 days after the date on which the Administrator has updated the airworthiness directive under this section, the Inspector General of the Department of Transportation shall conduct an audit of the staffing model.

(c) Joint Committee on Transportation and Infrastructure.—The joint committee on transportation and infrastructure shall conduct an audit of the staffing model.

(d) Report on Audit.—(1) The Secretary, the Inspector General, and the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a copy of the report, together with, if appropriate, a description of any actions taken or to be taken to address the results of the audit.

(e) Definitions.—In this section, the following definitions apply:

Covered FAA Personnel.—The term ‘‘covered FAA personnel’’ means airway transportation systems specialists and aviation safety inspectors of the Federal Aviation Administration.

E-Learning Training.—The term ‘‘e-learning training’’ means learning utilizing electronic technology and an educational curriculum outside of a traditional classroom.

SEC. 302. SAFETY CRITICAL STAFFING.

(a) Update of FAA’s Safety Critical Staffing Model.—Not later than 270 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall update the safety critical staffing model to determine the number of aviation safety inspectors that will be needed to fulfill the oversight mission of the Administrator.

(b) Audit by Department of Transportation Inspector General.—Not later than 90 days after the date on which the Administrator has updated the safety critical staffing model under subsection (a), the Inspector General of the Department of Transportation shall conduct an audit of the staffing model.

(2) CONTENTS.—The audit shall include, at a minimum—

(i) a review of the assumptions and methodologies used in devising and implementing the staffing model to assess the adequacy of the staffing model in predicting the number of aviation safety inspectors needed;

(ii) to meet the future growth of the aviation industry; and

(3) Report on Audit.—(A) Report to Secretary.—Not later than 30 days after the date of completion of the audit, the Inspector General shall submit to the Secretary a report on the results of the audit.

(B) Report to Congress.—Not later than 60 days after the date of receipt of the report, the Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a copy of the report, together with, if appropriate, a description of any actions taken or to be taken to address the results of the audit.

SEC. 303. INTERNATIONAL EFFORTS REGARDING TRACKING OF CIVIL AIRCRAFT.

(a) International Assessment.—The Administrator of the Federal Aviation Administration shall conduct an international assessment of the current and forecasted budgetary environment for airworthiness oversight mission of the Administrator.

(b) Report to Congress.—Not later than 60 days after the date of receipt of the report, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate an international assessment of the current and forecasted budgetary environment for airworthiness oversigh mission of the Administrator.
aircraft data access and retrieval systems for part 121 air carrier aircraft that are used in extended overwater operations to—

(1) determine if the systems provide improved accuracy and reliability of aircraft data and cockpit voice recordings in the event of an aircraft accident; and

(2) assess the cost effectiveness of each system assessed.

(b) Systems To Be Examined.—The systems to be examined under this section shall include, at a minimum—

(1) automatic deployable flight recorders;

(2) emergency locator transmitters; and

(3) satellite-based solutions.

(c) Report.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the assessment.

(d) Part 121 Air Carrier Defined.—In this section, the term “part 121 air carrier” means an air carrier that holds a certificate issued under part 121 of title 14, Code of Federal Regulations.

SEC. 305. ADVANCED COCKPIT DISPLAYS.

(a) In General.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a review of head-up display systems, heads-down display systems employing synthetic vision systems, and enhanced vision systems (in this section referred to as “HUD systems”, “EVS”, and “EVS”, respectively).

(b) Contents.—The review shall—

(1) evaluate the impacts of single- and dual-configuration display systems, HUD systems, EVS, and EVS on the safety and efficiency of aircraft operations within the national airspace system; and

(2) review a sufficient quantity of commercial aviation accidents or incidents in order to evaluate if HUD systems, EVS, and EVS would have produced a better outcome in that accident or incident.

(c) Consultation.—In conducting the review, the Administrator shall consult with aviation manufacturers, representatives of cockpit safety organizations, and any government agencies the Administrator considers appropriate.

(d) Report.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing the results of the review, the actions the Administrator plans to take with respect to the systems reviewed, and the associated timeline for such actions.

SEC. 306. MARKING OF TOWERS.

Section 2110 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 47181 note) is amended—

(1) by striking subsections (a) through (c) and inserting the following:

“(a) APPLICATION.—

“(1) IN GENERAL.—Except as provided by paragraph (2), not later than 1 year after the date of enactment of the FAA Reauthorization Act of 2018 or the availability of the database developed by the Administrator of the Federal Aviation Administration pursuant to subsection (c), whichever is later, all covered towers shall be either—

“(A) clearly marked consistent with applicable guidance in the advisory circular of the Federal Aviation Administration issued December 4, 2015 (AC 70/7460–IL); or

“(B) included in the database described in subsection (c).

“(2) METEOROLOGICAL EVALUATION TOWER.— A covered tower that is a meteorological evaluation tower shall be subject to the requirements of paragraphs (1)(A) and (1)(B).”;

(2) by redesignating subsection (d) as subsection (c) and inserting (e) as subsections (b) and (c), respectively;

(3) in subsection (b)(1)(A) (as so redesignated)—

(A) in clause (i)(I) by striking “self-standing or” and inserting “a meteorological evaluation tower or”;

and

(B) in clause (ii)—

(i) in subclause (IV) by striking “or” at the end;

(ii) in subclause (V) by striking the period at the end and inserting a semicolon; and

(iii) by adding at the end the following:

“(VI) is located within the right-of-way of a rail carrier, including within the boundaries of a rail yard, and is used for a railroad purpose.”;

“(VII) is determined by the Administrator to pose no hazard to air navigation; or

“(VIII) has already mitigated any hazard to aviation safety in accordance with Federal Aviation Administration guidance or as otherwise approved by the Administrator.”; and

(4) in subsection (c) (as so redesignated)—

(A) by striking paragraph (1) and inserting the following:

“(1) develop a database that contains the location and height of each covered tower that, pursuant to subsection (a), the owner or operator of such tower elects not to mark, except that meteorological evaluation towers shall be marked and contained in the database;”;

(B) in paragraph (3) by striking “and” at the end;

(C) in paragraph (4) by striking the period at the end and inserting a semicolon; and

(D) by adding at the end the following:

“(5) ensure that the tower information in the database is de-identified and that the information only includes the location and height of covered towers; and

“(6) make the database available for use not later than 1 year after the date of enactment of the FAA Reauthorization Act of 2018.”.

SEC. 307. CABIN EVACUATION.

(a) Review.—The Administrator of the Federal Aviation Administration shall review—

(1) evacuation certification of transport-category aircraft used in air transportation, with regard to—

(A) emergency conditions, including impacts into water;

(B) crash procedures used for evacuations under actual emergency conditions; and

(C) any relevant changes to passenger demographics and legal requirements (including the Americans with Disabilities Act of 1990) that affect emergency evacuations; and

(2) recent accidents and incidents where passengers evacuated such aircraft.

(b) ConsolidaTion of DATA.—In conducting the review, the Administrator shall—

(1) consult with the National Transportation Safety Board, transport-category aircraft manufacturers, air carriers, and other relevant experts and Federal agencies, including groups representing passengers, airline crewmembers, maintenance employees, and emergency responders; and

(2) review relevant data with respect to evacuation certification of transport-category aircraft.

(c) Report to Congress.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the Administration’s progress with respect to—

(1) determining what additional model inputs and labor distribution codes are needed to identify ODA oversight staffing needs;

(2) developing and implementing system-based evaluation criteria and risk-based tools to aid ODA team members in targeting their oversight activities;

(3) developing agreements and processes for sharing resources to ensure adequate oversight of ODA programs performing certification and inspection work at supplier and company facilities; and

(4) ensuring full utilization of ODA authority.

(b) ODA Defined.—In this section, the term “ODA” has the meaning given that term in section 44706 of title 49, United States Code, as added by this Act.

SEC. 309. FUNDING FOR ADDITIONAL SAFETY NEEDS.

Section 44704 of title 49, United States Code, is amended by adding at the end the following:

“(e) FUNDING FOR ADDITIONAL SAFETY NEEDS.—

“(1) ACCEPTANCE OF APPLYING-PROVIDED FUNDS.—Notwithstanding any other provision of law, funds accepted under this section from an applicant for a certificate under this section to hire additional staff or obtain the services of consultants and experts to facilitate the timely processing, review, and issuance of certificates under this section.

“(2) RULES OF CONSTRUCTION.—Nothing in this section may be construed as permitting the Administrator to grant priority or afford any preference to an applicant providing funds under paragraph (1).”

“(B) POLICIES AND PROCEDURES.—The Administrator shall implement such policies and procedures as may be required to ensure that the acceptance of funds under paragraph (1) does not prejudice the Administrator in the issuance of any certificate to an applicant.

“(B) BONDS CREDITED AS OFFSETTING COLLECTIONS.—Notwithstanding section 3302 of title 31, any funds accepted under this subsection—

“(1) shall be credited as offsetting collections to the account that finances the activities and services for which the funds are accepted;

“(2) shall be available for expenditure only to pay the costs of activities and services for which the funds are accepted; and

“(3) shall remain available until expended.”

SEC. 310. FUNDING FOR ADDITIONAL FAA LICENSING NEEDS.

(a) In General.—Section 509 of title 51, United States Code, is amended by adding at the end the following:

“(a) FUNDING TO FACILITATE FAA LICENSING NEEDS.—

“(a) IN GENERAL.—Notwithstanding any other provision of law, the Administrator may accept funds from a person applying for a license or permit under
this chapter to hire additional staff or obtain the services of consultants and—
(1) to facilitate the timely processing, review, and issuance of licenses or permits issued under this section;
(2) to conduct environmental activities, studies, or reviews associated with such licenses or permits; or
(3) to implement additional activities associated with or necessitated by such licenses or permits, including pre-application consultation, hazard area determination, or on-site inspection.

(b) RULES OF CONSTRUCTION.—
(1) IN GENERAL.—Nothing in this section may be construed as permitting the Secretary to grant priority or afford any preference to an applicant providing funds under subsection (a).

(2) POLICIES AND PROCEDURES.—The Secretary shall implement such policies and procedures as may be required to ensure that the acceptance of funds under subsection (a) does not prejudice the Secretary in the issuance of any license or permit to an applicant.

(c) RECEIPTS CREDITED AS OFFSETTING COLLECTIONS.—Notwithstanding section 3302 of title 31, any funds accepted under this section—
(1) shall be credited as offsetting collections to the account that finances the activities and services for which the funds are accepted;
(2) shall be available for expenditure only to pay for activities and services for which the funds are accepted; and
(3) shall remain available until expended.

(2) TECHNICAL AMENDMENT.—The analysis for chapter 509 of title 51, United States Code, is amended by adding at the end the following:

‘‘56921. Funding to facilitate FAA licensing’’.

SEC. 311. EMERGENCY MEDICAL EQUIPMENT ON PASSENGER AIRCRAFT.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall evaluate and revise, as appropriate, regulations in part 121 of title 14, Code of Federal Regulations, regarding emergency medical equipment, including the contents of first-aid kits, applicable to all certificate holders operating passenger aircraft with a flight crew under that part.

(b) CONSIDERATION.—In carrying out subsection (a), the Administrator shall consider whether the minimum contents of approved emergency medical kits, including approved first-aid kits, include appropriate medications and equipment to meet the emergency medical needs of children.

SEC. 312. HIMS PROGRAM.

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall conduct a workforce intervention monitoring study (HIMS program) for flight crewmembers employed by commercial air carriers operating in United States airspace.

SEC. 313. ACCEPTANCE OF VOLUNTARILY PROVIDED SAFETY INFORMATION.

(a) IN GENERAL.—There shall be a presumption that an individual’s voluntary disclosure of an operational or maintenance issue related to aviation safety under an aviation safety action program meets the criteria for acceptance as a valid disclosure under such program.

(b) DISCLAIMER REQUIRED.—Any dissemination of a disclosure that was submitted and accepted under an aviation safety action program shall be accompanied by a disclaimer stating that the disclosure—
(1) has not been reviewed by an event review committee tasked with reviewing such disclosures;
(2) may subsequently be determined to be ineligible for inclusion in the aviation safety action program.

(c) RELIABILITY OF DISCLOSURE.—A disclosure described under subsection (a) shall be rejected from an aviation safety action program if, after the disclosure is submitted, the event review committee tasked with reviewing such disclosures determines that the disclosure fails to meet the criteria for acceptance under such program.

(d) AVIATION SAFETY ACTION PROGRAM DEFINED.—In this section, the term ‘‘aviation safety action program’’ means a program established in accordance with Federal Aviation Administration Advisory Circular 120–96B, issued November 15, 2002 (including any similar successor advisory circular), to allow an individual to voluntarily disclose operational or maintenance issues related to aviation safety.

SEC. 314. FLIGHT ATTENDANT DUTY PERIOD LIMITATIONS AND REST REQUIREMENTS.

(a) MODIFICATION OF FINAL RULE.—
(1) IN GENERAL.—Not later than 30 days after the date of enactment of this Act, the Secretary of Transportation shall modify the final rule of the Secretary published in the Federal Register on August 19, 1994 (59 Fed. Reg. 22974; relating to flight attendant duty period limitations and rest requirements) in accordance with the requirements of this subsection.

(2) CONTENTS.—The final rule, as modified under paragraph (1), shall ensure that—
(A) a flight attendant scheduled to a duty period of 14 hours or less is given a scheduled rest period of at least 10 consecutive hours; and
(B) the rest period is not reduced under any circumstances.

(b) FATIGUE RISK MANAGEMENT PLAN.—
(1) SUBMISSION OF PLAN BY PART 121 AIR CARRIERS.—Not later than 90 days after the date of enactment of this Act, each air carrier operating under part 121 of title 14, Code of Federal Regulations (in this section referred to as ‘‘a part 121 air carrier’’), shall submit to the Administrator of the Federal Aviation Administration a fatigue risk management plan for the carrier’s flight attendants.

(2) CONTENTS OF PLAN.—A fatigue risk management plan submitted by a part 121 air carrier shall include the following:
(A) Current flight time and duty period limitations.
(B) A rest scheme consistent with such limitations that enables the management of flight attendant fatigue, including annual training to increase awareness of—
(i) fatigue;
(ii) the effects of fatigue on flight attendants; and
(iii) fatigue countermeasures.
(C) Development and use of a methodology that continually assesses the effectiveness of implementation of the plan, including the ability of the plan to—
(i) improve alertness; and
(ii) mitigate performance errors.

(3) REVIEW.—Not later than 1 year after the date of enactment of this Act, the Administrator shall review and accept or reject each fatigue risk management plan submitted under this subsection. If the Administrator rejects a plan, the Administrator shall provide suggested modifications for resubmission of the plan.

(4) PLAN UPDATES.—
(A) IN GENERAL.—A part 121 air carrier shall update its fatigue risk management plan under paragraph (1) every 2 years and submit the update to the Administrator for review and acceptance.

(B) REVIEW.—Not later than 1 year after the date of submission of an update under subparagraph (A), the Administrator shall review and accept or reject the update. If the Administrator rejects an update, the Administrator shall provide modifications for resubmission of the update.

(C) COMPLIANCE.—A part 121 air carrier shall comply with the fatigue risk management plan for the air carrier that is accepted by the Administrator under this subsection.

(D) CIVIL PENALTIES.—A violation of this subsection by a part 121 air carrier shall be treated as a violation of title 49, United States Code, for purposes of the application of civil penalties under chapter 463 of that title.

SEC. 315. SECONDARY COCKPIT BARRIERS.

Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue an order requiring the installation of a secondary cockpit barrier on each aircraft that is manufactured for delivery to a passenger air carrier in the United States operating under the provisions of part 121 of title 14, Code of Federal Regulations.

SEC. 316. AVIATION MAINTENANCE INDUSTRY TECHNICAL WORKFORCE.

(a) STUDY.—The Comptroller General of the United States shall conduct a study on technical workers in the aviation maintenance industry.

(b) CONTENTS.—In conducting the study, the Comptroller General shall—
(1) analyze the current standard Occupational Classification system with regard to the aviation profession, particularly technical workers in the aviation maintenance industry;
(2) analyze how changes to the Federal employment classification of aviation maintenance industry workers might affect government data on unemployment rates and wages;
(3) analyze how changes to the Federal employment classification of aviation maintenance industry workers might affect job projections for future aviation maintenance industry workers and project technical worker shortfalls;
(4) analyze the impact of Federal regulations, including Federal Aviation Administration rules of certification, flight time, and education programs, on employment of technical workers in the aviation maintenance industry;
(5) develop recommendations on how Federal Aviation Administration regulations and policies could be improved to address aviation maintenance industry needs for technical workers; and
(6) develop recommendations for better coordinating actions by government, educational institutions, and businesses to support workforce growth in the aviation maintenance industry.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study.

(d) DEFINITIONS.—In this section, the following definitions apply:
(1) AVIATION MAINTENANCE INDUSTRY.—The term ‘‘aviation maintenance industry’’ means repair stations certified under part 145 of title 14, Code of Federal Regulations.
(2) TECHNICAL WORKER.—The term ‘‘technical worker’’ means an individual authorized under part 43 of title 14, Code of Federal Regulations.
Regulations, to maintain, rebuild, alter, or perform preventive maintenance on an aircraft, airframe, aircraft engine, propeller, appliance, or component part or employed by an entity so authorized to perform such a function.

SEC. 317. CRITICAL AIRFIELD MARKINGS.
Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a request for proposal for a study that includes—
(1) an independent, third party study to assess the durability of Type III and Type I glass beads applied to critical markings over a 2-year period at not fewer than 2 primary airports in varying weather conditions to measure the retroreflectivity levels of such markings on a quarterly basis; and
(2) a study at 2 other airports carried out by applying Type III beads on half of the centerline and Type I beads to the other half and providing for assessments from pilots through surveys administered by a third party as to the visibility and performance of the Type III glass beads as compared to the Type I glass beads over a 1-year period.

SEC. 318. REGULATORY REFORM.
Section 106(p)(5) of title 49, United States Code, is amended by inserting “or aero¬space” after “aviation”.

Subtitle B—Unmanned Aircraft Systems

SEC. 331. DEFINITIONS.
Except as otherwise provided, the definitions contained in section 45501 of title 49, United States Code (as added by this Act), shall apply to this subtitle.

SEC. 332. CODIFICATION OF EXISTING LAW; ADDI¬TIONAL PROVISIONS.
(a) IN GENERAL.—Subtitle VII of title 49, United States Code, is amended by inserting after chapter 455 the following:

"CHAPTER 455—UNMANNED AIRCRAFT SYSTEMS"

"Sec.

"45501. Definitions.

"45502. Integration of civil unmanned aircraft systems into national airspace system.

"45503. Risk-based permitting of unmanned aircraft systems.

"45504. Public sector unmanned aircraft systems.

"45505. Special rules for certain unmanned aircraft systems.

"45506. Certification of new air navigation facilities for unmanned aircraft and other aircraft.

"45507. Special rules for certain UTM and low-altitude CNS.

"45508. Operation of small unmanned aircraft.

"45509. Special rules for model aircraft.

"45510. Carriage of property for compensation or hire.

"45511. Micro UAS operations.

§ 45501. Definitions.

"In this chapter, the following definitions apply:

"(1) AERIAL DATA COLLECTION.—The term ‘aerial data collection’ means the gathering of data by a device aboard an unmanned aircraft during flight, including imagery, sensing, and measurement by such device.

"(2) ARCTIC.—The term ‘Arctic’ means the United States zone of the Chukchi Sea, Beaufort Sea, and Bering Sea north of the Aleutian chain.

"(3) CERTIFICATE OF WAIVER; CERTIFICATE OF AUTHORIZATION.—The terms ‘certificate of waiver’ and ‘certificate of authorization’ mean a Federal Aviation Administration grant of approval for a specific flight operation.

"(4) CNS.—The term ‘CNS’ means a communication, navigation, or surveillance system or service.

"(5) MODEL AIRCRAFT.—The term ‘model aircraft’ means an unmanned aircraft that is—

"(A) capable of sustained flight in the atmosphere; and

"(B) flown within visual line of sight of the person operating the aircraft; and

"(C) flown for hobby or recreational purposes.

"(6) PERMANENT AREAS.—The term ‘permanent areas’ means areas on land or water that provide for launch, recovery, and operation of small unmanned aircraft.

"(7) PUBLIC UNMANNED AIRCRAFT SYSTEM.—The term ‘public unmanned aircraft system’ means an unmanned aircraft system that provides for launch, recovery, and operations required for operation of a public aircraft (as defined in section 40102(a)).

"(8) SENSE-AND-AVOID CAPABILITY.—The term ‘sense-and-avoid capability’ means the capability of an unmanned aircraft to remain a safe distance from and to avoid collisions with other airborne aircraft.

"(9) SMALL UNMANNED AIRCRAFT.—The term ‘small unmanned aircraft’ means an unmanned aircraft weighing less than 55 pounds, including everything that is on board other than the aircraft.

"(10) UNMANNED AIRCRAFT.—The term ‘unmanned aircraft’ means an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft.

"(11) UNMANNED AIRCRAFT SYSTEM.—The term ‘unmanned aircraft system’ means an unmanned aircraft and associated elements (including communication links and the components that control the unmanned aircraft) that are required for the pilot in command to operate and efficiently in the national airspace system.

"(12) UTM.—The term ‘UTM’ means an unmanned aircraft traffic management system or service.

§ 45502. Integration of civil unmanned aircraft systems into national airspace system

(a) REQUIRED PLANNING FOR INTEGRATION.—

"(1) COMPREHENSIVE PLAN.—Not later than November 10, 2012, the Secretary of Transportation, in consultation with representatives of the aviation industry, Federal agencies that employ unmanned aircraft systems technology in the national airspace system, and the unmanned aircraft systems industry, shall develop a comprehensive plan to safely integrate unmanned aircraft systems into the national airspace system.

"(2) CONTENTS OF PLAN.—The plan required under paragraph (1) shall contain, at a minimum, recommendations or projections on—

"(A) the rulemaking to be conducted under subsection (b), with specific recommendations on how the rulemaking will—

"(i) define the acceptable standards for operation and certification of civil unmanned aircraft systems;

"(ii) ensure that any civil unmanned aircraft system includes a sense-and-avoid capability; and

"(iii) establish standards and requirements for the operator and pilot of a civil unmanned aircraft system, including standards and requirements for registration and licensing;

"(B) the best methods to enhance the technologies and subsystems necessary to achieve the safe and routine operation of civil unmanned aircraft systems in the national airspace system;

"(C) a phased-in approach to the integration of civil unmanned aircraft systems into the national airspace system;

"(D) a timeline for the phased-in approach described under subparagraph (C); and

"(E) creation of a safe airspace designation for cooperative manned and unmanned flight operations in the national airspace system;

"(F) establishment of a process to develop certification, flight standards, and air traffic requirements for civil unmanned aircraft systems at test ranges where such systems are subject to testing;

"(G) the best methods to ensure the safe operation of civil unmanned aircraft systems and public unmanned aircraft systems simultaneously in the national airspace system; and

"(H) incorporation of the plan into the annual NextGen Implementation Plan document (or any successor document) of the Federal Aviation Administration.

(b) DEADLINE.—The plan required under paragraph (1) shall provide for the safe integration of civil unmanned aircraft systems into the national airspace system as soon as practicable, but not later than September 30, 2015.

(4) REPORT TO CONGRESS.—Not later than February 14, 2013, the Secretary shall submit to Congress a copy of the plan required under paragraph (1).

(c) ROADMAP.—Not later than February 14, 2013, the Secretary shall approve and make available in print and on the Administrator’s internet website a roadmap for the introduction of civil unmanned aircraft systems into the national airspace system, as coordinated by the Unmanned Aircraft Systems Office of the Administrator. The Secretary shall update, in coordination with the Administrator of the National Aeronautics and Space Administration (NASA) and relevant stakeholders, including those in industry and academia, the roadmap annually. The roadmap shall include, at a minimum—

"(A) cost estimates, planned schedules, and performance benchmarks, including specific tasks, milestones, and timelines, for unmanned aircraft systems integration into the national airspace system, including an identification of—

"(i) the role of the unmanned aircraft systems test ranges established under subsection (c) and the Unmanned Aircraft Systems Center of Excellence;

"(ii) performance objectives for unmanned aircraft systems that operate in the national airspace system; and

"(iii) a research and development prioritization for tools that could assist air traffic controllers as unmanned aircraft systems are integrated into the national airspace system, as appropriate;

"(B) a description of how the Administration plans to use research and development, including research and development conducted through NASA’s Unmanned Aircraft Systems Traffic Management initiatives, to accommodate, integrate, and provide for the evolution of unmanned aircraft systems in the national airspace system;

"(C) an assessment of critical performance abilities necessary to integrate unmanned aircraft systems into the national airspace system and how these performance abilities can be demonstrated; and

"(D) an update on the advancement of technologies needed to integrate unmanned aircraft systems into the national airspace system, including decisionmaking by adaptive systems, such as sense-and-avoid capabilities and cyber physical systems security.

(b) RULEMAKING.—Not later than 18 months after the date on which the plan required under subsection (a)(1) is submitted to Congress under subsection (a)(4), the Secretary shall publish in the Federal Register—
“(1) a final rule on small unmanned aircraft systems that will allow for civil operation of such systems in the national airspace system, to the extent the systems do not pose a safety or security risk; and for expedited operational authorization under section 45508;

“(2) a notice of proposed rulemaking to implement the requirements established pursuant to subsection (a)(1), with the final rule to be published not later than 16 months after the date of publication of the notice; and

“(3) an update to the Administration’s most recent policy statement on unmanned aircraft systems, contained in Docket No. FAA–2006–25714.

“§ 45503. Risk-based permitting of unmanned aircraft systems

“(a) In General.—Not later than 120 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall establish procedures for issuing permits under this section with respect to certain unmanned aircraft systems and operations thereof.

“(b) Permitting Standards.—Upon the submission of an application in accordance with subsection (d), the Administrator shall issue a permit with respect to the proposed operation of an unmanned aircraft system if the Administrator determines that the unmanned aircraft system and the proposed operation meet a level of safety that is equivalent to—

“(1) other unmanned aircraft systems and operations permitted under regulation, exemption, or other authority granted by the Administrator; or

“(2) any other aircraft operation approved by the Administrator with similar risk characteristics or profiles.

“(c) Safety Criteria for Consideration.—In determining whether a proposed operation meets the standards described in subsection (b), the Administrator shall consider the following safety criteria:

“(1) The kinetic energy of the unmanned aircraft system.

“(2) The location of the proposed operation, including the proximity to—

“(A) structures;

“(B) congested areas;

“(C) special-use airspace; and

“(D) persons on the ground.

“(3) The nature of the operation, including any proposed propulsion system.

“(4) Any known hazard of the proposed operation and the severity and likelihood of such hazard.

“(5) Any known failure modes of the unmanned aircraft system, failure mode effects and criticality, and any mitigating features or capabilities.

“(6) The national history of relevant technologies, if available.

“(7) Any history of civil penalties or certification actions by the Administrator against the applicant seeking the permit.

“(8) Any other safety criteria the Administrator considers appropriate.

“(d) Application.—An application under this section shall include evidence that the unmanned aircraft system and the proposed operation thereof meet the standards described in subsection (b) based on the criteria described in subsection (c).

“(e) Scope of Permit.—A permit issued under this section shall—

“(1) be valid for 5 years;

“(2) contain a description of both the airworthiness of the unmanned aircraft system and the proposed operation of such system;

“(3) be renewable for additional 5-year periods; and

“(4) contain any terms necessary to ensure aviation safety.

“(f) Notice.—Not later than 120 days after the Administrator receives a complete application under subsection (d), the Administrator shall provide the applicant with a notice of the decision to approve or disapprove of the application or to request a modification of the application that is necessary for approval of the application.

“(g) Permitting Process.—The Administrator shall issue a permit under this section without regard to subsections (b) through (d) of section 533 of title 5 and chapter 35 of title 49, after the Administrator determines that the operation permitted will not occur near a congested area.

“(h) Exemption From Certain Requirements.—To the extent consistent with aviation safety, the Administrator may exempt applicants under this section from paragraphs (1) through (3) of section 44704(a).

“(i) Notice.—If the Administrator may, at any time, modify or withdraw a permit issued under this section.

“(j) Applicability.—This section shall not apply to unmanned aircraft systems and operations authorized by the final rule on small unmanned aircraft systems issued pursuant to section 45502(b)(1).

“(k) Expedited Review.—The Administrator shall review and act upon applications under this section on an expedited basis for unmanned aircraft systems and operations thereof to be established in, or primarily in direct support of, emergency preparedness, emergency response, or disaster recovery efforts, including efforts in connection with natural disasters and severe weather events.

“§ 45504. Public unmanned aircraft systems

“(a) Guidance.—Not later than November 10, 2012, the Secretary of Transportation shall issue guidance on the issuance of public unmanned aircraft systems to—

“(1) expedite the issuance of a certificate of authorization process;

“(2) provide a collaborative process with public agencies to allow for an incremental expansion of access to the national airspace system as technology matures and the necessary infrastructure and data become available, and until standards are completed and technology issues are resolved;

“(3) facilitate the capability of public agencies to develop and use test ranges, subject to operating restrictions required by the Federal Aviation Administration, to test and operate unmanned aircraft systems; and

“(4) provide guidance on a public entity’s responsibility when operating an unmanned aircraft without a civil airworthiness certificate.

“(b) Standards for Operation and Certification.—Not later than December 31, 2015, the Administrator shall develop and implement operational and certification requirements for the operation of public unmanned aircraft systems in the national airspace system.

“(c) Agreements With Government Agencies.—In general.—Not later than May 14, 2012, the Secretary shall enter into agreements with appropriate government agencies to simplify the process for issuing certifies of waiver or authorization with respect to applications seeking authorization to operate public unmanned aircraft systems in the national airspace system.

“(2) CONTENTS.—The agreements shall—

“(A) with respect to an application described in paragraph (1)—

“(i) provide for an expedited review of the application;

“(ii) require a decision by the Administrator on approval or disapproval within 60 business days of the date of submission of the application; and

“(iii) allow for an expedited appeal if the application is disapproved;

“(B) allow for a one-time approval of similar operations carried out during a fixed period of time; and

“(C) allow a government public safety agency to operate unmanned aircraft weighing 4.4 pounds or less, if operated—

“(i) within the line of sight of the operator;

“(ii) less than 400 feet above the ground; and

“(iii) during daylight conditions;

“(iv) within Class G airspace; and

“(v) outside of 5 statute miles from any airport, heliport, seaplane base, spaceport, or other location with aviation activities.

“§ 45505. Special rules for certain unmanned aircraft systems

“(a) In General.—Notwithstanding any other requirement of this subtitle, and not later than August 12, 2012, the Secretary of Transportation shall determine if certain unmanned aircraft systems may operate safely in the national airspace system before completion of the plan and rulemaking required under section 45504 or the guidance required under section 45504.

“(b) Assessment of Unmanned Aircraft Systems.—In making the determination under subsection (a), the Secretary shall determine, at a minimum—

“(1) which types of unmanned aircraft systems, if any, as a result of their size, weight, and operational characteristics, may safely be operated in proximity to airports and populated areas, and operation within visual line of sight do not create a hazard to users of the national airspace system, the public, or pose a threat to national security; and

“(2) whether a certificate of waiver, certificate of authorization, or airworthiness certificate is required for the operation of unmanned aircraft systems identified under paragraph (1).

“(c) Requirements for Safe Operation.—If the Secretary determines that certain unmanned aircraft systems may operate safely in the national airspace system, the Secretary shall establish requirements for the safe operation of such aircraft systems in the national airspace system.
§ 45506. Certification of new air navigation facilities for unmanned aircraft and other aircraft

(a) IN GENERAL.—Not later than 18 months after the date of enactment of this section, and notwithstanding subsection 2308 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 40101 note), the Administrator of the Federal Aviation Administration shall issue a rulemaking to establish procedures for issuing air navigation facility certificates pursuant to section 47072 to operators other than—

(1) UTM for unmanned aircraft operations that occur primarily or exclusively in airspace 400 feet above ground level and below;

(2) low-altitude CNS for aircraft operations that occur primarily or exclusively in airspace 400 feet above ground level and below;

(b) MINIMUM REQUIREMENTS.—In issuing a final rule pursuant to subsection (a), the Administrator of the FAA shall provide for the following:

(1) CERTIFICATION STANDARDS.—The Administrator shall issue an air navigation facility certificate for a facility to operate a small unmanned aircraft system in—

(A) protection of persons and property on the ground;

(B) identification of aircraft;

(C) collision avoidance with respect to obstacles and aircraft;

(D) deconfliction of aircraft trajectories;

(E) safe and reliable interoperability and noninterference with air traffic control and other systems operated in the national airspace system;

(F) detection of noncooperative aircraft;

(G) local factors; and

(H) aircraft equipage; and

(2) qualifications, if any, necessary to operate the UTM or low-altitude CNS.

(3) An application for an air navigation facility certificate under the final rule shall consist of evidence that the UTM or low-altitude CNS meets the standard described in paragraph (1), the Administrator shall, as appropriate, consider—

(1) protection of persons and property on the ground;

(2) remote identification of aircraft;

(3) collision avoidance with respect to obstacles and aircraft;

(4) deconfliction of aircraft trajectories;

(5) safe and reliable interoperability and noninterference with air traffic control and other systems operated in the national airspace system;

(6) detection of noncooperative aircraft;

(7) local factors; and

(8) qualifications, if any, necessary to operate the UTM or low-altitude CNS.

(4) SCOPE OF CERTIFICATE.—The Administrator shall ensure that an air navigation facility certificate issued under the final rule—

(A) constitutes approval of the UTM or low-altitude CNS for the duration of the term of the certificate;

(B) constitutes authorization to operate the UTM or low-altitude CNS for the duration of the term of the certificate; and

(C) contains such limitations and conditions as may be necessary to ensure aviation safety.

(5) NOTICE.—Not later than 120 days after the Administrator makes a final rule under this section, the Administrator shall provide the applicant with a written approval, disapproval, or request to modify the application.

(6) LOW RISK AREAS.—Under the final rule, the Administrator shall establish expedited procedures for approval of UTM or low-altitude CNS for airspace away from congested areas or

(A) airspace away from congested areas; or

(B) other airspace above areas in which operations of unmanned aircraft pose very low risk.

(7) EXEMPTION FROM CERTAIN REQUIREMENTS.—To the extent consistent with aviation safety, the Administrator may exempt applicants under the final rule from requirements under sections 4702, 4703, and 4711.

(8) EXEMPTIONS, REVOCATIONS, AND MODIFICATIONS.—A certificate issued under the final rule may, at any time, be modified or revoked by the Administrator.

(c) NOTICE TO ADMINISTRATOR.—Before operating a small unmanned aircraft pursuant to a certificate of waiver or authorization issued under this section, the operator shall provide written notice to the Administrator, in a form and manner specified by the Administrator, that information and assurances as the Administrator determines necessary in the interest of aviation safety and the efficiency of the national airspace system, including a certification that the operator has read, understands, and will comply with all terms, conditions, and limitations of the certificate of waiver or authorization.

(d) WAIVER OF AIRWORTHINESS CERTIFICATION.—Notwithstanding section 4711(a)(1), the holder of a certificate of waiver or authorization granted under this section may operate a small unmanned aircraft under the terms, conditions, and limitations of such certificate without an airworthiness certificate.

(e) PROCEDURE.—The granting of an exemption or the issuance of a certificate of waiver or authorization issued under this section may be construed to—

(1) affect the issuance of a rule by or by any other activity of the Secretary of Transportation or the Administrator under any other provision of law; or

(2) invalidate an exemption or certificate of waiver or authorization issued by the Administrator before the date of enactment of this section.

(f) EFFECTIVE PERIODS.—An exemption or certificate of waiver or authorization issued under this section, or an amendment of such exemption or certificate, shall cease to be effective on the effective date of a final rule on small unmanned aircraft systems issued under section 45502(b)(1).

§ 45508. Operation of small unmanned aircraft

(a) EXEMPTION AND CERTIFICATE OF WAIVER OR AUTHORIZATION FOR CERTAIN OPERATIONS.—To the extent consistent with aviation safety, the Administrator may exempt the operators of small unmanned aircraft systems from—

(1) the standard provisions and air traffic control special provisions of the certificate of waiver or authorization FAA Form 7111-1 (7-74); or

(b) the standard and special provisions of a subsequent certificate of waiver or authorization issued under this section.

(c) NOTICE TO AIR TRAFFIC CONTROL.—Before operating a small unmanned aircraft pursuant to a certificate of waiver or authorization issued under this section, the operator shall provide written notice to the Administrator, in a form and manner specified by the Administrator, that—

(1) operation of small unmanned aircraft for the purposes of air traffic control and safety; and

(2) operation of small unmanned aircraft for the purposes of air traffic control and safety.
of such facility unless the operation is authorized by the owner of the amenity facility; and

(6) when flown within 5 miles of an airport, the operation of the aircraft requires the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation of the aircraft operators flying from a permanent location within 5 miles of an airport should establish a mutually agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport).

(b) COMMERCIAL OPERATIONS FOR INSTRUCTIONAL PURPOSES.—A flight of an unmanned aircraft shall be treated as a flight of a model aircraft for purposes of subsection (a) (regardless of any compensation, reimbursement, or other consideration exchanged or incidental economic benefit gained in the course of planning, operating, or supervising the flight), if the flight is—

(1) conducted for instructional or educational purposes; and

(2) operated or supervised by a member of a community-based organization recognized pursuant to section 336(d).

(c) STATUTORY CONSTRUCTION.—Nothing in this section may be construed to limit the authority of the Administrator to enforce subsection (a) against persons operating model aircraft who endanger the safety of the national airspace system.

(d) ESTABLISHED ORGANIZATION DEFINED.—In this section, the term ‘community-based organization’ means an entity that—

(1) is described in section 501(c)(3) of the Internal Revenue Code of 1986;

(2) is exempt from tax under section 501(a) of the Internal Revenue Code of 1986;

(3) is organized for charitable, educational, or public welfare purposes;

(4) provides a comprehensive set of safety guidelines for all aspects of model aviation; and

(5) provides programming and support for any local charter organizations, affiliates, or clubs; and

(6) provides assistance and support in the development and operation of locally designated model aircraft flying sites.

(e) RECOGNITION OF COMMUNITY-BASED ORGANIZATIONS.—Not later than 180 days after the date of enactment of this section, the Administrator shall establish, and make available to the public, a process for recognizing community-based organizations that meet the eligibility criteria under subsection (a).

§ 45510. Carriage of property for compensation or hire

(a) In general.—Not later than 1 year after the date of enactment of this section, the Secretary of Transportation shall issue a final rule authorizing the carriage of property by operators of small unmanned aircraft systems for compensation or hire within the United States.

(b) CONTENTS.—The final rule required under subsection (a) shall provide for the following:

(1) SMALL UAS AIR CARRIER CERTIFICATE.—The Administrator of the Federal Aviation Administration, at the direction of the Secretary, shall establish a small UAS air carrier certificate for persons that undertake directly, or by lease or other arrangement, the carriage of property by operators of small unmanned aircraft systems to carry property in air transportation, including commercial fleet operations with highly automated unmanned aircraft systems. The requirements to obtain a small UAS air carrier certificate shall—

(A) account for the unique characteristics of highly automated small unmanned aircraft systems; and

(B) include only those obligations necessary for the safe operation of small unmanned aircraft systems.

(2) SMALL UAS AIR CARRIER CERTIFICATION PROCESS.—The Administrator, at the direction of the Secretary, shall establish a process for the issuance of a small UAS air carrier certificate described in paragraph (1) that is streamlined, simple, performance-based, and risk-based. Such certification process shall consider—

(A) safety and the mitigation of operational risks from highly automated small unmanned aircraft systems to the safety of other aircraft, and persons and property on the ground;

(B) the safety and reliability of highly automated small unmanned aircraft system design, including technological capabilities and operational limitations to mitigate such risks; and

(C) the competencies and compliance programs of manufacturers, operators, and companies that both manufacture and operate small unmanned aircraft systems and components.

(3) SMALL UAS AIR CARRIER CLASSIFICATION.—The Administrator shall develop a classification system for small unmanned aircraft systems, based on risk, and establish systematic authority for the carriage of property by small unmanned aircraft systems for compensation or hire. Such classification shall only require—

(A) registration with the Department of Transportation; and

(B) a valid small UAS air carrier certificate as described in paragraph (1).

§ 45511. Micro UAS operations

(a) In general.—Not later than 60 days after the date of enactment of this section, the Administrator, at the direction of the Federal Aviation Administration shall charter an aviation rulemaking advisory committee to develop recommendations for regulations under this section. The Administrator shall charter an aviation rulemaking advisory committee to develop recommendations for regulations under this section. The requirements to obtain a micro unmanned aircraft system may be operated safely in the operation of such systems—

(1) at an altitude of less than 400 feet above ground level;

(2) with an airspeed of not greater than 40 knots;

(3) within the visual line of sight of the operator; and

(4) during the hours between sunrise and sunset;

(5) by an operator who has passed an aeronautical knowledge and safety test administered by the Federal Aviation Administration online specifically for the operation of micro unmanned aircraft systems, with such test being of a length and difficulty that accords with the known operational complexity and low risk of micro unmanned aircraft systems;

(6) not over unprotected persons unless otherwise allowed and not over 5 statute miles from the geographic center of a tower-controlled airport or airport denoted on a current Federal Aviation Administration-published aeronautical chart, except that a micro unmanned aircraft system may be operated closer than 5 statute miles to the geographic center of a tower-controlled airport, prior approval from the air traffic control facility located at the airport.

(b) Consultation.—In developing recommendations for recommended regulations under subsection (a), the aviation rulemaking advisory committee shall consult the—

(1) unmanaged aircraft systems stakeholders, including manufacturers of micro unmanned aircraft systems;

(2) community-based aviation organizations;

(3) the Center of Excellence for Unmanned Aircraft Systems; and

(4) appropriate Federal agencies.

(c) FACRA.—Not later than 180 days after the date of receipt of the recommendations under subsection (a), the Administrator shall issue rules incorporating recommendations of the aviation rulemaking advisory committee that provide for the operation of micro unmanned aircraft systems in the United States.

(1) without an airman certificate; and

(2) without an airworthiness certificate for the associated unmanned aircraft.

(d) Scope of Rulemaking.—In general—

(1) in general.—In determining whether a person may operate an unmanned aircraft system under 1 or more of the circumstances described under paragraphs (1) through (3) of subsection (b), the Administrator shall issue a risk-based approach and consider, at a minimum, the physical and functional characteristics of the unmanned aircraft system.

(2) Limitation.—The Administrator may only issue regulations under this section for unmanned aircraft systems that the Administrator determines may be operated safely in the national airspace system pursuant to those regulations.

(e) Rules of Construction.—Nothing in this section may be construed to—

(1) to prohibit a person from operating an unmanned aircraft system under a circumstance described under paragraphs (1) through (3) of subsection (b), the Administrator shall issue rules for operation of such systems;

(2) the circumstance is allowed by regulations issued under this section; and

(3) the person operates the unmanned aircraft system in a manner prescribed by the regulations; or

(2) to limit or affect in any way the Administrator’s authority to conduct a rulemaking to make a determination, or carry out any activity related to unmanned aircraft or unmanned aircraft systems under any other provision of law.

Conforming Amendments.—

(1) REPEALS.—

(A) In general.—Sections 332(a), 332(b), 332(d), 333, 334, and 336 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note) are repealed.

(B) Clerical Amendment.—The items relating to sections 333, 334, and 336 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note) in the table of contents contained in section 1(b) of that Act are repealed.

(2) OMB INSTRUCTIONS.—Section 46301 of title 49, United States Code, is amended—

(A) in subsection (a).
FAA Modernization and Reform Act of 2012.

aircraft equipped with sense-and-avoid and permit and encourage flights of unmanned with aviation safety, the Administrator of the date of enactment of the FAA Reauthor-
amended by striking ''September 30, 2019'' including partnerships with nongovernmental

(a) EXTENSION OF PROGRAM.—Section 332(a) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note) is amended by striking “September 30, 2019” and inserting “the date that is 6 years after the date of enactment of this Act.”

(b) SENSE-AND-AVOID AND BEYOND LINE OF SIGHT SYSTEMS AT THE RANGE.

(1) IN GENERAL.—To the extent consistent with aviation safety, the Administrator of the Federal Aviation Administration shall permit and encourage flights of unmanned aircraft equipped with sense-and-avoid capabilities for crime and beyond line of sight systems at the 6 test ranges designated under section 332(c) of the FAA Modernization and Reform Act of 2012.

(2) PROHIBITIONS.—In carrying out paragraph (1), the Administrator may waive the requirements of section 4771 of this Act, United States Code, including related regulations, to the extent consistent with aviation safety.

(c) TEST RANGE DEFINED.—For purposes of this section, the term “test range” means a geographic area where research and development are conducted as authorized by the Administrator of the Federal Aviation Administration under section 332(c) of the FAA Modernization and Reform Act of 2012.

(1) THE ADMINISTRATOR.—The Administrator of the Federal Aviation Administration shall develop test ranges and operate test facilities in partnership with public and private entities, to educate the public about the operations of small unmanned aircraft systems.

SEC. 335. UAS PRIVACY REVIEW.

(a) IN GENERAL.—The Inspector General of the Department of Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation shall initiate a study on the evaluation required under subsection (b); and

(b) CONSIDERATIONS.—In carrying out the study, the Inspector General shall consider, at a minimum—

(1) the recommendations of Task Group 1 of the Drone Advisory Committee chartered by the Federal Aviation Administration on August 31, 2016;

(2) the legal and policy requirements necessary for the safe and financially viable development and growth of the unmanned aircraft industry;

(3) the interests of Federal, State, local, and Tribal governments in regulating the operations of small unmanned aircraft within the lateral boundaries of their jurisdiction in the airspace described in subsection (a); and

(4) the degree of local variance possible among regulations consistent with the safe and financially viable growth and development of the unmanned aircraft industry.

(5) the appropriate roles of State, local, and Tribal governments affected by low-altitude operations of small unmanned aircraft;

(6) the appropriate roles of State, local, and Tribal governments to protect the interests referenced in paragraph (3); and

(7) the degree of local variance possible among regulations consistent with the safe and financially viable growth and development of the unmanned aircraft industry.

SEC. 336. STUDY ON ROLES OF GOVERNMENTS RELATING TO LOW-ALTITUDE OPERATIONS OF SMALL UNMANNED AIRCRAFT.

(a) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Inspector General of the Department of Transportation shall submit to the Committees on Commerce, Science, and Transportation and Infrastructure of the Senate and the House of Representatives a report containing—

(1) the results of the evaluation required under subsection (b); and

(2) the recommendations to the Administrator and Congress for improvements to the registration process for small unmanned aircraft.

SEC. 337. EVALUATION OF AIRCRAFT REGISTRATION AND OBTAINMENT OF SMALL UNMANNED AIRCRAFT.

(a) M ETHICS.—Beginning not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall develop and track metrics to assess compliance with and effectiveness of the registration of small unmanned aircraft systems by the Federal Aviation Administration pursuant to the interim final rule issued on December 16, 2015, and any subsequent final rule.

(b) CONFORMING AMENDMENT.—Section 40125(b) of title 49, United States Code, is amended by striking “(D)” and inserting “(D);” and

SEC. 338. STUDY ON ROLES OF GOVERNMENTS RELATING TO LOW-ALTITUDE OPERATIONS OF SMALL UNMANNED AIRCRAFT.

(a) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Inspector General shall submit to the Committee on Commerce, Science, and Transportation and the Committee on Agriculture, Natural Resources, and Environment a report on the results of the study required under section 335.

(b) CONSIDERATIONS.—In carrying out the study, the Inspector General shall consider, at a minimum—

(1) the recommendations of Task Group 1 of the Drone Advisory Committee chartered by the Federal Aviation Administration on August 31, 2016;

(2) the legal and policy requirements necessary for the safe and financially viable development and growth of the unmanned aircraft industry;

(3) the interests of Federal, State, local, and Tribal governments in regulating the operations of small unmanned aircraft within the lateral boundaries of their jurisdiction in the airspace described in subsection (a); and

(4) the degree of local variance possible among regulations consistent with the safe and financially viable growth and development of the unmanned aircraft industry.

(5) the appropriate roles of State, local, and Tribal governments affected by low-altitude operations of small unmanned aircraft;

(6) the appropriate roles of State, local, and Tribal governments to protect the interests referenced in paragraph (3); and

(7) the degree of local variance possible among regulations consistent with the safe and financially viable growth and development of the unmanned aircraft industry.

(8) the subjects and types of regulatory authority that should remain with the Federal Government;

(9) the infrastructure requirements necessary for monitoring the low-altitude operations of small unmanned aircraft and ensuring the appropriate roles of State, local, and Tribal governments in regulating the operations of small unmanned aircraft within the lateral boundaries of their jurisdiction in the airspace described in subsection (a); and

(10) the number of small businesses involved in the various sectors of the unmanned aircraft industry and operating as small unmanned aircraft operators.

(11) any best practices, lessons learned, or policies of jurisdictions outside the United States relating to local or regional regulation and oversight of small unmanned aircraft and other emergent technologies.
SEC. 330. UPDATE OF FAA COMPREHENSIVE PLAN.

(a) In general.—Not later than 270 days after the date of enactment of this Act, the Secretary of Transportation shall update the comprehensive plan developed pursuant to section 332 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44701 note) to develop a concept of operations for the integration of unmanned aircraft into the national airspace system; and
(b) Consultation.—The Secretary shall carry out in consultation with representatives of the Unmanned Systems Industry Association, Federal agencies that employ unmanned aircraft systems technology in the national airspace system, and the unmanned aircraft systems industry.

SEC. 331. COOPERATION RELATED TO CERTAIN COUNTER-UAS TECHNOLOGY.

In matters relating to the use of systems in the national airspace system intended to mitigate threats posed by errant or hostile unmanned aircraft system operations, the Secretary of Transportation shall consult with the Secretary of Defense to streamline deployment of such systems by drawing upon the expertise and experience of the Department of Defense in acquiring and operating such systems consistent with the safe and efficient operation of the national airspace system.

TITLE IV—AIR SERVICE IMPROVEMENTS

Subtitle A—Airline Customer Service Improvements

SEC. 401. RELIABLE AIR SERVICE IN AMERICAN SAMOA.

Section 40109(g) of title 49, United States Code, is amended—
(1) in paragraph (2) by striking subparagraph (A) and inserting the following:
"(A) IN GENERAL.—Except as provided in paragraph (3) and (4) as paragraphs (4) and (5), respectively; and
(2) by striking paragraph (3) and inserting the following:
"(3) RENEWAL OF EXEMPTIONS.—
(A) IN GENERAL.—Except as provided in subparagraph (B) the Secretary may renew an exemption (including renewals) under this subsection for not more than 30 days.
(B) LIMITATION.—The Secretary may renew an exemption (including renewals) under this subsection that is necessary to provide and sustain air transportation in American Samoa between the islands of Tutuila and Manu‘a for not more than 180 days.
(3) CONTINUATION OF EXEMPTIONS.—An exemption granted by the Secretary under this subsection that is necessary to provide and sustain air transportation in American Samoa between the islands of Tutuila and Manu‘a’s for not more than 180 days.
(4) CONTINUATION OF EXEMPTIONS.—An exemption granted by the Secretary under this subsection that is necessary to provide and sustain air transportation in American Samoa between the islands of Tutuila and Manu‘a’s for not more than 180 days.
(5) in subsection (b) by striking subparsaph (3) and (4) and inserting the following:
"(3) FORM OF DISCLOSURE.—
(A) IN GENERAL.—The term ‘flight’ means, with respect to an aircraft, the period beginning when the aircraft takes off and ending when the aircraft lands.
(B) DEFINITIONS.—In this section, the following definitions apply:
"(1) FLIGHT.—The term ‘flight’ means, with respect to an aircraft, the period beginning when the aircraft takes off and ending when the aircraft lands.
(2) MOBILE COMMUNICATIONS DEVICE.—
(A) IN GENERAL.—The term ‘mobile communications device’ does not include a phone installed on an aircraft.
(B) LIMITATION.—The term ‘mobile communications device’ does not include a phone installed on an aircraft.
(3) INCOME TAX.—The term ‘income tax’ means the tax imposed by chapter 41 of subtitle B of subchapter A of subchapter A of subchapter 44701 note.
(4) PARTIAL PAYMENT.—The term ‘partial payment’ does not include a telephone.
(5) in subsection (c) by striking subparagraph (A) and inserting the following:
"(A) IN GENERAL.—It shall not be an unfair or deceptive practice for a covered entity to state in an advertisement or solicitation for passenger air transportation the base fare for the air transportation if the covered entity clearly and separately discloses—
(A) the government-imposed fees and taxes associated with the air transportation; and
(B) the total cost of the air transportation.
(6) in subsection (d) by striking subparagraph (A) and inserting the following:
"(A) FULL FARE ADVERTISING.—
(1) IN GENERAL.—Section 41712 of title 49, United States Code, is amended by adding at the end the following:
"(d) FULL FARE ADVERTISING.—
(1) IN GENERAL.—It shall not be an unfair or deceptive practice under subsection (a) for a covered entity to state in an advertisement or solicitation for passenger air transportation the base fare for the air transportation if the covered entity clearly and separately discloses—
(2)IFORM OF DISCLOSURE.—
"(2) FORM OF DISCLOSURE.—
(A) in general.—For purposes of paragraph (1), the information described in paragraphs (1)(A) and (1)(B) may be disclosed through a link or pop-up, as such terms may be defined by the Secretary, that displays the information in a manner that is easily accessible and viewable by the consumer.

(3) definitions.—In this section, the following definitions apply:

(A) base airfare.—The term ‘base airfare’ means the cost of passenger air transportation, excluding government-imposed fees and taxes.

(B) covered entity.—The term ‘covered entity’ means an air carrier, including an indirect air carrier, foreign air carrier, ticket agent, or other person offering to sell tickets for passenger air transportation or a tour or tour component that must be purchased with air transportation.

(2) limitation on statutory construction.—Nothing in the amendment made by paragraph (1) shall be construed to affect any obligation of a person that sells air transportation to disclose the total cost of the air transportation, including government-imposed fees and taxes, prior to purchase of the air transportation.

(3) regulations.—Not later than 120 days after the date of enactment of this Act, the Secretary of Transportation shall issue final regulations to carry out the amendment made by paragraph (1).

(4) effective date.—This subsection, and the amendments made by this subsection, shall take effect on the earlier of—

(A) the effective date of regulations issued under paragraph (3); and

(B) the date that is 180 days after the date of enactment of this Act.

(c) disclosure of fees.—Section 417(b) of title 49, United States Code, as amended by this section, is further amended by adding at the end the following:

"(e) disclosure of fees.—

(1) in general.—It shall be an unfair or deceptive practice under subsection (a) for any air carrier, foreign air carrier, or ticket agent to fail to include, in an internet fare quotation for a specific itinerary in air transportation by a consumer—

(A) a clear and prominent statement that additional fees for checked baggage and carry-on baggage may apply; and

(B) a prominent link that connects directly to a list of all such fees.

(2) savings provision.—Nothing in this subsection may be construed to derogate or limit the responsibilities of an air carrier, foreign air carrier, or ticket agent under section 399.85 of title 14, Code of Federal Regulations, or any successor provision.

(d) use of new technologies.—The Secretary shall take effect on the earlier of—

(1) the date of enactment of this Act.

(2) the date that is 180 days after the date of enactment of this Act.

SEC. 407.  A VAILABILITY OF CONSUMER RIGHTS INFORMATION.

Section 42302 of title 49, United States Code, is amended by adding at the end the following:

"(d) use of new technologies.—The Secretary shall periodically evaluate the benefits of using mobile phone applications or other widely used technologies to provide new means for air passengers to communicate complaints in addition to the telephone number established under subsection (a) and shall provide such new means as the Secretary determines appropriate.

SEC. 408.  CONSUMER COMPLAINTS HOTLINE.

Section 42302 of title 49, United States Code, is amended by adding at the end the following:

"(b) consumer complaints hotline.—

(1) in general.—Chapter 423 of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following:

"(A) in general.—Chapter 423 of title 49, United States Code, is amended by adding at the end the following:

"(1) WIDESPREAD DISRUPTION.—The term ‘widespread disruption’ means, with respect to a covered air carrier, the interruption of flight operations of the air carrier’s systemwide flight operations, including flight delays and cancellations, as a result of the failure of 1 or more computer systems or computer networks of the air carrier.

(2) COVERED AIR CARRIER.—The term ‘covered air carrier’ means an air carrier that provides scheduled passenger air transportation by operating an aircraft that as originally designed has a passenger capacity of 30 or more seats.

(3) savings provision.—Nothing in this section may be construed to modify, abridge, or repeal any obligation of an air carrier under a collective bargaining agreement.

(4) conforming amendment.—The analysis for chapter 423 of title 49, United States Code, is amended by adding at the end the following:

"SEC. 410.  INVOLUNTARILY DENIED BOARDING COMPENSATION.

Not later than 40 days after the date of enactment of this Act, the Secretary of Transportation shall issue a final rule to revise part 250 of title 14, Code of Federal Regulations, to clarify that—

(1) there is not a maximum level of compensation an air carrier or foreign air carrier may pay to a passenger who is involuntarily denied boarding as the result of an oversold flight;

(2) the compensation levels set forth in that part are the minimum levels of compensation an air carrier must pay to a passenger who is involuntarily denied boarding as the result of an oversold flight; and

(3) an air carrier or foreign air carrier may proactively offer to pay compensation to a passenger who is voluntarily or involuntarily denied boarding on an oversold flight, rather than waiting until the passenger requests the compensation.

SEC. 411.  CONSUMER INFORMATION ON ACTUAL FLIGHT TIMES.

(a) study.—The Secretary of Transportation shall conduct a study on the feasibility and advisability of modifying regulations contained in section 234.11 of title 14, Code of Federal Regulations, to ensure that—

(1) a reporting carrier (including its contractors), during the course of a reservation or ticketing discussion or other inquiry, discloses to a consumer upon reasonable request the projected period between the actual wheels-off and wheels-on times for a reportable flight; and

(2) a reporting carrier displays, on the public internet website of the carrier, information on the actual wheels-off and wheels-on times during the most recent calendar month for a reportable flight.

(b) definitions.—In this section, the terms ‘reporting carrier’ and ‘reportable flight’ have the meanings given those terms in section 234.2 of title 14, Code of Federal Regulations (as in effect on the date of enactment of this Act).

(c) report.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study.

SEC. 412.  ADVISORY COMMITTEE FOR TRANSPARENCY IN AIR AMBULANCE INDUSTRY.

(a) in general.—Not later than 90 days after the date of enactment of this Act, the Secretary of Transportation shall establish an advisory committee to make recommendations for a rulemaking—

(1) to require air ambulance operators to clearly disclose charges for air transportation services separately from charges for non-air transportation services within any invoice or bill; and

(2) to provide other consumer protections for customers of air ambulance operators.

(b) composition of the advisory committee.—The advisory committee shall be composed of the following members:

(1) the Secretary of Transportation.

(2) representatives, to be appointed by the Secretary, of each of the following:

(A) each relevant Federal agency, as determined by the Secretary.

(B) air ambulance operators.

(C) State insurance regulators.

(D) health insurance providers.
(E) Consumer groups.
(c) Recommendations.—The advisory committee shall make recommendations with respect to each of the following:
(1) Cost-allocation methodologies needed to ensure that charges for air transportation services are separated from charges for non-air transportation services.
(2) Cost- or price-allocation methodologies to prevent commingling of charges for air transportation services and charges for non-air transportation services in bills and invoices.
(3) Formats for bills and invoices to ensure that customers and State insurance regulators can clearly distinguish between charges for air transportation services and charges for non-air transportation services.
(4) Data or industry references related to aircraft operating costs to be used in determining the proper allocation of charges for air transportation services and charges for non-air transportation services.
(5) Guidance materials to instruct States, political subdivisions of States, and political authorities of 2 or more States on referring to the Secretary of Transportation for declaratory or fair-dealing opinions.
(6) Protections for customers of air ambulance operators, after consideration of the circumstances in which the services of air ambulance operators are used.
(7) Protections of proprietary cost data from inappropriate public disclosure.
(b) Such other matters as the Secretary deems necessary or appropriate.
(d) Report.—Not later than 180 days after the date of the first meeting of the advisory committee, the advisory committee shall submit to the Secretary, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report containing the recommendations made under subsection (c).
(e) Rulemaking.—Not later than 180 days after the date of receipt of the report under subsection (d), the Secretary shall issue a final rule—
(1) to require air ambulance operators to clearly describe charges for air transportation services separately from charges for non-air transportation services within any bill or invoice issued by the operator; and
(2) to provide other consumer protections for customers of air ambulance operators.
(f) Definitions.—In this section, the following definitions apply:
(A) Air ambulance operator.—The term ‘air ambulance operator’ means an air carrier operating pursuant to part 135 of title 14, Code of Federal Regulations, that provides medical, ambulance, or related services.
(B) Non-air transportation services.—The term ‘non-air transportation services’ means those services provided by air ambulance operators but not other air carriers operating pursuant to part 135 of title 14, Code of Federal Regulations.

SEC. 413. AIR AMBULANCE COMPLAINTS.
(a) Consumer Complaints.—Section 23202 of title 49, United States Code, is amended—
(1) in the matter preceding paragraph (1)—
(A) by inserting ‘‘, and an air ambulance operator,’’ after ‘‘passenger seats’’; and
(B) by inserting ‘‘or operator’’ after ‘‘Internet Web site of the carrier’’; and
(2) in subsection (b)—
(A) by inserting a semicolon at the end of the second sentence; and
(B) by striking subsection (c) and inserting the following:
(‘‘C) NOTICE TO PASSENGERS ON BOARDING OR BILLING DOCUMENTATION.—
(1) Air carriers and foreign air carriers.—An air carrier or foreign air carrier providing scheduled air transportation using any aircraft that as originally designed has a passenger capacity of 30 or more passenger seats shall include the hotline telephone number established under subsection (a) on—
(A) the baggage label, the boarding card, or any electronic confirmation of the air carrier and the passenger capacity of the aircraft operating pursuant to this paragraph; and
(B) any electronic confirmation of the purchase of a passenger ticket for air transportation issued by the air carrier.
(2) Air ambulance operators.—An air ambulance operator shall include the hotline telephone number established under subsection (a) on any invoice, bill, or other communication provided to a passenger or customer of the operator.
(b) Unfair and Discriminatory Practices and Unfair Methods of Competition.—Section 4172(a) of title 49, United States Code, is amended—
(1) by inserting ‘‘air ambulance operator,’’ after ‘‘foreign air carrier’’, the first place it appears; and
(2) by adding at the end the following: ‘‘In this subsection, the term ‘air carrier’ includes an air ambulance operator and the term ‘air transportation services and charges for air transportation services’ includes charges for air transportation provided by an air ambulance.’’.

SEC. 414. PASSENGER RIGHTS.
(a) Guidelines.—Not later than 90 days after the date of enactment of this Act, the Secretary of Transportation shall require each air carrier to submit for approval a 1-page document that accurately describes the rights of passengers in air transportation, including guidelines for the following:
(1) Compensation (regarding rebooking options, refunds, meals, and lodging) for flight delays and involuntary denied boarding for whatever reason;
(2) Compensation (regarding rebooking options, refunds, meals, and lodging) for flight cancellations;
(3) Compensation for mishandled baggage, including delayed, damaged, pilfered, or lost baggage;
(4) Voluntary relinquishment of a ticketed seat due to overbooking or priority of other passengers;
(5) Involuntary denial of boarding and forced removal for whatever reason, including for safety and security reasons; and
(b) Approval of Guidelines.—Not later than 90 days after each air carrier submits its guidelines for approval to the Secretary under subsection (a), the air carrier shall make available such 1-page document on its website.

Subtitle B—Aviation Consumers With Disabilities

SEC. 441. SELECT SUBCOMMITTEE.
Section 411 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 42101 prec. note), as amended by this Act, is further amended—
(1) by redesignating subsections (g) and (h) as subsections (b) and (1), respectively; and
(2) by inserting after subsection (f) the following:
(‘‘g) Select Subcommittee for Aviation Consumers With Disabilities.—
(1) In General.—The Secretary shall establish a select subcommittee of the advisory committee to advise the Secretary and the advisory committee on issues related to the air travel needs of passengers with disabilities.

(2) Duties.—The select subcommittee shall—
(A) identify the disability-related access barriers encountered by passengers with disabilities;
(B) determine the extent to which the programs and activities of the Department of Transportation are addressing the barriers identified under subparagraph (A); and
(C) make recommendations to the Secretary regarding the implementation of section 41760 of title 49, United States Code; and
(E) conduct such other activities as the Secretary considers necessary to carry out this subsection.

(3) Membership.—
(A) Composition.—The select subcommittee shall be composed of members appointed by the Secretary, including at least 1 individual representing each of the following:
(i) National disability organizations;
(ii) Air carriers and foreign air carriers with flights in air transportation;
(iii) Airport operators;
(iv) Contractor service providers.
(B) Inclusion.—A member of the select subcommittee may also be a member of the advisory committee.

(4) Reauthorization.—
(A) In General.—Not later than 1 year after the date of establishment of the select subcommittee, the select subcommittee shall submit to the advisory committee and the Secretary a report on the air travel needs of passengers with disabilities that includes—
(i) an assessment of existing disability-related access barriers and any emerging disability-related access barriers that will likely be an issue in the next 5 years;
(ii) an evaluation of the extent to which the programs and activities of the Department of Transportation are eliminating disability-related access barriers;
(iii) a description of consumer protection improvements related to the air travel experience of passengers with disabilities; and
(iv) any recommendations for legislation, regulations, or other actions that the select subcommittee considers appropriate.
(B) Report to Congress.—Not later than 60 days after the date on which the Secretary receives the report under paragraph (A), the Secretary shall submit to Congress a copy of the report, including any additional findings or recommendations that the Secretary considers appropriate.

(5) Chairperson.—The Secretary shall designate, from among the individuals appointed under paragraph (3), an individual to serve as chairperson of the select subcommittee.

(6) Vacancies and Travel Expenses.—Subsections (c) and (d) shall apply to the select subcommittee.

(7) Termination.—The select subcommittee established under this subsection shall terminate upon submission of the report required under paragraph (4)(A).

SEC. 442. AVIATION CONSUMERS WITH DISABILITIES STUDY.
(a) Study.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study that includes—
(1) a review of airport accessibility best practices for individuals with disabilities, including best practices that improve infrastructure facilities and communications

Congressional Record - House
methods, including those related to wayfinding, amenities, and passenger care; and
(2) a review of air carrier and airport training policies related to properly assisting passengers with disabilities; and

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall submit to the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate a report on the study, including findings and recommendations.

SEC. 443. ESSENTIAL AIR SERVICE AUTHORIZATION.

(a) STUDY.—Not later than 2 years after the date of enactment of this Act, the Secretary of Transportation shall submit to the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report on the findings of the study.

(b) Report.—Not later than 1 year after the initiation of the study under subsection (a), the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the findings of the study.

SEC. 444. ACCESS ADVISORY COMMITTEE RECOMMENDATIONS.

(a) In general.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report on the findings of the study.

Subtitle C—Small Community Air Service

SEC. 451. ESSENTIAL AIR SERVICE AUTHORIZATION.

Section 41742(a)(2) of title 49, United States Code, is amended by striking "$150,000,000 for fiscal year 2021" and all that follows before "to carry out" and inserting "$153,000,000 for fiscal year 2021; $152,000,000 for fiscal year 2022; $162,000,000 for fiscal year 2023; $165,000,000 for fiscal year 2024; and $168,000,000 for fiscal year 2025.

SEC. 452. EXTENSION OF FINAL ORDER ESTABLISHING MILEAGE ADJUSTMENT ELIGIBILITY.

Section 41746 of the Civil Aeronautics Board (Centennial of Aviation Reauthorization Act of 1996; 49 U.S.C. 41731 note) is amended by striking "2018" and inserting "2023."

SEC. 453. STUDY ON ESSENTIAL AIR SERVICE REFORM.

(a) Study.—

(1) In general.—The Comptroller General of the United States shall conduct a study on the effects of section 6 of the Airport and Airway Extension Act of 2011, Part IV (Public Law 112–77; section 421 of the FAA Modernization and Reform Act of 2012 (Public Law 112–95), and other relevant Federal laws enacted after 2010, including the amendments made by those laws, on the Essential Air Service program.

(2) Scope.—In conducting the study under paragraph (1), the Comptroller General shall analyze, at a minimum:

(A) the impact of each relevant Federal law, including the amendments made by each law, on the Essential Air Service program;

(B) what actions communities and air carriers have taken to reduce ticket prices or increase enplanements as a result of each law;

(C) the issuance of waivers by the Secretary under section 41731(e) of title 49, United States Code;

(D) whether budgetary savings resulted from each law; and

(E) options for further reform of the Essential Air Service program.

(b) Report.—Not later than 180 days after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study conducted under subsection (a).

SEC. 454. SMALL COMMUNITY AIR SERVICE.

(a) Eligibility.—Section 41743(c) of title 49, United States Code, is amended—

(1) by striking paragraph (1) and inserting the following:

"(1) SIZE.—On the date of submission of the relevant application under subsection (b), the airport serving the community or consortium—

(A) is not larger than a small hub airport, as determined using the Department of Transportation's most recently published classification; and

(B) has—

(i) insufficient air carrier service; or

(ii) unreasonable air fares."

(2) in paragraph (4)—

(A) by striking "once," and inserting "once in a 10-year period,"; and

(B) by inserting "at any time" after "different project";

(3) in paragraph (5)—

(A) by redesignating subparagraphs (E) and (F) as subparagraphs (D) and (G), respectively; and

(B) by inserting after subparagraph (D) the following:

"(E) the assistance will be used to help restore scheduled passenger air service that has been terminated;"

(b) Authorization of Appropriations.—Section 41743(d) of title 49, United States Code, is amended to read as follows:

"(1) Proposals.—No proposal under subsection (a) may be accepted by the Secretary after the date of enactment of this Act, the Secretary determines that—

(A) the proposal of the applicant can reasonably be expected to provide for the air service to the communities; and

(B) the applicant has adequate financial resources to ensure the commitment to the communities; and

(C) the airports serving the communities are nonhub, small hub, or medium hub airports, as determined using the Department of Transportation’s most recently published classifications; and

(D) the air carrier commits to serving the communities for at least 2 years.

(2) Priorities.—The Secretary shall prioritize applications that—

(A) would initiate new or reestablish air service in communities where air fares are higher than the average air fares for all communities;

(B) are more likely to result in self-sustaining air service at the end of the program; and

(C) determine the Federal share of the cost of operating assistance provided under the program may not exceed 50 percent.

(3) Sunset.—This subsection shall cease to be effective on October 1, 2023.".

SEC. 455. AIR TRANSPORTATION TO NONELIGIBLE PLACES.

(a) Definitions.—Section 41731(a)(1) of title 49, United States Code, is amended by striking "Wendell H. Ford Aviation Investment and Reform Act for the 21st Century," and inserting "Federal Aviation Act of 2016 (Public Law 114–95)."

(b) Program Sunet.—Section 41736 of title 49, United States Code, is amended by adding at the end the following:

"(h) Sunset.—

(1) Proposals.—No proposal under subsection (a) may be submitted by the Secretary after the date of enactment of this subsection.

(2) Program.—The Secretary may not provide any compensation under this section after the date that is 2 years after the date of enactment of this subsection."
SEC. 501. REVIEW OF FAA STRATEGIC CYBERRISK CUR- PLAN.
(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a review of the comprehensive and strategic framework of principles, policies, and practices (referred to in this section as the “framework”) developed pursuant to section 2111 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 44903 note).
(b) CONTENTS.—In undertaking the review under subsection (a), the Administrator shall—
(1) assess the degree to which the framework identifies and addresses cybersecurity risks associated with the aviation system;
(2) review existing short- and long-term objectives for addressing cybersecurity risks to the national airspace system; and
(3) assess the Administration’s level of engagement and coordination with aviation stakeholders and other appropriate agencies, organizations, or groups with which the Administration consults to carry out the framework.
(4) REPORT TO CONGRESS.—Not later than 180 days after initiating the review required by subsection (a), the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the review, including a description of any modifications made to the framework.
SEC. 502. CONSOLIDATION AND REALIGNMENT OF FAA SERVICES AND FACILITIES.
Section 802(a) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44501 note) is amended—
(1) in paragraph (2) by striking “The purpose of the report shall be to—” and all that follows through “(B) to reduce” and inserting “The purpose of the report shall be to—”;
(2) in paragraph (3) by striking paragraph (3) and inserting the following:
“(4) IN PRIME.—The report shall be prepared by the Administrator (or the Administrator’s designee) with the participation of (A) representatives of labor organizations representing air traffic control system employees of the FAA; and (B) industry stakeholders.”;
(3) in paragraph (4) by striking paragraph (4) and inserting the following:
“(5) INPUT.—The report shall be prepared by the Administrator (or the Administrator’s designee) with the participation of (A) representatives of labor organizations representing air traffic control system employees of the FAA; and (B) industry stakeholders.”.
SEC. 503. FAA REVIEW AND REFORM.
(a) AGENCY REPORT.—Not later than 60 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a detailed analysis of any actions taken to address the findings and recommendations included in the report required under section 821(d) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44510 note), including—
(1) consolidating, phasing-out, or eliminating duplicative positions, programs, roles, or offices;
(2) eliminating or streamlining wasteful practices.
(3) eliminating or phasing-out redundant, obsolete, or unnecessary functions;
(4) reforming and streamlining inefficient processes.
(b) ADDITIONAL REVIEW.—Not later than 180 days after the date of enactment of this Act, the Administrator shall complete a thorough review of each program, office, and organization within the Administration to—
(1) restructure, consolidate, or eliminate duplicative positions, programs, roles, or offices;
(2) wasteful practices;
(3) redundant, obsolete, or unnecessary functions;
(4) inefficient processes; and
(5) ineffective or outdated policies.
(c) ACTIONS TO STREAMLINE AND REFORM FAA.—Not later than 60 days after the date of completion of the review under subsection (b), the Administrator shall undertake such actions as may be necessary to address the findings of the Administrator under such subsection.
(d) REPORT TO CONGRESS.—Not later than 120 days after the date of completion of the review under subsection (b), the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the actions taken by the Administrator pursuant to subsection (b), including any recommendations for legislative or administrative actions.
SEC. 504. AVIATION FUEL.
(a) USE OF UNLEADED AVIATION GASOLINE.—The Administrator of the Federal Aviation Administration shall allow the use of an unleaded aviation gasoline in an aircraft as a replacement for a leaded gasoline if the Administrator—
(1) determines that an unleaded aviation gasoline qualifies as a replacement for an approved leaded gasoline;
(2) identifies the aircraft and engines that are eligible to use the qualified replacement unleaded gasoline; and
(3) adopts a process (other than the traditional means of certification) to allow eligible aircraft to use the qualified replacement unleaded gasoline in a manner that ensures safety.
(b) TIMING.—The Administrator shall adopt the process described in section (a)(3) not later than 180 days after the date of—
(1) the completion of the Piston Aviation Fuels Initiative of the Administration; or
(2) the date of publication of an American Society for Testing and Materials Production Specification for an unleaded aviation gasoline.
(c) SENSE OF CONGRESS.—It is the sense of Congress that the Piston Aviation Fuels Initiative of the Administration and the American Society for Testing and Materials should work to find an appropriate unleaded aviation gasoline by January 1, 2024.
SEC. 505. RIGHT TO PRIVACY WHEN USING AIR TRAFFIC CONTROL SYSTEM.
Notwithstanding any other provision of law, the Administrator of the Federal Aviation Administration shall, upon request of a private aircraft owner or operator, block the registration number of the aircraft of the owner or operator from any public dissemination or display, except in data made available to a Government agency, for the non-commercial flights of the owner or operator.
SEC. 506. AIR SHOWS.
On an annual basis, the Administrator of the Federal Aviation Administration shall work with representatives of Administration-approved air shows, the general aviation community, and stadiums and other large outdoor facilities to resolve, to the maximum extent practicable, scheduling conflicts between Administration-approved air shows and large outdoor events and venues—
(1) flight restrictions will be imposed pursuant to section 521 of title V of division F of Public Law 109–105 (119 Stat. 1441); or
(2) any other restriction will be imposed pursuant to Federal Aviation Administration Flight Data Center Notice to Airmen 4/30.
SEC. 507. PART 91 REVIEW, REFORM, AND STREAMLining.
(a) ESTABLISHMENT OF TASK FORCE.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish a task force representa-
(1) the following representatives of the general aviation industry who regularly perform part 91 operations, labor unions (including those representing FAA aviation safety inspectors and FAA aviation safety engineers), manufacturers, and the Government to—
(1) conduct an assessment of the FAA oversight and authorization processes and requirements for aircraft under part 91; and
(2) make recommendations to streamline the applicable authorization and approval processes, improve safety, and reduce regulatory cost burdens and delays for the FAA and aircraft owners and operators who operate pursuant to part 91.
(b) CONTENTS.—In conducting the assessment and making recommendations under subsection (a), the task force shall consider—
(1) process reforms and improvements to allow the FAA to review approach and flight line applications in a fair and timely fashion;
(2) the appropriateness of requiring an authorization for each experimental aircraft rather than using a broader all makes and models approach;
(3) ways to improve the timely response to letters of authorization applications for aircrew, owners, and operators pursuant to part 91, including setting deadlines and granting temporary or automatic authorizations if deadlines are missed by the FAA;
(4) methods for enhancing the effective use of delegation systems;
(5) methods for training the FAA’s field office employees in risk-based and safety management system oversight; and
(6) such other matters related to streamlining part 91 authorization and approval processes as the task force considers appropriate.
(c) REPORT TO CONGRESS.—(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the task force’s assessment.
(2) CONTENTS.—The report shall include an explanation of how the Administrator will—
(A) implement the recommendations of the task force;
(B) measure progress in implementing the recommendations; and
(C) measure the effectiveness of the implemented recommendations.
SEC. 507A. IMPLEMENTATION OF RECOMMENDATIONS.—Not later than 18 months after the date of enactment of this Act, the Administrator shall implement the recommendations made under this section.
SEC. 507B. DEFINITIONS.—In this section, the following definitions apply:
(1) "FAA"—The term "FAA" means the Federal Aviation Administration.
(2) "PART 91."—The term "part 91" means part 91 of title 14, Code of Federal Regulations.
(3) "APPLICABLE LAW."—Public Law 92–463 shall not apply to the task force.
(g) SUNSET.—The task force shall terminate on the day the Administrator submits the report required under subsection (c).

SEC. 508. AIRCRAFT REGISTRATION.

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall institute a rulemaking to increase the duration of aircraft registrations for noncommercial general aviation aircraft to 10 years.

SEC. 509. AIR TRANSPORTATION OF LITHIUM CELLS AND BATTERIES.

(a) COOPERATIVE EFFORTS TO ENSURE COMPLIANCE WITH REGULATIONS.—

(1) IN GENERAL.—The Secretary of Transportation, in coordination with appropriate Federal agencies, shall carry out cooperative efforts to educate and inform shippers who offer lithium ion and lithium metal batteries for air transport to or from the United States, with appropriate enforcement action, to ensure that such batteries are physically and appropriately packed, when necessary, to prevent the occurrence of events that could lead to the air transport of noncompliant shipments of lithium ion and lithium metal batteries.

(2) MEDICAL DEVICE DEFINED.—In this subsection, the term "medical device" means an instrument, apparatus, implement, machine, contrivance, implant, or in vitro reagent, including any component, part, or accessory thereof, which is intended for use in the diagnosis of disease or other conditions, or in the cure, mitigation, treatment, or prevention of disease, in a person.

(3) REPORTING.—Not later than 120 days after the date of enactment of this Act, and annually thereafter for 2 years, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the implementation of current practices for the packaging and transportation of lithium ion and lithium metal cells and batteries, manufacturers of products incorporating both large and small lithium ion and lithium metal batteries, air carriers, and the Federal Government regarding the safe transportation of lithium ion and lithium metal cells and batteries and the effectiveness and economic and social impacts of the regulation of such transportation.

(b) PROVIDE ADVICE AND RECOMMENDATIONS TO SECRETARY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, and the Pipeline and Hazardous Materials Safety Administration shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that—

(1) describes and evaluates the steps being taken in the private sector and by intergovernmental agencies to implement and enforce requirements relating to the safe transportation of bulk shipments of lithium ion cells and batteries; and

(2) identifies any additional regulatory requirements for which there is consensus that greater attention is needed.

(c) IN GENERAL.—The Committee shall meet at the direction of the Secretary and at least twice a year.

(d) PREPARATION FOR ICAO MEETINGS.—Notwithstanding subparagraph (A), the Secretary shall convene a meeting of the Committee in connection with and in advance of each meeting of the International Civil Aviation Organization, or any of its panels or working groups, addressing the safety of air transportation of lithium ion and lithium metal batteries in order to brief Committee members on positions to be taken by the United States at such meeting and provide Committee members a meaningful opportunity to comment.

(e) TERMINATION.—The Committee shall terminate on the date that is 6 years after the date on which the Committee is established.

(f) TERMINATION OF FUTURE OF AVIATION ADVISORY COMMITTEE.—The Future of Aviation Advisory Committee shall terminate on the date on which the lithium ion battery air safety advisory committee is established.

(g) MEDICAL DEVICE BATTERIES.—

(1) LIMITED EXCEPTIONS TO RESTRICTIONS ON AIR TRANSPORTATION OF MEDICAL DEVICE BATTERIES.—The Secretary shall issue limited exceptions to the restrictions on transportation of lithium ion and lithium metal batteries to allow the shipment on a passenger aircraft of not more than 2 replacement batteries specifically used for a medical device if—

(A) the intended destination of the batteries is not serviced daily by cargo aircraft if a battery is required for medically necessary care; and

(B) with regard to a shipper of a lithium ion or lithium metal batteries for medical devices that cannot comply with a charge limitation in place at the time, each battery is—

(i) individually packed in an inner packaging that completely encloses the battery;

(ii) placed in a rigid outer packaging; and

(iii) protected to prevent a short circuit.

(2) MEDICAL DEVICE DEFINED.—In this subsection, the term "medical device" means an instrument, apparatus, implement, machine, contrivance, implant, or in vitro reagent, including any component, part, or accessory thereof, which is intended for use in the diagnosis of disease or other conditions, or in the cure, mitigation, treatment, or prevention of disease, in a person.

(3) SAVING CLAUSE.—Nothing in this subsection may be construed as expanding or restricting any authority of the Secretary under section 328 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 4701 note).

(h) PACKAGING IMPROVEMENTS.—Not later than 180 days after the date of enactment of this Act, the Secretary, in consultation with interested stakeholders, shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate an evaluation of current practices for the packaging of
liothium ion batteries and cells for air transportation, including recommendations, if any, to improve the packaging of such batteries and cells for air transportation in a safe, cost-effective manner.

(e) DEPARTMENT OF TRANSPORTATION POLICY ON INTERNATIONAL REPRESENTATION.—It shall be the policy of the Department of Transportation to support the participation of industry in all panels and working groups of the Dangerous Goods Panel of the International Civil Aviation Organization and any other international test or standard setting organization that considers proposals on the safety or transportation of lithium ion and lithium metal batteries in which the United States participates.

(f) HARMONIZATION WITH ICAO TECHNICAL INSTRUCTIONS.—Pursuant to section 828 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44701 note), not later than 30 days after the date of enactment of this Act, the Secretary shall conform United States regulations on the air transport of lithium cells and batteries with the lithium cells and batteries requirements in the 2015-2016 edition of the ICAO Technical Instructions (including all addenda), including the revised standards adopted by the International Civil Aviation Organization that became effective on April 1, 2016.

(g) DEFINITIONS.—In this section, the following definitions apply:

(1) ICAO TECHNICAL INSTRUCTIONS.—The term ‘‘ICAO Technical Instructions’’ has the meaning given that term in section 828(c) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44701 note).

(2) U.S. HAZARDOUS MATERIALS REGULATIONS.—The term ‘‘U.S. Hazardous Materials Regulations’’ means the regulations in parts 100 through 177 of title 49, Code of Federal Regulations, as amended (approved after the date of enactment of this Act).

SEC. 109. COMPETITIVE FREIGHT ACQUISITION.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall establish a competitive process for the purchase of air traffic control services.

SEC. 110. REMOTE TOWER PILOT PROGRAM FOR RURAL AND SMALL COMMUNITIES.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall establish a pilot program under which, upon approval of an application submitted by an operator of a public-use airport, the Secretary shall install and operate a remote air traffic control tower in order to assess the operational benefits of remote air traffic control towers.

(b) APPLICATIONS.—The operator of an airport seeking to participate in the pilot program under subsection (a) shall submit an application to the Secretary, including a clear and concise format, advisory guidance for increasing multifunctionality in future equipment, and a plan by the Secretary for increasing multifunctionality in future equipment.

(c) SELECTION CRITERIA.—

(1) SELECTION OF AIRPORTS.—From among the applications submitted under subsection (b), the Secretary, after consultation with representatives of labor organizations representing operators and employees of the air traffic control system, shall select for participation in the pilot program 7 airports as follows:

(A) 1 nonhub, primary airport.

(B) 3 nonprimary airports without existing air traffic control towers.

(C) 2 airports with air traffic control towers participating in a program established under section 47124 of title 49, United States Code.

(D) 1 airport selected at the discretion of the Secretary.

(2) PRIORITY SELECTION.—In selecting from among the applications submitted under subsection (b), the Secretary shall give priority to applicants that can best demonstrate the capabilities and potential of remote air traffic control towers, including applicants proposing to operate multiple remote air traffic control towers from a single facility.

SEC. 111. AUTHORITY TO RELOCATE AIRPORT SELECTION.—If the Secretary receives an insufficient number of applications, the Secretary may reallocate the distribution of airport sites described in paragraph (1).

(d) SAFETY RISK MANAGEMENT PANEL.—

(1) SAFETY RISK MANAGEMENT PANEL MEETING.—Prior to the operational use of a remote air traffic control tower, the Secretary shall convene a safety risk management panel for the tower to address any safety issues with respect to the tower.

(2) SAFETY RISK MANAGEMENT PANEL BEST PRACTICES.—The safety risk management panels shall be created and utilized in a manner similar to that of safety risk management panels established for remote air traffic control towers, taking into account—

(A) best practices that have been developed, and

(B) operational data from remote air traffic control towers located in the United States.

(e) AIRPORT IMPROVEMENT PROGRAM.—The pilot program shall be eligible for airport improvement funding under chapter 471 of title 49, United States Code.

(f) POSSIBLE HISTORIC PILOT PROGRAM.—Not later than 30 days after the date that the first remote air traffic control tower is commissioned, the Administrator of the Federal Aviation Administration shall establish a repeatable process by which future certified remote air traffic control tower systems may be commissioned at additional airports.

(g) DEFINITIONS.—In this section, the following definitions apply:

(1) AIR NAVIGATION FACILITY.—The term ‘‘air navigation facility’’ has the meaning given that term in section 40122(a) of title 49, United States Code.

(2) REMOTE AIR TRAFFIC CONTROL TOWER.—The term ‘‘remote air traffic control tower’’ means a remotely operated air navigation facility, including all necessary system components, that provides the functions and capabilities of an air traffic control tower.

(3) REMOTE AIR TRAFFIC CONTROL TOWER SYSTEM.—The term ‘‘remote air traffic control tower system’’ means a remotely operated air navigation facility, including all necessary system components, that provides the functions and capabilities of an air traffic control tower.

SEC. 112. SAFETY RISK MANAGEMENT PANEL.

(a) IN GENERAL.—In this section, the following definitions apply:

(1) AEROSPACE SAFETY.—The term ‘‘aerospace safety’’ has the meaning given that term in section 40115 of title 49, United States Code.

(2) APPROVED.—The term ‘‘approved’’ has the meaning given that term in section 40122(a) of title 49, United States Code.

(3) AUTHORITY TO REALLOCATE AIRPORT SELECTION.—If the Secretary receives an insufficient number of applications, the Secretary may reallocate the distribution of airport sites described in paragraph (1).

(4) SAFETY RISK MANAGEMENT PANEL.—

(1) SAFETY RISK MANAGEMENT PANEL MEETING.—Prior to the operational use of a remote air traffic control tower, the Secretary shall convene a safety risk management panel for the tower to address any safety issues with respect to the tower.

(2) SAFETY RISK MANAGEMENT PANEL BEST PRACTICES.—The safety risk management panels shall be created and utilized in a manner similar to that of safety risk management panels established for remote air traffic control towers, taking into account—

(A) best practices that have been developed, and

(B) operational data from remote air traffic control towers located in the United States.

(3) AIRPORT IMPROVEMENT PROGRAM.—The pilot program shall be eligible for airport improvement funding under chapter 471 of title 49, United States Code.

(4) POSSIBLE HISTORIC PILOT PROGRAM.—Not later than 30 days after the date that the first remote air traffic control tower is commissioned, the Administrator of the Federal Aviation Administration shall establish a repeatable process by which future certified remote air traffic control tower systems may be commissioned at additional airports.

(5) DEFINITIONS.—In this section, the following definitions apply:

(1) AIR NAVIGATION FACILITY.—The term ‘‘air navigation facility’’ has the meaning given that term in section 40122(a) of title 49, United States Code.

(2) REMOTE AIR TRAFFIC CONTROL TOWER.—The term ‘‘remote air traffic control tower’’ means a remotely operated air navigation facility, including all necessary system components, that provides the functions and capabilities of an air traffic control tower.

(3) REMOTE AIR TRAFFIC CONTROL TOWER SYSTEM.—The term ‘‘remote air traffic control tower system’’ means a remotely operated air navigation facility, including all necessary system components, that provides the functions and capabilities of an air traffic control tower.

(b) CONTENTS.—The report shall include—

(1) a list of all known outstanding requests for test equipment, cataloged by type and location, under the Program;

(2) a description of the current method used to manage the Program, including a description of any calibrated equipment in place for utilization;

(3) a plan by the Administrator for appropriate inventory of such equipment;

(4) the Administrator’s recommendations for increasing multifunctionality in future test equipment and all known foreseeable manufacturer technological advances; and

(5) a plan to replace, as appropriate, obsolete test equipment throughout the service area.

SEC. 113. PILOTS SHARING FLIGHT EXPENSES WITH PASSENGERS.

(a) GUIDANCE.—

(1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall make publicly available, in a clear and concise format, advisory guidance that describes how pilots and passengers may share flight expenses with passengers in a manner consistent with Federal law, including regulations.

(b) EXAMPLES INCLUDED.—The guidance shall include examples of—

(A) flights for which pilots and passengers may share expenses;

(B) flights for which pilots and passengers may not share expenses;

(C) the methods of communication that pilots and passengers may use to arrange flights for which expenses are shared;

(D) the methods of communication that pilots and passengers may not use to arrange flights for which expenses are shared;

(2) CONGRESSIONAL RECORD — HOUSE

April 26, 2018

WOMEN IN AVIATION.

NAUTICAL STUDIES.

SILENCING CRUSADE LEARNING.

The term ‘‘remote air traffic control tower’’ means a remotely operated air navigation facility, including all necessary system components, that provides the functions and capabilities of an air traffic control tower.

(b) CONTENTS.—The report shall include—

(1) a list of all known outstanding requests for test equipment, cataloged by type and location, under the Program;

(2) a description of the current method used to manage the Program, including a description of any calibrated equipment in place for utilization;

(3) a plan by the Administrator for appropriate inventory of such equipment;

(4) the Administrator’s recommendations for increasing multifunctionality in future test equipment and all known foreseeable manufacturer technological advances; and

(5) a plan to replace, as appropriate, obsolete test equipment throughout the service area.

SEC. 116. PILOTS SHARING FLIGHT EXPENSES WITH PASSENGERS.

(a) GUIDANCE.—

(1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall make publicly available, in a clear and concise format, advisory guidance that describes how pilots and passengers may share flight expenses with passengers in a manner consistent with Federal law, including regulations.

(b) EXAMPLES INCLUDED.—The guidance shall include examples of—

(A) flights for which pilots and passengers may share expenses;

(B) flights for which pilots and passengers may not share expenses;

(C) the methods of communication that pilots and passengers may use to arrange flights for which expenses are shared;

(D) the methods of communication that pilots and passengers may not use to arrange flights for which expenses are shared;

(2) CONGRESSIONAL RECORD — HOUSE

April 26, 2018

WOMEN IN AVIATION.

NAUTICAL STUDIES.

SILENCING CRUSADE LEARNING.

The term ‘‘remote air traffic control tower’’ means a remotely operated air navigation facility, including all necessary system components, that provides the functions and capabilities of an air traffic control tower.

(b) CONTENTS.—The report shall include—

(1) a list of all known outstanding requests for test equipment, cataloged by type and location, under the Program;

(2) a description of the current method used to manage the Program, including a description of any calibrated equipment in place for utilization;

(3) a plan by the Administrator for appropriate inventory of such equipment;

(4) the Administrator’s recommendations for increasing multifunctionality in future test equipment and all known foreseeable manufacturer technological advances; and

(5) a plan to replace, as appropriate, obsolete test equipment throughout the service area.
SEC. 517. AVIATION RULEMAKING COMMITTEE FOR PART 135 PILOT REST AND DUTY RULES.

(a) In General.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall convene an aviation rulemaking committee to review, and develop findings and recommendations regarding, pilot rest and duty rules under part 135 of title 14, Code of Federal Regulations.

(b) Duties.—The Administrator shall—

(1) identify the long-term workforce and training needs of the FAA workforce; and

(2) report.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report based on the findings of the aviation rulemaking committee and

SEC. 519. TERMINAL AERODROME FORECAST.

(a) In General.—The Administrator of the Federal Aviation Administration shall permit a certified air carrier to operate to or from a location in a noncontiguous State without a Terminal Aerodrome Forecast or Meteorological Aerodrome Report if—

(1) such location is subject to visual meteorological conditions;

(2) a current Area Forecast, supplemented by other local weather observations or reports, is available; and

(3) an alternate airport that has an available Terminal Aerodrome Forecast and weather report is specified.

(b) Procedures.—A certified air carrier shall—

(1) have approved procedures for dispatch or release and enroute weather evaluation; and

(2) operate under instrument flight rules enroute to the destination.

(c) Covered Air Carrier Defined.—In this section—

(1) the term "covered air carrier" means an air carrier operating in a noncontiguous State under part 121 of title 14, Code of Federal Regulations;

(2) the term "terminal aerodrome forecast" means a forecast of weather expected at a terminal aerodrome forecast station; and

(3) an alternate airport that has an available terminal aerodrome forecast and weather report is specified.

SEC. 520. FEDERAL AVIATION ADMINISTRATION EMPLOYEES STATIONED ON GUAM.

It is the sense of Congress that—

(a) the Administrator of the Federal Aviation Administration and the Secretary of Defense should seek an agreement that would enable Federal Aviation Administration employees stationed on Guam to have access to Federal Department of Defense hospitals, commissaries, and exchanges on Guam; and

(b) access to these facilities is important to ensure the health and well-being of Federal Aviation Administration employees and their families; and

SEC. 521. TECHNICAL CORRECTIONS.

SEC. 522. APPLICATION OF VETERANS' PREFERENCE TO FEDERAL AVIATION ADMINISTRATION PERSONNEL MANAGEMENT SYSTEM.

SEC. 523. PUBLIC AIRCRAFT ELIGIBLE FOR LOGGING FLIGHT TIMES.

SEC. 524. FEDERAL AVIATION ADMINISTRATION PERSONNEL MANAGEMENT PILOT PROGRAM.

SEC. 525. AIRCRAFT DEPARTURE QUEUE MANAGEMENT.

SEC. 526. AIRCRAFT DEPARTURE QUEUE MANAGEMENT SYSTEM.

SEC. 527. APPLICATION OF VETERANS' PREFERENCE TO FEDERAL AVIATION ADMINISTRATION PERSONNEL MANAGEMENT SYSTEM.
(2) assess the impact of automation, digitalization, and artificial intelligence on the FAA workforce;

(3) analyze the skills and qualifications required for the FAA workforce for successful performance in the current and future projected aviation environment;

(4) review current performance incentive policies of the FAA, including awards for performance;

(5) analyze ways in which the FAA can work with industry and labor, including labor groups representing the FAA workforce, to establish knowledge-sharing opportunities between the FAA and the aviation industry regarding new equipment and systems, effective qualifications, training programs, and other areas of interest; and

(6) develop recommendations on the most effective qualifications, training programs (including e-learning training), and performance incentive approaches to address the needs of the future projected aviation regulatory system in the anticipated budgetary environment.

(c) REPORT.—Not later than 270 days after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study.

SEC. 525. STATE TAXATION.

Section 4011(d)(2)(A) of title 49, United States Code, is amended by adding at the end the following:

"(v) except as otherwise provided under section 4713, levy or collect a tax, fee, or charge, first taking effect after the date of enactment of this Act, upon any business located at a commercial service airport or operating as a permitting airline that is not generally imposed on sales or services of an airport, or political subdivision or authority unless wholly utilized for airport or aeronautical purposes;".

SEC. 526. AVIATION AND AEROSPACE WORKFORCE OF THE FUTURE.

(a) FINDINGS.—Congress finds that—

(1) in 2016, United States air carriers carried a record high number of passengers on domestic flights, serving 719 million passengers; (2) the United States aerospace and defense industry employed 1.7 million workers in 2015, or roughly 2 percent of the Nation’s total workforce; (3) the average salary of an employee in the aerospace and defense industry was $81,440 or 44 percent above the national average; (4) the aerospace and defense industry contributed nearly $202.4 billion in value added to the United States economy; (5) an effective aviation industry relies on individuals with unique skill sets, many of which can be directly obtained through career and technical education opportunities; and (6) industry and the Federal Government have taken some actions to attract qualified individuals to careers in aviation and aerospace and to retain qualified individuals in such careers.

(b) SENSE OF CONGRESS.—It is the sense of Congress that—

(1) public and private education institutions should make available to students and parents information on approved programs of study and career pathways, including career exploration, work-based learning opportunities, dual enrollment, concurrent enrollment opportunities, and guidance and advisement resources; (2) public and private education institutions, industry, and the aerospace and defense companies to promote career paths available within the industry and share information on the unique benefits and opportunities the career paths offer; (3) aviation companies, including air carriers, manufacturers, commercial space companies, repair stations, and space companies, and repair stations, should create opportunities, through apprenticeships or other mechanisms, to attract young people to aviation and aerospace careers, and to enable individuals to gain the critical skills needed to thrive in such professions; and (4) the Federal Government should consider the needs of men and women interested in pursuing careers in the aviation and aerospace industry, the long-term personnel needs of the aviation and aerospace industry, and the factors identified in the United States economy in the creation and administration of educational and financial aid programs.

SEC. 527. FUTURE AVIATION AND AEROSPACE WORKFORCE STUDY.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study—

(1) to identify the factors influencing the supply of individuals pursuing a career in the aviation or aerospace industry;

(2) to identify best practices or programs to incentivize, recruit, and retain young people in aviation and aerospace professions;

(3) to assess the role of the FAA workforce regarding new equipment and systems; and

(4) the Federal Government should consider the needs of men and women interested in aviation and aerospace industry activity; and

(b) CONSIDERATION.—The Comptroller General shall conduct the study in consultation with—

(i) appropriate Federal agencies;

(ii) the aviation and aerospace industry, institutions of higher education, and labor stakeholders.

(c) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study and related recommendations.

SEC. 528. FAA LEADERSHIP ON CIVIL SUPERSONIC AIRCRAFT.

(a) IN GENERAL.—The Administrator of the Federal Aviation Administration shall—

(1) consider the needs of the aerospace industry and other stakeholders when creating policies, regulations, and standards that enable the safe deployment of civil supersonic aircraft technology and the safe and efficient operation of civil supersonic aircraft; and

(2) observe the input of aerospace industry stakeholders regarding—

(A) the appropriate regulatory framework and timeline for permitting the safe and efficient operation of civil supersonic aircraft within United States airspace, including updating or modifying existing regulations on such operation;

(B) issues related to standards and regulations for the type certification and safe operation of civil supersonic aircraft, including noise certification, including—

(i) the operational differences between subsonic aircraft and supersonic aircraft;

(ii) costs and benefits associated with landing and takeoff noise requirements for civil supersonic aircraft, including impacts on aircraft emissions;

(iii) public and economic benefits of the operation of civil supersonic aircraft and associated airport and infrastructure improvements; and

(iv) challenges relating to ensuring that standards and regulations aimed at relieving and protecting the public health and welfare from aircraft noise and sonic booms are economically reasonable, technologically practicable, and appropriate for civil supersonic aircraft;

(b) C OMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE.—The Administrator shall—

(1) demonstrate global leadership under subsection (a); (2) address the needs of the aerospace industry identified under subsection (a); and

(3) protect the public health and welfare.

(d) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report detailing—

(1) the Administrator’s actions to exercise leadership in the creation of Federal and international policies, regulations, and standards relating to the certification and safe and efficient operation of civil supersonic aircraft; (2) matters, proposed, and anticipated actions to update or modify existing policies and regulations related to civil supersonic aircraft, including those identified as a result of industry consultation and feedback; and

(3) a timeline for any actions to be taken to update or modify existing policies and regulations related to civil supersonic aircraft.

SEC. 529. OKLAHOMA REGISTRY OFFICE.

The Administrator of the Federal Aviation Administration shall establish a registry office in Oklahoma City, Oklahoma, as excepted during a Government shutdown or emergency (as it provides excepted services) to ensure that it remains open during any Government shutdown or emergency.

SEC. 530. FOREIGN AIR TRANSPORTATION UNDER UNITED STATES-EUROPEAN UNION AIR TRANSPORT AGREEMENT.

(a) C ERTAIN FOREIGN AIR TRANSPORT PERMITS.—The Secretary of Transportation may not issue a permit under section 41302 of title 49, United States Code, or an exemption under section 40109 of such title, authorizing a person to provide foreign air transportation as a foreign air carrier under the United States-Europe Joint Air Transport Agreement of April 2007 (as amended) in proceeding in which the Applicability of Article 17 of such Agreement has been raised by an interested person, unless the Secretary—

(1) finds that issuing the permit or exemption would be consistent with the intent set forth in Article 17 of such Agreement, and that opportunities created by the Agreement do not undermine labor standards or the labor-related rights and principles contained in the laws of the respective parties to the Agreement; and

(2) imposes on the permit or exemption such conditions as may be necessary to ensure that the person complies with the intent of Article 17 of such Agreement.

(b) PUBLIC INTEREST TEST.—Section 41302(2) of title 49, United States Code, is amended—

(1) in subparagraph (B) by striking "under an agreement with the United States Government;" and inserting "; and"; and

(2) in paragraph (2) by striking "the" and inserting "the" and "the" after considering the totality of the circumstances, including the factors set forth
in section 40101(a), the foreign air transportation;";
(PUBLIC INTEREST REQUIREMENTS.---
(1) POLICY.—Section 40101(a) of title 49, United States Code, is amended by adding at the end the following:"
"(17) preventing entry into United States markets by flag of convenience carriers.”;
(2) INTERIM PROVISIONS.—Section 40101(a)(9) of title 49, United States Code, is amended—
(A) in subparagraph (D) by striking “and” at the end;
(B) in subparagraph (E) by striking the period at the end and inserting “; and”; and
(C) by adding at the end the following:
"(F) standards associated with flag of convenience carriers.”;
(3) FLAG OF CONVENIENCE CARRIER DEFINED.—Section 40102(a) of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following:
"(48) ‘flag of convenience carrier’ means a foreign air carrier that is established in a country other than the home country of its majority owner or owners in order to avoid regulations of the home country.”;

SEC. 531. TRAINING ON HUMAN TRAFFICKING FOR CERTAIN STAFF.
(a) IN GENERAL.—Chapter 447 of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following:
"§ 44737. Training on human trafficking for certain staff.
"In addition to other training requirements, each air carrier shall provide training—
(1) to ticket counter agents, gate agents, and other air carrier workers whose jobs require regular interaction with passengers; and
(2) on recognizing and responding to potential trafficking victims.
(b) CLERICAL AMENDMENT.—The analysis for chapter 447 of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following: “§ 44737. Training on human trafficking for certain staff.”;

SEC. 532. PART 107 IMPLEMENTATION IMPROVEMENTS.
(a) IN GENERAL.—Not later than 30 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall publish a final direct final rule—
(1) revising section 107.205 of title 14, Code of Federal Regulations, by striking the second sentence of subsections (a) and (c); and
(2) revising section 107.25 of such title by striking “and is not transporting another person’s property for compensation or hire”.
(b) DETERMINATION OF WAIVER.—In determining whether to grant a waiver under part 107 of title 14, Code of Federal Regulations, to authorize transportation of another person’s property for compensation or hire beyond the visual line of sight of the remote pilot, from a moving vehicle, or over people, the Administrator shall consider the technological capabilities of the unmanned aircraft system, the qualifications of the remote pilot, and the operational environment.

SEC. 533. PART 107 TRANSPARENCY AND TECHNOLOGY IMPROVEMENTS.
(a) TRANSPARENCY.—Not later than 30 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall publish on the Federal Aviation Administration website a representative sample of the safety justifications, offered by applicants for small unmanned aircraft system waivers and airspace authorizations, that have been approved by the Administration for each regulation waived or class of airspace authorized, except that any published justification shall not reveal proprietary or commercially sensitive information.
(b) TECHNOLOGY IMPROVEMENTS.—Not later than 90 days after the date of enactment of this Act, the Administrator shall revise the online waiver and certificates of authorization processing system to—
(1) provide real time confirmation that an application filed online has been received by the Administration; and
(2) provide an applicant with an opportunity to review the status of the applicant’s application.

SEC. 534. PROHIBITIONS AGAINST SMOKING ON PASSENGER FLIGHTS.
Section 41126(b) of title 49, United States Code, is amended—
(1) by redesigning subsection (d) as subsection (e); and
(2) by inserting after subsection (c) the following:
"(d) ELECTRONIC CIGARETTES.—
(1) INCLUSION.—The use of an electronic cigarette shall be treated as smoking for purposes of the regulations of the home country.
(2) ELECTRONIC CIGARETTE DEFINED.—In this section, the term ‘electronic cigarette’ means a device that delivers nicotine to a user and is intended to simulate the experience of smoking.”;

SEC. 535. CONSUMER PROTECTION REQUIREMENTS RELATING TO LARGE TICKET AGENTS.
(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Secretary of Transportation shall consult with the Secretary of Commerce and the Secretary of Health and Human Services to establish standards for—
(1) oversale situation;
(2) providing an option to hold a reservation at the quoted fare without payment, or to cancel without penalty, for 24 hours;
(3) disclosing cancellation policies, seating configurations, and lavatory availability with respect to flights;
(4) notifying customers in a timely manner of itinerary changes; and
(5) responding promptly to customer complaints.
(b) DEFINITIONS.—In this section, the following shall apply:
(1) TICKET AGENT.—(A) IN GENERAL.—Subject to subparagraph (B), the term “ticket agent” has the meaning given that term in section 49102(a) of title 49, United States Code.
(B) INCLUSION.—The term “ticket agent” includes a person who acts as an intermediary in the sale of air transportation directly or indirectly to consumers, including by operating an electronic airline information system, if the person—
(i) holds the person out as a source of information on air transportation services, for the transportation industry; and
(ii) receives compensation in any way related to the sale of air transportation.
(2) LARGE AIRLINE.—The term “large ticket agent” means a ticket agent with annual revenues of $100,000,000 or more.

SEC. 536. FAA DATA TRANSPARENCY.
Section 45803 of title 49, United States Code, is amended by adding at the end the following:
"(c) DATA TRANSPARENCY.—
(1) AIR TRAFFIC SERVICES INITIAL DATA REPORT.
(A) INITIAL REPORT.—Not later than 6 months after the date of enactment of the FAA Reauthorization Act of 2018, the Administrator and the Chief Operating Officer of the Air Traffic Organization shall, based upon the most recently available full fiscal year data, complete the following calculations for each segment of air traffic services under their control:
(i) The total costs allocable to the use of air traffic services for that segment during such fiscal year.
(ii) The total revenues received from that segment during such fiscal year.
(B) VALIDATION OF MODEL.—
(i) REVIEW AND DETERMINATION.—Not later than 3 months after completion of the initial report required under subparagraph (A), the Inspector General of the Department of Transportation shall review and determine the validity of the model used by the Administrator and the Chief Operating Officer to complete the calculations required under subparagraph (A).
(ii) VALIDATION PROCESS.—In the event that the Inspector General determines that the model used by the Administrator and the Chief Operating Officer to complete the calculations required by subparagraph (A) is not valid—
(I) the Inspector General shall provide the Administrator and Chief Operating Officer recommendations on how to revise the model;
(II) the Administrator and the Chief Operating Officer shall complete the calculations required under subparagraph (A) utilizing the revised model and resubmit the revised initial report required under subparagraph (A) to the Inspector General; and
(III) not later than 3 months after completion of the revised initial report required under subparagraph (A), the Inspector General shall review and determine the validity of the revised model used by the Administrator and the Chief Operating Officer to complete the calculations required by subparagraph (A).
(C) ACCESS TO DATA.—The Administrator and the Chief Operating Officer shall provide the Inspector General of the Department of Transportation with unfettered access to all data produced by the cost accounting system operated and maintained pursuant to subsection (e).
"(D) REPORT TO CONGRESS.—Not later than 60 days after completion of the review and receiving a determination that the model used is valid under subparagraph (B), the Administrator and the Chief Operating Officer shall submit to the Committee on Transportation and Infrastructure, the Committee on Appropriations, and the Committee on Ways and Means of the House of Representatives, and the Committee on Commerce, Science, and Transportation, the Committee on Appropriations, and the Committee on Finance of the Senate a report describing the results of the calculations completed under subparagraph (A).
(D) PUBLICATION.—Not later than 60 days after submission of the report required under subparagraph (C), the Administrator and the Chief Operating Officer shall publish the initial report, including any revision thereto if required as a result of the validation process for the model.
(2) AIR TRAFFIC SERVICES BIENNIAL DATA REPORTING.—
'(A) Provided data reporting.—Not later than March 31, 2019, and biennially thereafter for 8 years, the Administrator and the Chief Operating Officer shall, using the validated calculations, complete the following calculations for each segment of air traffic services users for the most recent full fiscal year: (i) The total costs allocable to the use of the air traffic services for that segment; (ii) The total revenues received from that segment. (B) Report to Congress.—Not later than 15 days after completing the calculations under subparagraph (A), the Administrator and the Chief Operating Officer shall submit to the Committee on Transportation and Infrastructure, the Committee on Appropriations, and the Committee on Ways and Means of the House of Representatives, the Committee on Commerce, Science, and Transportation, the Committee on Appropriations, and the Committee on Finance of the Senate a report containing the results of such calculations. 'n'PUBLICATION.—Not later than 60 days after completing the calculations pursuant to subparagraph (A), the Administrator and the Chief Operating Officer shall publish the results of such calculations. 'n'SEGMENTS OF AIR TRAFFIC SERVICES USERS. 'n'(A) In general.—For purposes of this subsection, each of the following shall constitute a separate segment of air traffic services users: (i) Passenger air carriers conducting operations under part 121 of title 14, Code of Federal Regulations. (ii) Air-cargo carriers conducting operations under part 121 of such title. (iii) Operators covered by part 125 of such title. (iv) Air-carriers and operators of piston-engine aircraft operating under part 135 of such title. (v) Air-carriers and operators of turbine-engine aircraft operating under part 135 of such title. (vi) Foreign air carriers providing passenger air transportation. (vii) Foreign air carriers providing all-cargo air transportation. (viii) Operators of turbine-engine aircraft operating under part 91 of such title, excluding those operating under subpart (K) of such part. (ix) Operators of piston-engine aircraft operating under part 91 of such title, excluding those operating under subpart (K) of such part. (x) Operators covered by subpart (K) of part 91 of such title. (xi) Operators covered by part 133 of such title. (xii) Operators covered by part 136 of such title. (xiii) Operators covered by part 137 of such title. (xiv) Operators of public aircraft that qualify under section 40129. (B) Additional segments.—The Secretary may identify and include additional segments of air traffic users under paragraph (A) as revenue and air traffic services cost data becomes available for that additional segment of air traffic services users. 'n'Definitions.—For purposes of this subsection: (A) AIR TRAFFIC SERVICES.—The term 'air traffic services' means: (i) all activities necessary for the safe and efficient conduct of air navigation and the safe and efficient operation of aircraft within the United States airspace; (ii) services provided directly, or contracted for, by the Federal Aviation Administration; and (iii) aircraft communications and navigation, and surveillance services and provision of aeronautical information; and (B) AIR TRAFFIC SERVICES USER.—The term 'air traffic services user' means any individual or entity who utilizes any air traffic service provided directly, or contracted for, by the Federal Aviation Administration within United States airspace or international airspace designated to the United States condition. 'n'SEC. 537. AGENCY PROCUREMENT REPORTING REQUIREMENTS. Section 40110(d) of title 49, United States Code, is amended by adding at the end the following: '(5) ANNUAL REPORT ON THE PURCHASE OF FOREIGN MANUFACTURED ARTICLES.—'(A) Report.—90 days after the end of the fiscal year, the Secretary of Transportation shall submit a report to Congress on the dollar amount of the acquisitions made by the agency from entities that manufacture the articles, materials, or supplies outside of the United States in such fiscal year. '(B) Contents.—The report required by subparagraph (A) shall separately indicate— (i) the dollar value of any articles, materials, or supplies purchased that were manufactured outside the United States; and (ii) a summary of the total procurement funds spent on goods manufactured in the United States versus funds spent on goods manufactured outside the United States. '(C) AVAILABILITY OF REPORT.—The Secretary shall make the report under subparagraph (A) publicly available on the agency's website not later than 30 days after submission to Congress. 'n'SEC. 538. ZERO-EMISSION VEHICLES AND TECHNOLOGY. '(A) PASSENGER FACILITY CHARGE ELIGIBILITY.—Section 40117(a)(3) of title 49, United States Code, is amended by adding at the end the following: '(2) the construction or modification of in-flight meal service structures.'
purchase or lease, a zero-emission vehicle and a removable power source in separate transactions, including transactions by which the airport purchases the vehicle and leases the power source.

“(1) TESTING REQUIRED.—A sponsor of a public-use airport may not use funds made available under this section to acquire a zero-emission vehicle unless that make, model, or type of vehicle has been tested by a Federal vehicle testing facility acceptable to the Secretary.

“(j) REMOVABLE POWER SOURCE DEFINED.— In this section, the term ‘removable power source’ means a power source that is separately removable from a zero-emission vehicle and may include a battery, a fuel cell, an ultra-capacitor, or other advanced power source used in a zero-emission vehicle.

(d) CLERICAL AMENDMENT.—The analysis for chapter 471 of title 49, United States Code, as amended by striking the items relating to sections 47136 and 47136a and inserting the following:


SEC. 539. EMPLOYEE ASSAULT PREVENTION AND RESPONSE PLANS.

(a) In General.—Not later than 1 year after the date of enactment of this Act, each air carrier operating under part 121 of title 14, Code of Federal Regulations (in this section referred to as ‘‘part 121 air carrier’’), shall submit to the Administrator of the Federal Aviation Administration for review and acceptance an Employee Assault Prevention and Response Plan related to the customer service agents of the air carrier and that is developed in consultation with the labor union representing such agents.

(b) CONTENTS OF PLAN.—An Employee Assault Prevention and Response Plan submitted under subsection (a) shall include the following:

(1) Reporting protocols for air carrier customer service agents that have been the victim of a verbal or physical assault.

(2) Protocols for the immediate notification of law enforcement after an incident of verbal or physical assault committed against an air carrier customer service agent.

(3) Protocols for informing Federal law enforcement with respect to violations of section 1476 of United States Code.

(4) Protocols for ensuring that a passenger involved in a violent incident with a customer service agent of an air carrier is not allowed to board or through airport security or board an aircraft until appropriate law enforcement has had an opportunity to assess the incident and take appropriate action.

(5) Protocols for air carriers to inform passengers of Federal laws protecting Federal, air passengers of their rights under title 49, United States Code, to each major disaster and emergency declared by the President on or after August 1, 2007, and to each major disaster and emergency declared by the President under section 403 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170c) is extended by adding at the end the following:

“(j) USE OF ASSISTANCE.—Recipients of hazard mitigation assistance provided under this section and section 407 may use the assistance to conduct activities to help reduce the risk of future damage, hardship, loss, or suffering in any area affected by a wildfire or windstorm, including—

(1) reseeding a burned area with quick-growing or native species;

(2) mulching with straw or chipped wood;

(3) constructing straw, rock, or log dams in small tributaries to prevent flooding;

(4) planting and other water barriers to keep sediment on hill slopes;

(5) installing debris traps to modify road and trail drainage mechanisms;

(6) modifying or removing culverts to allow drainage to flow freely;

(7) adding drainage ditches and constructing emergency spillways to keep roads and bridges from washing out during floods;

(8) planting grass to prevent the spread of noxious weeds;

(9) installing warning signs;

(10) establishing defensible space measures;

(11) reducing hazardous fuels; and

(12) windstorm damage, including replacing or installing electrical transmission or distribution lines with poles that are resilient to extreme wind and combined ice and wind loads for the basic wind speed and ice conditions associated with the relevant location.”

SEC. 601. APPLICABILITY.

Except as otherwise expressly provided, the amendments in this title to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.) apply to each major disaster and emergency declared by the President on or after August 1, 2017, under such Act.

SEC. 602. STATE DEFINED.

In this title, the term ‘State’ has the meaning given that term in section 102(4) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5122(4)).

SEC. 603. WILDFIRE PREVENTION.

(a) MITIGATION ASSISTANCE.—Section 402 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5127) is amended—

(1) by redesignating subsection (d) as subsection (e); and

(2) by inserting after subsection (c) the following:

“(d) HAZARD MITIGATION ASSISTANCE.—Whether or not a major disaster is declared, the President may provide hazard mitigation assistance in accordance with section 404 in any area affected by a fire for which assistance was provided under this section.”.

(b) CONFORMING AMENDMENTS.—The Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.) is amended—

(1) in section 404(a) (42 U.S.C. 5170c(a)) as amended by section 639(a) of this Act—

(A) by inserting before the first period ‘‘or any area affected by a fire for which assistance was provided under this section’’; and

(B) in the third sentence by inserting ‘‘or event under section 420’’ after ‘‘major disaster’’ each place it appears; and

(2) in section 424 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5165(e)(1)), by inserting ‘‘or event under section 420’’ after ‘‘major disaster’’ place it appears.

(c) REPORTING REQUIREMENT.—Not later than 1 year after the date of enactment of this Act and annually thereafter, the Administrator of the Federal Emergency Management Agency shall submit to the Committee on Homeland Security and Governmental Affairs of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives, and the Appropriations Committees of the Senate and the House of Representatives a report containing a summary of any projects carried out, and any funding provided to those projects, under subsection (d) of section 407 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5178) (as amended by this section).

SEC. 604. ADDITIONAL ACTIVITIES.

Section 404 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170c) is amended by adding at the end the following:

“(j) USE OF ASSISTANCE.—Recipients of hazard mitigation assistance provided under this section and section 407 may use the assistance to conduct activities to help reduce the risk of future damage, hardship, loss, or suffering in any area affected by a wildfire or windstorm, including—

(1) reseeding a burned area with quick-growing or native species;

(2) mulching with straw or chipped wood;

(3) constructing straw, rock, or log dams in small tributaries to prevent flooding;

(4) placing logs and other water barriers to keep sediment on hill slopes;

(5) installing debris traps to modify road and trail drainage mechanisms;

(6) modifying or removing culverts to allow drainage to flow freely;

(7) adding drainage ditches and constructing emergency spillways to keep roads and bridges from washing out during floods;

(8) planting grass to prevent the spread of noxious weeds;

(9) installing warning signs;

(10) establishing defensible space measures;

(11) reducing hazardous fuels; and

(12) windstorm damage, including replacing or installing electrical transmission or distribution lines with poles that are resilient to extreme wind and combined ice and wind loads for the basic wind speed and ice conditions associated with the relevant location.”

SEC. 605. ELIGIBILITY FOR CODE IMPLEMENTATION AND ENFORCEMENT.

Section 406(a)(2) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5172(a)(2)) is amended—

(1) by striking “and” at the end of subparagraph (B);

(2) by striking the period at the end of subparagraph (C) and inserting “;” and

(3) by adding at the end the following:

“(D) base and overtime wages for extra hired to facilitate the implementation and enforcement of adopted building codes for a period of not more than 180 days after the major disaster is declared.”.
SEC. 606. PROGRAM IMPROVEMENTS.

(a) HAZARD MITIGATION.—Section 406(c) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5172(c)) is amended—

(1) in paragraph (1)(A), by striking “90 per cent” of; and

(2) in paragraph (2)(A), by striking “75 per cent” of.

(b) PARTICIPATION.—Section 428(d) of such Act (42 U.S.C. 5189f) is amended—

(1) by inserting “(1) IN GENERAL.—” before “Participation in,” and

(2) by adding at the end the following:

“(2) No conditions.—The President may not condition the provision of Federal assistance under this section on—

(A) the performance of a State, Tribal, or local government, or owner or operator of a private nonprofit facility to participate in the alternative procedures adopted under this subsection; or

(B) the provision of Federal assistance under this section to a State, Tribal, or local government that has not completed reasonable steps to ensure that such health care facilities remain functioning or return to functioning as soon as practicable during power outages caused by natural hazards, including severe weather events; and

(c) CERTIFICATION.—Section 408(e)(1) of such Act (42 U.S.C. 5189(e)(1)) is amended—

(1) in subparagraph (B), by striking “and” at the end; and

(2) in subparagraph (F), by striking the period and inserting “; and”.

(d)xbd by adding at the end the following:

“(G) once certified by a professionally licensed engineer and accepted by the Administrator, the estimates on which grants made pursuant to this section are based shall be presumed to be reasonable and eligible costs, as long as there is no evidence of fraud.”.

SEC. 607. PRIORITIZATION OF FACILITIES.

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Emergency Management Agency shall provide guidance and training on an annual basis to State, Tribal, and local governments, first responders, and utility companies on—

(1) the need to prioritize assistance to hospitals, nursing homes, and other long-term care facilities to ensure that such health care facilities remain functioning or return to functioning as soon as practicable during power outages caused by natural hazards, including severe weather events; and

(2) how hospitals, nursing homes and other long-term care facilities should adequately prepare for power outages during a major disaster or emergency.

SEC. 608. GUIDANCE ON EVACUATION ROUTES.

(a) IN GENERAL.—

(1) IDENTIFICATION.—The Administrator of the Federal Emergency Management Agency, in coordination with the Administrator of the Federal Highway Administration, shall develop and issue guidance for State, Tribal, and local governments on requirements to ensure that such health care facilities remain functioning or return to functioning as soon as practicable during power outages caused by natural hazards, including severe weather events; and

(2) GUIDANCE.—The Administrator of the Federal Highway Administration, in coordination with the Administrator of the Federal Emergency Management Agency, shall provide guidance and training on an annual basis to State, Tribal, and local governments, first responders, and utility companies on—

(i) the need to prioritize assistance to hospitals, nursing homes, and other long-term care facilities to ensure that such health care facilities remain functioning or return to functioning as soon as practicable during power outages caused by natural hazards, including severe weather events; and

(ii) how hospitals, nursing homes and other long-term care facilities should adequately prepare for power outages during a major disaster or emergency.

(b) CONSIDERATIONS.—

(1) IDENTIFICATION.—In developing the guidance under subsection (a)(1), the Administrator of the Federal Emergency Management Agency shall consider—

(A) whether evacuation routes have resisted impacts and recovered quickly from disasters, regardless of cause;

(B) the need to evacuate special needs populations; and

(i) individuals with a physical or mental disability;

(ii) individuals in schools, daycare centers, mobile homes, and other temporary care facilities, and other long-term care facilities, and detention centers;

(ii) individuals in schools, daycare centers, mobile homes, and other temporary care facilities, and other long-term care facilities, and detention centers; and

(iii) individuals with limited-English proficiency;

(iv) the elderly; and

(v) individuals who are tourists, seasonal workers, or homeless;

(C) the sharing of information and other public communications with evacuees during evacuations;

(D) the sheltering of evacuees, including the care, protection, and sheltering of animals;

(E) the return of evacuees to their homes; and

(F) such other items the Administrator considers appropriate.

(2) DESIGN, CONSTRUCTION, MAINTENANCE, AND REPAIR.—In revising or issuing guidance under (a)(2), the Administrator of the Federal Highway Administration shall consider—

(A) methods that assist evacuation routes to—

(i) withstand likely risks to viability, including flammability and hydrostatic forces; and

(ii) improve durability, strength (including the ability to withstand tensile stresses and compressive stresses), and sustainability; and

(iii) provide for long-term cost savings;

(B) the ability of evacuation routes to effectively manage contraflow operations;

(C) for evacuation routes on public lands, the viewability by the Federal land management agency regarding emergency operations, sustainability, and resource protection; and

(D) such other items the Administrator considers appropriate.

SEC. 609. DUPLICATION OF BENEFITS.

(a) IN GENERAL.—Section 312(b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5172(b)) is amended—

(1) in paragraph (1), by striking the paragraph heading and inserting “(B) CRITERIA.—The President, in consultation with the Administrator of the Federal Emergency Management Agency, shall make a determination on the eligibility of an application, including the ability to withstand tensile stresses and compressive stresses, and sustain long-term cost savings; and

(2) in paragraph (2), by striking “(A) Financial assistance pursuant to this section is eligible only if—” and inserting “(A) Financial assistance pursuant to this section is eligible only if—”.

(b) WAIVER OF GENERAL PROHIBITION.—

(1) EFFECT.—Notwithstanding subsection (a), the President may waive the prohibition that Federal assistance may not exceed the total Federal share of a project.

(2) CERTIFICATION.—

(A) The President may, to the extent necessary to ensure that assistance provided pursuant to this section is cost effective—

(i) waive the prohibition in paragraph (1) upon request of a Governor on behalf of the State or on behalf of a person, business concern, or any other entity suffering losses as a result of a major disaster or emergency, if the President finds such waiver is in the public interest and will not result in waste, fraud, or abuse; and

(ii) provide for long-term cost savings;

(B) such other items the Administrator considers appropriate.

SEC. 610. TRIBAL ADMINISTRATION OF ASSISTANCE FOR DIRECT TEMPORARY HOUSING AND PERMANENT HOUSING CONSTRUCTION.

(a) IN GENERAL.—Section 108(f) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5174(f)) is amended—

(1) in paragraph (1), by striking the paragraph heading and inserting “(A) APPLICATION.—A State or Tribal government desiring to provide assistance under this section shall submit to the President an application for a grant to provide financial assistance under this program.”;

(2) in paragraph (2)(A)—

(A) by striking “financial”; and

(B) by striking “subsection (e)” and inserting “subsections (c)(1)(B), (c)(4), and (e)”; and

(c) APPLICABILITY.—This section shall apply to each disaster and emergency declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.) after January 1, 2016.
“(iv) a requirement that the President, or the designee of the President, comply with subsection (i).”

(2) QUALITY ASSURANCE.—Before approving an application submitted under this section, the Administrator, or the designee of the President, shall institute adequate policies, procedures, and internal controls to prevent waste, fraud, abuse, and program mismanagement.

(c) Provisions applicable to the management, administration, or contracting of the programs by the Federal Emergency Management Agency under this section shall be equivalent to the management, administration, or contracting by a non-Federal entity under this section.

(F) REPORT.—Not later than 18 months after the date of enactment of this paragraph or upon issuance of regulations applicable to the programs established under subsection (c) of this section in a manner satisfactory to the President, the President shall withdraw the approval.

(D) AUDITS.—The Office of the inspector general shall provide for periodic audits of the programs administered by States and Tribal governments under this subsection.

(E) QUALITY ASSURANCE.—All Federal entities applying for funds under this section in a manner satisfactory to the President, shall institute adequate policies, procedures, and internal controls to prevent waste, fraud, abuse, and program mismanagement.

(e)(2) for individuals with disabilities.’’.

SEC. 612. MULTIFAMILY LEASE AND REPAIR ASSISTANCE.

(a) LEASE AND REPAIR OF RENTAL UNITS.—

(1) in subsection (a) by striking ‘‘any assistance under this section in a manner satisfactory to the President, the President shall withdraw the approval’’;

(2) in subsection (b)—

(A) by striking ‘‘Notwithstanding’’ and inserting the following:

‘‘1) in paragraph (1), by inserting ‘‘, excluding financial assistance to rent alternate housing’’ after subsection (c)(1)(A)(i) and financial assistance to address other needs under subsection (e)’’ after ‘‘disaster’’;

(B) by redesigning paragraph (2) as paragraph (3); and

(3) by inserting after paragraph (1) the following:

‘‘(2) OTHER NEEDS ASSISTANCE.—The maximum financial assistance any individual or household may receive under subsection (e) shall be equal to the amount set forth in paragraph (1) with respect to a single major disaster.’’;

(4) in paragraph (3) (as so redesignated), by striking ‘‘paragraphs (1) and (2)’’; and

(5) by inserting after paragraph (3) (as so redesignated) the following:

‘‘(4) EXCLUSION OF NECESSARY EXPENSES FOR INDIVIDUALS WITH DISABILITIES.—(A) The maximum amount of assistance established under paragraph (1) shall exclude expenses to repair or replace damaged accessibility-related improvements under paragraphs (2), (3), and (4) of subsection (c) for individuals with disabilities.

(B) The maximum amount of assistance established under paragraph (2) shall exclude expenses to repair or replace accessibility-related personal property under subsection (e) for individuals with disabilities.’’.

SEC. 611. ASSISTANCE TO INDIVIDUALS AND HOUSEHOLDS.

Section 408(h) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5174(h)) is amended—

(1) in paragraph (1), by inserting ‘‘, excluding financial assistance to rent alternate housing’’ after subsection (c)(1)(A)(i) and financial assistance to address other needs under subsection (e)’’ after ‘‘disaster’’;

(2) by redesigning paragraph (2) as paragraph (3); and

(3) by inserting after paragraph (1) the following:

‘‘(2) OTHER NEEDS ASSISTANCE.—The maximum financial assistance any individual or household may receive under subsection (e) shall be equal to the amount set forth in paragraph (1) with respect to a single major disaster.’’;

(4) in paragraph (3) (as so redesignated), by striking ‘‘paragraphs (1) and (2)’’; and

(5) by inserting after paragraph (3) (as so redesignated) the following:

‘‘(4) EXCLUSION OF NECESSARY EXPENSES FOR INDIVIDUALS WITH DISABILITIES.—(A) The maximum amount of assistance established under paragraph (1) shall exclude expenses to repair or replace damaged accessibility-related improvements under paragraphs (2), (3), and (4) of subsection (c) for individuals with disabilities.

(B) The maximum amount of assistance established under paragraph (2) shall exclude expenses to repair or replace accessibility-related personal property under subsection (e) for individuals with disabilities.’’.

SEC. 610. ALLOWANCE FOR PROJECT COSTS.

(a) DEFINITION.—In this section, the term ‘‘covered assistance’’ means assistance provided under section 403, 406, 407, or 502 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170; 42 U.S.C. 5191) on or after October 28, 2012.

(b) WAIVER AUTHORITY.—Notwithstanding section 316(e) of title 31, United States Code, the Administrator of the Federal Emergency Management Agency—

(1) subject to paragraph (2), may waive a debt owed to the United States related to covered assistance provided to an individual or household if—

(A) the covered assistance was distributed based on an error by the Federal Emergency Management Agency; and

(B) there was no fault on behalf of the debtor; and

(C) the collection of the debt would be against equity and good conscience; and

(2) may not waive a debt under paragraph (1) if the debt involves fraud, the presentation of a false claim, or misrepresentation by the debtor or any party having an interest in the claim.

(c) MONITORING OF COVERED ASSISTANCE DISTRIBUTIONS BASED ON ERROR.—

(1) IN GENERAL.—The inspector general of the Department of Homeland Security shall monitor the distribution of covered assistance to individuals and households to determine the percentage of such assistance distributed based on an error.

(2) REMOVAL OF WAIVER AUTHORITY BASED ON EXCESSIVE ERROR RATE.—If the inspector general determines, with respect to any 12-month period, that the amount of covered assistance distributed based on an error by the Federal Emergency Management Agency exceeds 4 percent of the total amount of covered assistance distributed—

(A) the inspector general shall notify the Administrator to establish the determination in the Federal Register; and

(B) with respect to any major disaster or emergency declared by the President under subsection (a) or section 408 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170; 42 U.S.C. 5174).
U.S.C. 5191) after the date on which the determination is published under subparagraph (A), the authority of the Administrator to waive debt under subsection (b) shall no longer be effective.

SEC. 616. ADDITIONAL DISASTER ASSISTANCE.

(a) DISASTER MITIGATION.—Section 209 of the Public Works and Economic Development Act of 1965 (42 U.S.C. 5149) is amended by adding at the end the following:

"(e) DISASTER MITIGATION.—In providing assistance pursuant to subsection (c)(2), if appropriate and as applicable, the Secretary may encourage hazard mitigation in assistance provided pursuant to such subsection."

(b) EMERGENCY MANAGEMENT ASSISTANCE.—Section 1508.4 of title 40, Code of Federal Regulations, is amended by striking the program and all that follows through "2012" and inserting "the program, for each of fiscal years 2018 through 2022".

(c) EMERGENCY MANAGEMENT PERFORMANCE GRANTS PROGRAM.—Section 662(f) of the Post-Katrina Emergency Management Re- form Act of 2006 (6 U.S.C. 761(d)) is amended by striking "for fiscal year 2008" and inserting "for each of fiscal years 2018 through 2022".

SEC. 617. NATIONAL VETERINARY EMERGENCY TEAM.

(a) IN GENERAL.—The Administrator of the Federal Emergency Management Agency may establish one or more national veterinary emergency teams at accredited colleges of veterinary medicine.

(b) RESPONSIBILITIES.—A national veterinary emergency team shall—

(1) assist, Tribal, and local governments and nonprofit organizations in developing emergency management and evacuation plans that account for the care and rescue of animals and in improving local readiness for providing veterinary medical response during a disaster;

(2) coordinate with the Department of Homeland Security, the Department of Agriculture, State, Tribal, and local governments (including departments of animal and human health), veterinary and health care professionals, and volunteers.

SEC. 618. DISPUTE RESOLUTION PILOT PROGRAM.

Section 1105(a) of the Sandy Recovery Improvement Act of 2013 (42 U.S.C. 5183a note) is amended by striking "2015" and inserting "2022".

SEC. 619. UNIFIED FEDERAL ENVIRONMENTAL AND HISTORIC PRESERVATION REVIEW.

(a) REVIEW AND ANALYSIS.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Emergency Management Agency shall review the

United Federal Environmental and Historic Preservation review process established pursuant to section 429 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5149) and submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate that includes the following:

(1) An analysis of whether and how the unified process has expedited the interagency review process and ensure compliance with the environmental and historic requirements under Federal law relating to disaster recovery projects.

(2) A summary and analysis of categorical exclusions used by other Federal agencies that may be applicable to any activity related to a Presidentially declared major disaster or emergency under such Act.

(3) Recommendations on any further actions, including any legislative proposals, needed to expedite and streamline the review process.

(b) REGULATIONS.—After the review, the Administrator shall issue regulations to implement any regulatory recommendations identified under subsection (a), to the extent that the categorical exclusions meet the criteria for a categorical exclusion under section 5108.4 of title 40, Code of Federal Regulations, and section II of DHS Instruction Manual 023-01-001-01.

SEC. 620. CLOSEOUT INCENTIVES.

(a) FACILITY CLOSURE.—Section 705 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5205) is amended by adding at the end the following:

"(d) FACILITY CLOSURE .—"(1) INCENTIVES.—The Administrator may develop incentives and penalties that encourage State, Tribal, or local governments to close out expenditures and activities on a time basis related to disaster or emergency assistance.

"(2) AGENCY REQUIREMENTS.—The Agency shall issue regulations to implement this section.

SEC. 621. PERFORMANCE OF SERVICES.

Section 306 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5149) is amended by adding at the end the following:

"(c) TESC support under such Act shall become a career-conditional employee, unless the employee has already completed the service requirements for career tenure.

SEC. 622. STATE TRANSITION PLAN AND CONSOLIDATED DATE INFORMATION COLLECTION.

Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Emergency Management Agency shall—

(1) in coordination with the Small Business Administration, the Department of Housing and Urban Development, the Department of Agriculture, State, Tribal, and local governments, and other appropriate agencies, conduct a study and develop a plan, consistent with law, under which the collection of information from disaster assistance applicants and grantees will be modified, streamlined, expedited, efficient, flexible, consolidated, and simplified to be conducted in a manner that will minimize the burden on applicants and grantees;

(2) in coordination with the Small Business Administration, the Department of Housing and Urban Development, the Department of Agriculture, State, Tribal, and local governments, and other appropriate agencies, develop a plan for the regular collection and reporting of information on Federal disaster assistance awarded, including the establishment and maintenance of a website for presenting the information to the public; and

(3) submit the plans to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate.

SEC. 623. AGENT ACCOUNTABILITY.

Title IV of the Robert T. Stafford Disaster Relief and Emergency Assistance Act is amended by adding at the end the following:

"SEC. 629. AGENT ACCOUNTABILITY.

"(a) PUBLIC ASSISTANCE.—Not later than 5 years after an award of a public assistance grant is made under subpart 4 of title 44, Code of Federal Regulations, and each fiscal year thereafter, the Administrator shall publish on the Agency's website the specific amount of such grant award, including—

"(1) identifying the name and address of the World Emergency Management Agency Region;

"(2) the disaster or emergency declaration number;

"(3) the State, county, and applicant name;

"(4) if the applicant is a private nonprofit organization;

"(5) the damage category code;

"(6) the amount of the Federal share obligated; and

"(7) the date of the award.

"(b) MISSION ASSIGNMENTS.—Not later than 5 years after the issuance of a mission assignment or mission assignment task order, the Administrator shall publish on the Agency's website any mission assignment or mission assignment task order to another Federal department or agency regarding a major disaster in excess of $1,000,000, including—

"(1) the authority under which the mission assignment or mission assignment task order was directed; and

"(2) if applicable, the date a State or Tribe requested the mission assignment.

"(c) RECORDING CHANGES.—Not later than 10 days after the last day of each month until a mission assignment or mission assignment task order is completed and closed out, the Administrator shall update any changes to the total cost estimate and the amount obligated.

"(d) DISASTER RELIEF MONTHLY REPORT.—Not later than 10 days after the first day of each month, the Administrator shall publish on the Agency's website reports, including a specific description of the methodology and the source data used in developing such reports, including—

"(1) an estimate of the amounts for the fiscal year covered by the President's most recent budget pursuant to section 105(a) of title 31, United States Code, including—

"(2) the estimated amounts to be carried over from the prior fiscal year to the budget year;
“(B) the unobligated balance of funds to be carried over from the budget year to the budget year plus 1;

“(C) the amount of obligations for non- catastrophic events delineated by event and by State;

“(D) the amount of obligations for the budget year for catastrophic events delineated by event and by State;

“(E) the amount of contracts that has been previously obligated or will be required for catastrophic events delineated by event and by State for all prior years, the current fiscal year, the budget year, and each fiscal year thereafter;

“(F) the amount of previously obligated funds that will be recovered for the budget year;

“(G) the amount that will be required for obligations for emergencies, as described in section 102(1), major disasters, as described in section 102(2), fire management assistance grants, as described in section 420, surge activities, and disaster readiness and support activities; and

“(H) the amount required for activities not covered under section 251(b)(2)(D)(ii) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(b)(2)(D)(ii)); and

“(2) an estimate or actual amounts, if available, of the following for the current fiscal year, but shall be submitted not later than the fifth day of each month, published by the Administrator on the Agency’s website not later than the fifth day of each month.

“(A) the amount of appropriations made available by source, the transfers executed, the previously allocated funds recovered, and the commitments, allocations, and obligations made.

“(B) A table of disaster relief activity delineated by month, including—

“(i) the number of contracts awarded; (ii) the total obligations to include amounts obligated for fire assistance, emergencies, surge, and disaster support activities; (iii) the obligations for catastrophic events delineated by event and by State; and (iv) the amount of previously obligated funds that are recovered.

“(C) A summary of allocations, obligations, and expenditures for catastrophic events delineated by event and by State.

“(D) The cost of the following categories of spending:

“(i) Public assistance.

“(ii) Individual assistance.

“(iii) Mitigation.

“(iv) Administrative.

“(v) Operations.

“(vi) Any other relevant category (including emergency measures and disaster resources) delineated by disaster.

“(E) The date on which funds appropriated will be obligated.

“(d) CONTRACTS.—

“(1) INFORMATION.—Not later than 10 days after the first day of each month, the Administrator shall publish on the Agency’s website the specific terms of each contract in excess of $1,000,000 that the Agency enters into, including—

“(A) the name of the party;

“(B) the date the contract was awarded;

“(C) the amount and scope of the contract;

“(D) if the contract was awarded through competitive bidding process;

“(E) if no competitive bidding process was used, the reason why competitive bidding was not used; and

“(F) any authority used to bypass the competitive bidding process.

“The information shall be delineated by disaster, if applicable, and specify the damage categories, if applicable.

“(2) REPORT.—Not later than 10 days after the last day of the fiscal year, the Administrator shall provide a report to the appropriate committees of Congress summarizing the following information for the preceding fiscal year:

“(A) the number of contracts awarded without competitive bidding;

“(B) The reasons why a competitive bidding process was not used;

“(C) the number of contracts awarded with competitive bidding;

“(D) The damage categories, if applicable, for contracts awarded without competitive bidding.

SEC. 624. AUDIT OF CONTRACTS.


“(a) IN GENERAL.—Not later than 30 days after the date of enactment of this Act, the inspector general of the Department of Homeland Security shall initiate an audit of the contracts awarded by the Federal Emergency Management Agency (in this section referred to as ‘‘FEMA’’) for tarps and plastic sheeting provided through the Federal Emergency Management Agency, the Puerto Rico and the United States Virgin Islands in response to Hurricane Irma and Hurricane Maria.

“(b) CONSIDERATIONS.—In carrying out the audit under subsection (a), the inspector general shall—

“(1) evaluate offerors and award the relevant contractors the capacity of the contractors to carry out the relevant contracts, including with respect to inven-

“tory, production, and financial capabilities;

“(2) FEMA’s assessment of the past performance of the contractors, including any historical information showing that the contractors had supported large-scale delivery quantities in the past;

“(3) FEMA’s assessment of the amount required for activities not covered by any other provision of law, the non-federally funded actions of private parties and State, local, or Tribal governments, on State, local, Tribal, and private property, and the unobligated balance of funds that will be recovered for the budget year to the budget year plus 1; and

“(4) how FEMA ensured that the contractors met the terms of the relevant contracts; and

“(5) the contracting process used by FEMA to evaluate offerors and award the relevant contracts to contractors.

“(c) REPORT.—Not later than 270 days after the date of initiation of the audit under subsection (a), the inspector general shall submit to the Committee on Homeland Security and the Committee on the Budget a report on the results of the audit, including findings and recommendations.

SEC. 625. INSPECTOR GENERAL AUDIT OF FEDERAL EMERGENCY MANAGEMENT AGENCY CONTRACTS FOR TARPS AND PLASTIC SHEETING.

(a) IN GENERAL.—Not later than 30 days after the date of enactment of this Act, the inspector general of the Department of Homeland Security shall initiate an audit of the contracts awarded by the Federal Emergency Management Agency (in this section referred to as ‘‘FEMA’’) for tarps and plastic sheeting provided through the Federal Emergency Management Agency, the Puerto Rico and the United States Virgin Islands in response to Hurricane Irma and Hurricane Maria.

“(d) AUDIT OF CONTRACTS.—

“(A) The number of contracts awarded without competitive bidding;

“(B) The reasons why a competitive bidding process was not used;

“(C) the number of contracts awarded with competitive bidding;

“(D) The damage categories, if applicable, for contracts awarded without competitive bidding.

SEC. 625. INSPECTOR GENERAL AUDIT OF FEDERAL EMERGENCY MANAGEMENT AGENCY CONTRACTS FOR TARPS AND PLASTIC SHEETING.

(a) IN GENERAL.—Not later than 30 days after the date of enactment of this Act, the inspector general of the Department of Homeland Security shall initiate an audit of the contracts awarded by the Federal Emergency Management Agency (in this section referred to as ‘‘FEMA’’) for tarps and plastic sheeting provided through the Federal Emergency Management Agency, the Puerto Rico and the United States Virgin Islands in response to Hurricane Irma and Hurricane Maria.

“(b) CONSIDERATIONS.—In carrying out the audit under subsection (a), the inspector general shall—

“(1) evaluate offerors and award the relevant contractors the capacity of the contractors to carry out the relevant contracts, including with respect to inven-

“tory, production, and financial capabilities;

“(2) FEMA’s assessment of the past performance of the contractors, including any historical information showing that the contractors had supported large-scale delivery quantities in the past;

“(3) FEMA’s assessment of the amount required for activities not covered by any other provision of law, the non-federally funded actions of private parties and State, local, or Tribal governments, on State, local, Tribal, and private property, and the unobligated balance of funds that will be recovered for the budget year to the budget year plus 1; and

“(4) how FEMA ensured that the contractors met the terms of the relevant contracts; and

“(5) the contracting process used by FEMA to evaluate offerors and award the relevant contracts to contractors.

“(c) REPORT.—Not later than 270 days after the date of initiation of the audit under subsection (a), the inspector general shall submit to the Committee on Homeland Security and the Committee on the Budget a report on the results of the audit, including findings and recommendations.

SEC. 626. RELIEF ORGANIZATIONS.

(a) IN GENERAL.—Notwithstanding section 3716(e) of title 31, United States Code, and unless there is evidence of civil or criminal wrongdoing, the Federal Emergency Management Agency may not take any action to recoup covered assistance from the recipient of such assistance if the receipt of such assistance occurred on a date that is more than 3 years before the date on which the Federal Emergency Management Agency first provides to the recipient written notification of its intent to recoup.

“(b) COVERED ASSISTANCE DEFINED.—In this section, the term ‘‘covered assistance’’ means assistance provided—

“(A) under section 406 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5174); and

“(B) in relation to a major disaster or emergency declared by the President under section 401 or section 505 of such Act (42 U.S.C. 5176; 42 U.S.C. 5191) on or after January 1, 2012.

SEC. 630. STATUTE OF LIMITATIONS.

“(a) IN GENERAL.—Section 768 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5205) is amended—

“(1) in subsection (a), by striking ‘‘(A)’’ and inserting ‘‘Notwithstanding section 3716(e) of title 31, United States Code, and except’’; and

“(B) by striking ‘‘report for project completion as certified by the grantee’’; and

“(2) in subsection (b)—

“(A) in paragraph (1) by striking ‘‘report for the disaster or emergency’’ and inserting ‘‘report for project completion as certified by the grantee’’; and

“(B) by striking ‘‘report for project completion as certified by the grantee’’ after ‘‘final expenditure report’’.

“(b) APPLICABILITY.—

“(1) IN GENERAL.—With respect to disaster or emergency assistance provided to a State or local government on or after January 1, 2004—

“(2) PROHIBITED.—This section shall not apply to any assistance provided before January 1, 2004.
SEC. 631. TECHNICAL ASSISTANCE AND RECOMMENDATIONS.

(a) Technical assistance.—The Administrator of the Federal Emergency Management Agency shall provide technical assistance to a common interest community that provides essential services of a governmental nature on actions that a common interest community may take in order to be eligible to receive reimbursement from the Federal Emergency Management Agency for costs associated with an open space project described in subsection (a).

(b) Applicability.—The amendments made by this section shall apply to the acquisition described in subsection (a) if the action is prohibited under section 705(a)(1) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170a(a)(1)), as amended by subsection (a); and

(c) Applicability.—Not later than 90 days after the date of enactment of this Act, the Administrator shall provide written notification to each affected unit of local government for such acquisition that includes—

(A) the location of the acquisition;

(B) the State-local assistance agreement for the hazard mitigation grant program; and

(C) a description of the acquisition; and

(2) recommendations for entering into and implementing a memorandum of understanding between units of local government and covered entities that includes provisions to allocate funds provided by the State to the local government notified under paragraph (1) to—

(A) use and maintain the open space created by such a project, consistent with section 404 (including related regulations, standards, and guidance) and consistent with all adjoining property, subject to the notification of the adjoining property, a prerequisite cost of maintenance is borne by the local government; and

(B) maintain the open space pursuant to standards defined in the agreement with the Administrator described under paragraph (1).

(b) Definitions.—In this section the following terms have the meanings given them—

(1) Affected unit of local government.—The term ‘‘affected unit of local government’’ means any entity covered by the definition of local government in section 102 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5122), that is a governing body which is subject to the acquisition described in subsection (a).

(2) Covered entity.—The term ‘‘covered entity’’ means—

(A) the grantee or subgrantee receiving assistance for an open space project described in subsection (a); and

(B) the State in which such project is located.

(3) Pursuant to paragraph (3) of any other amounts available to be awarded in a competitive basis pursuant to paragraph (1).

SEC. 632. GUIDANCE ON HAZARD MITIGATION ASSISTANCE.

(a) In general.—Not later than 180 days after the date of enactment of this Act, the Administrator shall provide guidelines regarding the acquisition of property for open space as a mitigation measure under section 404 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170c) that includes—

(i) a process by which the State hazard mitigation officer appointed for such an acquisition shall, not later than 60 days after the applicant for assistance enters into an agreement with the Administrator for the acquisition, provide written notification to each affected unit of local government for such acquisition that includes—

(A) the location of the acquisition;

(B) the State-local assistance agreement for the hazard mitigation grant program; and

(C) a description of the acquisition; and

(ii) recommendations for entering into and implementing a memorandum of understanding between units of local government and covered entities that includes provisions to allocate funds provided by the State to the local government notified under paragraph (1) to—

(A) use and maintain the open space created by such a project, consistent with section 404 (including related regulations, standards, and guidance) and consistent with all adjoining property, subject to the notification of the adjoining property, a prerequisite cost of maintenance is borne by the local government; and

(B) maintain the open space pursuant to standards defined in the agreement with the Administrator described under paragraph (1).

(b) Definitions.—In this section the following terms have the meanings given them—

(1) Affected unit of local government.—The term ‘‘affected unit of local government’’ means any entity covered by the definition of local government in section 102 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5122), that is a governing body which is subject to the acquisition described in subsection (a).

(2) Covered entity.—The term ‘‘covered entity’’ means—

(A) the grantee or subgrantee receiving assistance for an open space project described in subsection (a); and

(B) the State in which such project is located; and

(C) the applicable Regional Administrator of the Federal Emergency Management Agency.

SEC. 633. LOCAL IMPACT.

In making recommendations to the President regarding a major disaster declaration, the Administrator of the Federal Emergency Management Agency shall give greater weight and consideration to severe local impact or recent multiple disasters. Further, the Administrator shall make corresponding adjustments to the Agency’s policies and regulations regarding such consideration.

Not later than 1 year after the date of enactment of this Act, the Administrator shall report to the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Homeland Security and Governmental Affairs of the Senate a legislative proposal on how to provide eligibility for disaster assistance with respect to common areas of condominiums and housing cooperatives.

SEC. 634. ADDITIONAL HAZARD MITIGATION ACTIVITIES.

SEC. 635. NATIONAL PUBLIC INFRASTRUCTURE PREDISASTER HAZARD MITIGATION.

(a) Predisaster hazard mitigation.—Section 203 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170c) is further amended by adding at the end the following:

(1) improvements to regional seismic networks in support of building a capability for earthquake early warning; and

(2) improvements to geodetic networks in support of building a capability for earthquake early warning.

(b) National public infrastructure predisaster hazard mitigation assistance.—

(1) In general.—The President may set aside from the Disaster Relief Fund, with respect to each major disaster, an amount equal to 6 percent of the estimated aggregate amount of the grants to be made pursuant to sections 465, 496, 508, 408, 410, and 416 for the major disaster in order to provide technical and financial assistance under this section.

(2) Estimated aggregate amount.—Not later than 180 days after each major disaster declaration pursuant to this Act, the President shall determine an estimated aggregate amount of grants for purposes of paragraph (1) shall be determined by the President and such estimated amount need not be reduced, increased, or changed due to variations in estimates.

SEC. 636. ADDITIONAL MITIGATION ACTIVITIES.

(a) Hazard mitigation clarification.—Section 402(a)(11) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170c(a)) is amended by striking the period at the end of clause (ii) and inserting the following:

(iii) to establish and carry out enforce-
suffering in any area affected by a major disaster.”

(b) ELIGIBLE COST.—Section 406(e)(1)(A) of such Act (42 U.S.C. 5172(e)(1)(A)) is amended—

(1) in the matter preceding clause (i), by inserting after “section,” the following: “for disasters declared on or after August 1, 2017, or a disaster in which a cost estimate has not yet been finalized for a project,”;

(2) in clause (i), by striking “and”; and

(3) clause (ii)

(A) by striking “codes, specifications, and standards” and inserting “the latest published editions of relevant consensus-based codes, specifications, and standards that incorporate the latest hazard-resistant designs and establish minimum acceptable criteria for the design, construction, and maintenance of residential structures and facilities that may be eligible for assistance under this Act for the purposes of protecting the health, safety, and general welfare of a facility’s users against disasters”;

(B) by striking “applicable at the time at which the disaster occurred”; and

(C) by striking the period at the end and inserting “and”;

and

(A) by striking at the end the following: “(iii) in a manner that allows the facility to meet the definition of resilient developed pursuant to this subsection.”

(c) NEW RULES.—Section 406(e)(1) of such Act (42 U.S.C. 5172(e)(1)) is further amended by inserting at the end the following:

“(C) CONTRIBUTIONS.—Contributions for the eligible cost made under this section may be provided on an actual cost basis or on cost-estimation procedures.”

(d) NEW RULES.—Section 406(e) of such Act (42 U.S.C. 5172(e)) is further amended by adding at the end the following:

“(g) NEW RULES.—(A) IN GENERAL.—Not later than 18 months after the date of enactment of this paragraph, the President, acting through the Administrator of the Federal Emergency Management Agency, shall issue a final rulemaking that defines the terms ‘resilient’ and ‘resiliency’ for purposes of this subsection.

(B) INTERIM GUIDANCE.—Not later than 60 days after the date of enactment of this paragraph, the Administrator shall issue interim guidance to implement this subsection. Such interim guidance shall expire 18 months after the date of enactment of this paragraph or upon issuance of final regulations pursuant to subparagraph (A), whichever occurs first.

(C) GUIDANCE.—Not later than 90 days after the date on which the Administrator issues the final rulemaking under this paragraph, the Administrator shall issue any necessary guidance related to the rulemaking.

(D) REPORT.—Not later than 2 years after the date of enactment of this paragraph, the Administrator shall submit to Congress a report summarizing the regulations and guidance issued pursuant to this paragraph.”

“(e) by striking AMENDMENT.—Section 205(d)(2) of the Disaster Mitigation Act of 2000 (Public Law 106-390) is amended by inserting “(B)” after “except that paragraph (1)”.

TITLE VII—FLIGHT R&D ACT
Subtitle A—General Provisions

SEC. 701. SHORT TITLE.
This title may be cited as the “FAA Leadership in Groundbreaking High-Tech Research and Development Act” or the “FLIGHT R&D Act.”

SEC. 702. DEFINITIONS.
In this title, the following definitions apply:

(1) ADMINISTRATOR.—The term “Administrator” means the Administrator of the Federal Aviation Administration.

(2) FAA.—The term “FAA” means the Federal Aviation Administration.

(3) NASA.—The term “NASA” means the National Aeronautics and Space Administration.

(4) SECRETARY.—The term “Secretary” means the Secretary of Transportation.

SEC. 703. AUTHORIZATION OF APPROPRIATIONS.

(a) AUTHORIZATIONS.—Section 48102(a) of title 49, United States Code, is amended—

(1) in the matter before paragraph (1) by striking “and, for each of fiscal years 2012 through 2015, by striking paragraph (1) and inserting “and, for each of fiscal years 2012 through 2015, under subsection (g)”;

(2) at the end of paragraph (9), by striking “and”; and

(3) by striking paragraph (10) and inserting the following:

“(10) for fiscal year 2018, $181,000,000, including—

(A) $128,500,000 for Safety Research and Development programs, including—

(i) Fire Research and Safety;

(ii) Propulsion and Fuel Systems;

(iii) Advanced Materials/Structural Safety;

(iv) Aircraft Icing/Digital System Safety;

(v) Continued Airworthiness;

(vi) Aircraft Catastrophic Failure Prevention Research;

(vii) Flightdeck/Maintenance/System Integration Human Factors;

(viii) System Safety Management;

(ix) Air Traffic Control/Technical Operations Human Factors;

(x) Aeromedical Research;

(xi) Weather Program;

(xii) Unmanned Aircraft Systems Research;

(xiii) NextGen—Alternative Fuels for General Aviation;

(xiv) Joint Planning and Development Office;

(xv) Ocean and Other Remote Locations Aviation Research Program;

(xvi) Cybersecurity Research Program;

(xvii) Cybersecurity Threat Modeling Program;

(xviii) Single Piloted Commercial Cargo Aircraft Program; and

(xix) UAV-Manned Aircraft Collision Research Program;

(B) $26,000,000 for Economic Competitiveness Research and Development programs, including—

(i) NextGen—Wake Turbulence;

(ii) NextGen—Air Ground Integration Human Factors;

(iii) Next Gen—Weather Technology in the Cockpit; and

(iv) Commercial Space Transportation Safety;

(C) $20,000,000 for Environmental Sustainability Research and Development programs, including—

(i) Environment and Energy; and

(ii) NextGen—Environmental Research—Aircraft Technologies, Fuels and Metrics; and

(D) $7,000,000 for Mission Support programs, including—

(i) System Planning and Resource Management; and

(ii) William J. Hughes Technical Center Laboratory Facility;

(E) $190,000,000, including—

(A) $133,500,000 for Safety Research and Development programs, including—

(i) Fire Research and Safety;

(ii) Propulsion and Fuel Systems;

(iii) Advanced Materials/Structural Safety;

(iv) Aircraft Icing/Digital System Safety;

(v) Continued Airworthiness;

(vi) Aircraft Catastrophic Failure Prevention Research;

(vii) Flightdeck/Maintenance/System Integration Human Factors;

(viii) System Safety Management;

(ix) Air Traffic Control/Technical Operations Human Factors;

(x) Aeromedical Research;

(xi) Weather Program;

(xii) Unmanned Aircraft Systems Research;

(xiii) NextGen—Alternative Fuels for General Aviation;

(xiv) Joint Planning and Development Office;

(xv) Ocean and Other Remote Locations ATS Research Program; and

(xvi) UAV-Manned Aircraft Collision Research Program;
“(iii) Next Gen–Weather Technology in the Cockpit; and
“(iv) Commercial Space Transportation Safety;
“(C) $20,000,000 for Environmental Sustainability Research and Development programs, including—
“(i) Environment and Energy; and
“(ii) Development of Follow-on Research–Aircraft Technologies, Fuels and Metrics; and
“(D) $7,500,000 for Mission Support programs, including—
“(i) System Planning and Resource Management; and
“(ii) William J. Hughes Technical Center Laboratory Facility;
“(13) for fiscal year 2021, $150,000,000;
“(14) for fiscal year 2022, $230,000,000; and
“(15) for fiscal year 2023, $234,000,000.

(b) CONTINGENCY FUNDING.—Section 48102(b) of title 49, United States Code, is amended to read as follows:

“AVIATION RESEARCH PLAN.—Notwithstanding
"(g) ANNUAL SUBMISSION OF THE NATIONAL AVIATION RESEARCH PLAN.—Section 48102(g) of title 49, United States Code, is amended by inserting after paragraph (3) the following:

“(4) Notwithstanding subsection (a), no funds are authorized for a fiscal year for Environmental Sustainability Research and Development programs unless the full amount of the amount authorized for that fiscal year under section 44501(c).''.

SEC. 712. RESEARCH ADVISORY COMMITTEE.

(a) APPOINTMENT.—Not later than 3 months after the date of enactment of this Act, the Administrator shall appoint an Associate Administrator for Research and Development.

(b) SENIOR EXECUTIVE SERVICE.—The Associate Administrator for Research and Development shall be a Senior Executive Service position.

(c) RESPONSIBILITIES.—The Associate Administrator for Research and Development shall, at a minimum, be responsible for—

(1) management and oversight of all the FAA’s research and development programs and activities; and
(2) production of all congressional reports from the FAA relevant to research and development, including the national aviation research plan required under section 4505(a) of title 49, United States Code.

(d) DUAL APPOINTMENT.—The Associate Administrator for Research and Development may be a dual-appointment, holding the responsibilities of another Associate Administrator.

SEC. 712. RESEARCH ADVISORY COMMITTEE.

(a) ADVICE AND RECOMMENDATIONS.—Section 4505(a)(1)(A) of title 49, United States Code, is amended to read as follows:

“(A) provide advice and recommendations to the Administrator and the Federal Aviation Administration and Congress about needs, objectives, plans, approaches, content, and accomplishments of all aviation research and development activities and programs carried out, including those under sections 4019, 4054, 4056, 4057, 4511–4513, and 4902 of this title;

(b) WRITTEN REPLY TO RESEARCH ADVISORY COMMITTEE.—Section 4505(b) of title 49, United States Code, is amended by adding at the end the following:

“(f) WRITTEN REPLY.—

"(1) IN GENERAL.—Not later than 60 days after receiving any recommendation from the research advisory committee, the Administrator shall provide a written reply to the research advisory committee that, at a minimum—

“(A) clearly states whether the Administrator accepts or rejects the recommendations; and
“(B) explains the rationale for the Administrator’s decision;

“(2) describes the steps the Administrator will take to implement the recommendation.

“(2) TRANSPARENCY.—The written reply to the research advisory committee, when transmitted to the research advisory committee, shall be—

“(A) made publicly available on the research advisory committee’s website; and
“(B) transmitted to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

“(3) NATIONAL AVIATION RESEARCH PLAN.—The national aviation research plan required under section 44501(c) shall include a summary of all research advisory committee recommendations and a description of the status of their implementation.”.

Subtitle C—Unmanned Aircraft Systems

SEC. 721. UNMANNED AIRCRAFT SYSTEMS RESEARCH AND DEVELOPMENT ROADMAP.

No funds are authorized to be appropriated for the Office of the Administrator for a fiscal year unless the Secretary has submitted the national aviation research plan to Congress no later than the date of submission of the President’s budget request to Congress for that fiscal year as required under section 4501(c).

SEC. 722. PROBABILISTIC METRICS FOR EXEMPTIONS.

(a) STUDY.—Not later than 30 days after the date of enactment of this Act, the Administrator shall commission an independent study to—

(1) develop parameters to conduct research and development for probabilistic metrics to enable the identification of hazards and the assessment of risks as necessary to make determinations under section 4505(a) of title 49, United States Code, (as added by this Act) that certain unmanned aircraft systems may operate safely in the national airspace system;

(2) develop probabilistic metrics, this study shall take into account the utility of performance standards to make determinations under section 4505(a) of title 49, United States Code, (as added by this Act).

(b) CONSIDERATION OF RESULTS.—The Administrator shall consider the results of the study conducted under subsection (a) when making a determination described in subclause (a)(1).

(c) REPORT.—Not later than 9 months after the date of enactment of this Act, the Administrator shall transmit the results of the study conducted under subsection (a) to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

SEC. 723. PROBABILISTIC ASSESSMENT OF RISKS.

The Administrator shall conduct research and development to enable a probabilistic assessment of risks to improve the safety of public unmanned aircraft systems to enable a probabilistic assessment of risks to improve the safety of public unmanned aircraft systems.

(a) RESEARCH.—The Administrator shall coordinate with NASA to conduct comprehensive testing of unmanned aerial vehicles colliding with a manned aircraft, including—

(1) collisions between unmanned aerial vehicles of various sizes, traveling at various speeds, and commercial jet airliners of various sizes, traveling at various speeds;

(2) collisions between unmanned aerial vehicles of various sizes, traveling at various speeds, and propeller planes of various sizes, traveling at various speeds;

(3) collisions between unmanned aerial vehicles of various sizes, traveling at various speeds, and blimps of various sizes, traveling at various speeds;

(b) REPORT.—Not later than one year after the date of enactment of this Act, the Administrator shall submit a report summarizing the costs and results of research under this section to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

SEC. 724. SPECIAL RULE FOR RESEARCH AND DEVELOPMENT.

Except as necessary to support enforcement action under applicable provisions of law against persons operating unmanned aircraft in a manner that endangers the safety of the national airspace system, notwithstanding any other provision of law relating to the incorporation of unmanned aircraft systems into FAA plans and policies, the Administrator may not promulgate any rule or regulation regarding the operation of an unmanned aircraft system—

(1) that is flown strictly for research and development use;

(2) that is operated less than 400 feet above the ground and in Class G airspace;

(3) that is operated in a manner that does not interfere with and gives way to any manned aircraft; and

(4) when flown within 5 miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation (unmanned aircraft operators flying from a permanent location within 5 miles of an airport should establish a mutually-agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport)).
SEC. 726. BEYOND LINE-OF-SIGHT RESEARCH AND DEVELOPMENT.

(a) AMENDMENTS.—Section 332(c)(2) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40107 note) is amended—

(1) by striking “Administrator shall” and inserting “Administrator”;

(2) the beginning of each of subparagraphs (A) through (F), by inserting “shall”;

(3) at the end of subparagraph (E), by striking “and”;

(4) at the end of the following new subparagraph:

“(G) extend beyond line-of-sight operation of unmanned aircraft systems to be flown within the boundaries of a test range established under this subsection;”

“(H) ensure regulations governing beyond line-of-sight operation of unmanned aircraft systems flown within the boundaries of a test range established under this subsection for the purposes of public safety; and

“(I) allow NASA to authorize operation of beyond line-of-sight unmanned aircraft systems within the boundaries of any NASA center or facility.”;

(b) STATUTORY CONSTRUCTION.—Nothing in the amendments made by subsection (a) shall—

(A) limit the authority of the Administrator to pursue enforcement action under applicable provisions of law against persons operating unmanned aircraft in a manner that endangers the safety of the national airspace system.

Subtitle D—Cybersecurity

SEC. 731. CYBER TESTED.

Not later than 6 months after the date of enactment of this Act, the Administrator shall conduct Cyber Tested for research, development, evaluation, and validation of air traffic control modernization programs or technologies, before they enter the national airspace system, as being compliant with FAA data security regulations. The Cyber Tested shall be part of an integrated research and development test environment capable of creating, identifying, defending, and solving cybersecurity-related problems for the national airspace system. This integrated test environment shall incorporate test capacities within the FAA related to the national airspace system and NextGen.

SEC. 732. CABIN COMMUNICATIONS, ENTERTAINMENT, AND INFORMATION TECHNOLOGY SYSTEMS CYBERSECURITY VULNERABILITIES.

(a) EVALUATION.—The Administrator shall evaluate and determine the research and development needs associated with cybersecurity vulnerabilities of cabin communications, entertainment, and information technology systems on civil passenger aircraft. This evaluation shall include research and development to address—

(1) technical risks and vulnerabilities;

(2) potential impacts on the national airspace and public safety; and

(3) identification of deficiencies in cabin-based cybersecurity.

(b) ASSESSMENT.—The Administrator shall—

(1) conduct an assessment of opportunities to cooperate with the private sector in conducting aircraft in-cabin cybersecurity research and development; and

(2) provide recommendations to improve research and development on cabin-based cybersecurity vulnerabilities.

(c) REPORT.—Not later than 9 months after the date of enactment of this Act, the Administrator shall transmit a report to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate detailing the status, results, and composition of the threat modeling program.

SEC. 734. NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY CYBERSECURITY STANDARDS.

Not later than 7 days after the date of enactment of this Act, the Administrator shall transmit a report to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate detailing the status, results, and composition of the threat modeling program.

SEC. 735. CYBERSECURITY RESEARCH COORDINATION.

The Administrator shall, where feasible, cooperate on cybersecurity research and development with other international air traffic management programs or technologies, including the European Aviation Safety Agency, the United Kingdom Civil Aviation Authority, Nav Canada, and Airservices Australia.

SEC. 736. RESEARCH PLAN FOR THE CERTIFICATION AND DEPLOYMENT OF NEW TECHNOLOGIES.

(a) ESTABLISHMENT.—Not later than 6 months after the date of enactment of this Act, the FAA, in consultation with other agencies as appropriate, shall establish a research and development program to improve the cybersecurity of civil aircraft and the national airspace system.

(b) PLAN.—(1) In general.—Not later than 1 year after the date of enactment of this Act, the FAA shall develop a plan for the research and development program established under subsection (a) that contains objectives, proposed tasks, milestones, and a 5-year budgetary profile.

(2) NATIONAL ACADEMIES’ STUDY.—The Administrator shall—

(1) enter into an arrangement with the National Academies to request a report on the results of activities under this section to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate not later than 18 months after the date of enactment of this Act.

Subtitle F—FAA Research and Development Activities

SEC. 741. RESEARCH PLAN FOR THE CERTIFICATION OF NEW TECHNOLOGIES INTO THE NATIONAL AIRSPACE SYSTEM.

Not later than 1 year after the date of enactment of this Act, the Administrator, in consultation with NASA, shall transmit a comprehensive research plan for the certification of new technologies into the national airspace system to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate. Such plan shall identify research and development on the certification and implementation of NextGen, including both ground and air elements, and explain the plan’s relationship to other activities and procedures required for certification and implementation of new technologies into the national airspace system. This plan shall be informed by and conform to the recommendations of the National Research Council report titled “Transformation in the Air—A Review of the FAA Research Plan”, issued on June 6, 2013. This report shall include, at a minimum—

(1) a description of the strategic and prescriptive value of the research plan;

(2) an explanation of the expected outcomes from executing the research plan; and

(3) an assessment of the FAA’s plan to use research and development to improve cybersecurity over the next 5 years, taking into account the cybersecurity research and development plan developed under section 736(b); and

(4) an assessment of the current software assurance practices, and the desired level or attributes to target in the software assurance program; and

(5) cost estimates, planned schedules, and performance benchmarks, including specific tasks, milestones, and timelines and including an identification of cost and schedule reserves, for the certification of new technologies into the national airspace system, including NextGen, Automatic Dependent Surveillance-Broadcast, Data Communications, National Airspace System, Collaborative Air Traffic Management Technologies, NextGen Weather, and System Wide Information Management;

(6) methods for integrating emerging technologies throughout NextGen’s development, certification, and implementation process; and

(7) best practices in research and development used by other organizations, such as NASA, NavCanada, and Eurocontrol.

SEC. 742. AVIATION FUEL RESEARCH, DEVELOPMENT, AND USE.

The Administrator may conduct or supervise research, development, and service testing, currently being conducted under the Piston Aviation Fuels Initiative (PAFI) unleaded gasoline program, to support the use of an unleaded aviation gasoline in existing aircraft as a replacement for leaded gasoline.

SEC. 743. AERIAL SURVEILLANCE OVER OCEANS AND OTHER REMOTE LOCATIONS.

(a) ESTABLISHMENT OF PROGRAM.—The Administrator, in consultation with NASA and other relevant agencies, shall establish a research and development program on civilian air traffic surveillance over oceans and other remote locations. Such program shall—

(1) identify research and development of the international interoperability of technologies and air traffic control systems; and
The Administrator shall partner with computer piloting.

The Administrator shall establish a program in support of single-piloted cargo aircraft assisted with remote piloting and computer piloting.

The FAA, in consultation with NASA and other relevant agencies, shall establish a research and development program in support of single-piloted cargo aircraft assisted with remote piloting and computer piloting.

Not later than 18 months after the date of enactment of this Act, the Administrator shall transmit a report on activities under this section to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

The Administrator shall develop a program to research the use of spectrum in the civil aviation domain, including aircraft and unmanned aircraft systems. This research shall address:

- how, operating within an Unmanned Aircraft System Traffic Management system, unmanned aircraft systems can safely share the airspace with manned aircraft systems.
- measures to protect and mitigate identified cybersecurity vulnerabilities in the air traffic control system.

**AMENDMENT NO. 1 OFFERED BY MR. SHUSTER**

The Acting CHAIR. No amendment to the bill shall be in order except those printed in part A of House Report 115–650 and amendments en bloc described in House Resolution 839.

Each such amendment printed in part A of the report may be offered only in the order printed in the report, by a Member designated in the report, shall be debatable for the time specified in the report, equally controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

**AMENDMENT NO. 2 OFFERED BY MR. ROY**

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 8, strike lines 19 through 22 and insert the following:

(b) AUTHORIZED EXPENDITURES.—Section 4801(c) of title 49, United States Code, is amended—

(i) in the subsection heading by striking "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade" and inserting "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade and automated weather observing system, if the upgrade is successfully demonstrated.

(ii) T budget and construction of remote air traffic control towers (as defined in section 101 of the FAA Reauthorization Act of 2018).";

(iii) the remediation and elimination of identified cybersecurity vulnerabilities in the air traffic control system.

**AMENDMENT NO. 3 OFFERED BY MR. ROY**

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 8, strike lines 19 through 22 and insert the following:

(b) AUTHORIZED EXPENDITURES.—Section 4801(c) of title 49, United States Code, is amended—

(i) in the subsection heading by striking "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade" and inserting "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade and automated weather observing system, if the upgrade is successfully demonstrated.

(ii) T budget and construction of remote air traffic control towers (as defined in section 101 of the FAA Reauthorization Act of 2018).";

(iii) the remediation and elimination of identified cybersecurity vulnerabilities in the air traffic control system.

**AMENDMENT NO. 4 OFFERED BY MR. ROY**

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 8, strike lines 19 through 22 and insert the following:

(b) AUTHORIZED EXPENDITURES.—Section 4801(c) of title 49, United States Code, is amended—

(i) in the subsection heading by striking "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade" and inserting "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade and automated weather observing system, if the upgrade is successfully demonstrated.

(ii) T budget and construction of remote air traffic control towers (as defined in section 101 of the FAA Reauthorization Act of 2018).";

(iii) the remediation and elimination of identified cybersecurity vulnerabilities in the air traffic control system.

**AMENDMENT NO. 5 OFFERED BY MR. ROY**

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 8, strike lines 19 through 22 and insert the following:

(b) AUTHORIZED EXPENDITURES.—Section 4801(c) of title 49, United States Code, is amended—

(i) in the subsection heading by striking "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade" and inserting "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade and automated weather observing system, if the upgrade is successfully demonstrated.

(ii) T budget and construction of remote air traffic control towers (as defined in section 101 of the FAA Reauthorization Act of 2018).";

(iii) the remediation and elimination of identified cybersecurity vulnerabilities in the air traffic control system.

**AMENDMENT NO. 6 OFFERED BY MR. ROY**

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 8, strike lines 19 through 22 and insert the following:

(b) AUTHORIZED EXPENDITURES.—Section 4801(c) of title 49, United States Code, is amended—

(i) in the subsection heading by striking "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade" and inserting "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade and automated weather observing system, if the upgrade is successfully demonstrated.

(ii) T budget and construction of remote air traffic control towers (as defined in section 101 of the FAA Reauthorization Act of 2018).";

(iii) the remediation and elimination of identified cybersecurity vulnerabilities in the air traffic control system.

**AMENDMENT NO. 7 OFFERED BY MR. ROY**

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 8, strike lines 19 through 22 and insert the following:

(b) AUTHORIZED EXPENDITURES.—Section 4801(c) of title 49, United States Code, is amended—

(i) in the subsection heading by striking "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade" and inserting "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade and automated weather observing system, if the upgrade is successfully demonstrated.

(ii) T budget and construction of remote air traffic control towers (as defined in section 101 of the FAA Reauthorization Act of 2018).";

(iii) the remediation and elimination of identified cybersecurity vulnerabilities in the air traffic control system.

**AMENDMENT NO. 8 OFFERED BY MR. ROY**

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 8, strike lines 19 through 22 and insert the following:

(b) AUTHORIZED EXPENDITURES.—Section 4801(c) of title 49, United States Code, is amended—

(i) in the subsection heading by striking "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade" and inserting "Automated Surface Observation System/Unmanned Aircraft Observing System UAS upgrade and automated weather observing system, if the upgrade is successfully demonstrated.

(ii) T budget and construction of remote air traffic control towers (as defined in section 101 of the FAA Reauthorization Act of 2018).";

(iii) the remediation and elimination of identified cybersecurity vulnerabilities in the air traffic control system.
category, or minimum percentage set forth in this chapter.

"(3) ELIGIBILITY.—The Secretary may provide grants under this subsection only for projects—

(A) at a nonprimary airport that—

(i) is classified as a regional, local, or basic airport, as determined using the Department of Transportation's most recently published classification; and

(ii) is not located within a Metropolitan Statistical Area (as defined by the Office of Management and Budget);

(B) at a nonhub, small hub, or medium hub airport; or

(C) at an airport receiving an exemption under section 47134.

(d) FEDERAL SHARE.—

(A) IN GENERAL.—Except as provided in subparagraph (B), the Government’s share of allowable project costs under this subsection is 80 percent.

(B) SUBMISSION.—In applying for a grant under this subsection, an airport sponsor that proposes a lower Government share of allowable project costs than the share specified in subparagraph (A) shall receive priority commensurate with the reduction in such share, as shall receive special priority consideration if such project—

(i) has a proposed Government cost share of 50 percent or less; or

(ii) is at an airport receiving an exemption under section 47134.

(5) AUTHORIZATION.—

(A) IN GENERAL.—There is authorized to be appropriated under this subsection (A) shall remain available for 2 fiscal years.

SEC. 1. SAFETY EQUIPMENT.

Section 47102(2)(B)(ii) of title 49, United States Code, is amended by striking “and emergency call boxes” and inserting “emergency call boxes, and counter-UAS systems (as defined in section 40402).”.

Page 100, strike line 17 and all that follows through page 103, line 19.

At the end of subtitle A of title III, add the following:

SEC. 3. FAA AND NTSB REVIEW OF GENERAL AVIATION SAFETY.

(a) STUDY REQUIRED.—Not later than 30 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in coordination with the Chairman of the National Transportation Safety Board, shall initiate a study of general aviation safety.

(b) STUDY CONTENTS.—The study required under subsection (a) shall include—

(1) an assessment of all general aviation accidents since 2000, including a review of—

(A) the number of such accidents;

(B) the number of injuries and fatalities, including with respect to both occupants of aircraft and individuals on the ground, as a result of such accidents;

(C) the number of such accidents investigated by the National Transportation Safety Board;

(D) the number of such accidents investigated by the Federal Aviation Administration;

(E) a summary of the factual findings and probable cause determinations with respect to such accidents; and

(F) the assessment of the most common probable cause determinations issued for general aviation accidents since 2000;

(3) an assessment of the most common facts analyzed by the Federal Aviation Administration and the National Transportation Safety Board in the course of investigations on general aviation accidents since 2000, including operational details;

(4) a review of the safety recommendations of the National Transportation Safety Board related to general aviation accidents since 2000;

(5) an assessment of the responses of the Federal Aviation Administration and the Department of Transportation to the safety recommendations of the National Transportation Safety Board related to general aviation accidents since 2000;

(b) an assessment of the most common general aviation safety issues;

(c) a review of the total costs to the Federal Government to conduct investigations of general aviation accidents over the last 10 years; and

(d) other matters the Administrator or the Chairman considers appropriate.

(c) RECOMMENDATIONS.—

In carrying out the study required under subsection (a), the Administrator shall—

(1) submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study required under subsection (a), including with respect to recommendations made under subsection (b).
(ii) states that the individual understands the risk and that the presence of the individual on board the aircraft is voluntary; and

(ii) is signed and dated by the individual.

(3) When the aircraft is also a launch vehicle, reentry vehicle, or component of a launch or reentry vehicle, the operator of the aircraft holds a license or permit issued under chapter 509 of title 51 for that vehicle or vehicle component.

(4) Any other requirements that the Administrator may prescribe to permit a commercial space transportation support flight under this section.

(c) Rules of Construction.— (1) Section 44711(a)(1) shall not apply to a person conducting a commercial space transportation support flight under this section only to the extent that a term of the experimental certificate under which the person is operating the aircraft prohibits the carriage of persons or property for compensation or hire.

(2) Nothing in this section shall be construed to limit the authority of the Administrator to exempt a person from a regulatory prohibition on the carriage of persons or property for compensation or hire subject to terms and conditions other than those described in this section.

(C) Technical and Other Corrections.—The analysis for chapter 447 of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following: "44737. Rule Special rule for certain aircraft operations.

At the end of subtitle B of title III, add the following:

SEC. 3. DEFINITIONS.

Section 40102(a) of title 49, United States Code, is amended by adding at the end the following:

"44738. Bonds required.

(1) Section 44711(a)(1) shall not apply to a person conducting a commercial space transportation support flight under this section only to the extent that a term of the experimental certificate under which the person is operating the aircraft prohibits the carriage of persons or property for compensation or hire.

(2) Nothing in this section shall be construed to limit the authority of the Administrator to exempt a person from a regulatory prohibition on the carriage of persons or property for compensation or hire subject to terms and conditions other than those described in this section.

(b) Technical and Other Corrections.—The analysis for chapter 447 of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following: "44737. Special rule for certain aircraft operations.

At the end of subtitle B of title III, add the following:

SEC. 4. ENHANCED TRAINING OF FLIGHT ATTENDANTS.

Section 41706 of title 49, United States Code, is amended—

(1) in paragraph (3) by striking "and" at the end;

(2) in paragraph (4) by striking the period at the end and inserting "; and"; and

(3) by adding at the end the following:

"(5) dealing with allegations of sexual misconduct.

SEC. 4. ADDRESSING SEXUAL MISCONDUCT ON FLIGHTS.

(a) Establishment of a Working Group.—

The Secretary of Transportation shall establish a sexual misconduct incident working group comprised of aviation industry stakeholders, Federal agencies, national organizations that specialize in providing services to victims of sexual misconduct, labor organizations that represent relevant aviation employees, and State and local law enforcement agencies.

(b) Purpose of Working Group.—The purpose of the working group shall be to develop best practices to

(1) addressing sexual misconduct on flights;

(2) airline employee training; and

(3) protocols for law enforcement notification.

(c) Report.—Not later than 1 year after the date of enactment of this Act, the working group shall submit a report describing the best practices developed pursuant to subsection (b) to the Secretary, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate.

(d) Sunset.—The working group established pursuant to subsection (a) shall terminate 60 days after the submission of the report pursuant to subsection (c).

At the end of subtitle B of title IV, insert the following:

SEC. 4. AIRLINE PASSENGERS WITH DISABILITIES BILL OF RIGHTS.

"(a) In General.—

Section 44734(a) of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following:


"(a) In General.—

The Secretary of Transportation shall develop a document to be known as the 'Airline Passengers With Disabilities Bill of Rights', that describes in plain language—

(1) the basic responsibilities of covered carriers, including employees and contractors, under section 41706; and

(2) the protections of air passengers with disabilities under section 41706.

(b) Purpose.—In developing the Bill of Rights, the Secretary shall include—

(i) the right of passengers with disabilities to be treated with dignity and respect;

(ii) the right of passengers with disabilities to receive timely assistance, if requested, from properly trained personnel of covered carriers and their contractors;

(iii) the right of passengers with disabilities to travel with and use wheelchairs, mobility aids, and other assistive devices, including necessary medications and medical supplies;

(iv) the right of passengers with disabilities to receive seating accommodations, if requested, to accommodate a disability;

(v) the right of passengers with disabilities to speak with a complaint resolution officer, or to file a complaint with a covered carrier or the Department of Transportation; and

(vi) the right of passengers with disabilities to communications in an accessible format as required under Federal regulations.

(c) Rule of Construction.—

The development of the Bill of Rights may not be construed as expanding or restricting the rights available to passengers with disabilities on the day before the date of enactment of this section pursuant to any statute or regulation.

(b) Consultation.—In developing the Bill of Rights, the Secretary shall consult with appropriate stakeholders, including disability organizations and covered carriers.

(c) Display.—Each covered carrier shall include the following:

(1) on a publicly available internet website of the covered carrier; and

(2) in any pre-flight notification or communication provided to passengers who alerts the covered carrier in advance of the need for accommodations relating to a disability.

(d) Training.—Covered carriers shall submit to the Secretary the plans to ensure that their employees and contractors receive training on the responsibilities and protections described in the Bill of Rights. The Secretary shall review such plans to ensure the plans address the matters described in subsection (b).

(e) Definitions.—In this section, the following definitions apply:

(1) BILL OF RIGHTS.—The term 'Bill of Rights' means the 'Airline Passengers With Disabilities Bill of Rights' developed under subsection (a).

(2) COVERED CARRIER.—The term 'covered carrier' means an air carrier or foreign air carrier, as those terms are defined in section 40102(a)."

(C) Technical and Other Corrections.—The analysis for chapter 423 of title 49, United States Code, as amended by this Act, is further amended by adding at the end the following:


SEC. 4. CIVIL PENALTIES RELATING TO HARM TO PASSENGERS WITH DISABILITIES.

Section 46301(a) of title 49, United States Code, is amended by adding at the end the following:

"(7) PENALTIES RELATING TO HARM TO PASSENGERS WITH DISABILITIES.

(A) PENALTY FOR BODILY HARM OR DAMAGE TO WHEELCHAIR OR OTHER MOBILITY AID.—The amount of a civil penalty assessed under this section for a violation of section 41705 may be increased above the otherwise applicable maximum amount under this section to an amount not to exceed 3 times the maximum civil penalty otherwise allowed if the violation involves—

(i) injury to a passenger with a disability; or

(ii) damage to the passenger's wheelchair or other mobility aid.

(B) SEPARATE OFFENSES.—Notwithstanding paragraph (2), a separate violation of section 41706 occurs for each act of discrimination prohibited by that section.

SEC. 4. HARMONIZATION OF SERVICE ANIMAL STANDARDS.

(a) Rulemaking.—The Secretary of Transportation shall conduct a rulemaking proceeding—

(1) to define the term "service animal" for purposes of air transportation; and

(2) to develop minimum standards for what is required for service and emotional support animals carried in aircraft cabins.

(b) Considerations.—In conducting the rulemaking under subsection (a), the Secretary shall consider, at a minimum—

(1) whether to align the definition of "service animal" with the definition of that term in regulations of the Department of Justice implementing the Americans with Disabilities Act of 1990 (Public Law 101-336); and

(2) reasonable measures to ensure pets are not claimed as service animals, such as—

(A) whether to require photo identification for a service animal identifying the type of animal;

(B) requirements for certain information on the form of identification; and

(C) if different standards are adopted in different States or regions, the level and extent to which the standards are adopted.

(d) Effective Date.—The amendments made by this section shall take effect on the date of enactment of this Act.
animal, the breed of animal, and the service the animal provides to the passenger; (B) whether to require documentation indicating whether or not a service animal was trained by the owner or an approved training organization; (C) whether to require, from a licensed physician, documentation indicating the mitigation or tasks a service animal provides to its owner; and (D) whether to allow a passenger to be accompanied by more than 1 service animal; (3) measures to ensure the safety of all passengers, such as— (A) whether to require health and vaccination records for a service animal; and (B) third-party proof of behavioral training for a service animal; (4) the impact additional requirements on service animals could have on access to air transportation for passengers with disabilities; and (5) if impacts on access to air transportation for passengers with disabilities are found ways to eliminate or mitigate those impacts. (c) Final rule.—Not later than 18 months after the date of enactment of this Act, the Secretary shall issue a final rule pursuant to the rulemaking conducted under this section. Page 188, strike lines 1 through 15. Page 188, beginning on line 21, strike “inserting” and insert the following: “shall be subject to the authority of the Chief Operating Officer. The annual rate may not exceed the basic pay to be determined by the Secretary, in consultation with the Chief Operating Officer, or organization that provides, arranges, or otherwise fosters living history flight experiences for the purpose of fulfilling its mission.”. Page 197, line 3, strike “Section” and insert the following: “(a) PURPOSE AND INPUT.—Section 207(c)(2)(A)(i) of that title. Chief Technology Officer were described in subsection (a)” and insert the following: “(c) LIVING HISTORY FLIGHT EXPERIENCE PROVIDER DEFINED.—In this subsection, the term ‘living history flight experience provider’ means an aircraft owner, aircraft operator, or organization that provides, arranges, or otherwise fosters living history flight experiences for the purpose of fulfilling its mission.”. Page 230, strike lines 12 and 13 and insert the following: “amended by striking ‘and’ and all that follows through the period at the end and insert “inserting ‘$155,000,000 for fiscal year 2018, $158,000,000 for fiscal year 2019, $161,000,000 for fiscal year 2020, $165,000,000 for fiscal year 2021, $168,000,000 for fiscal year 2022, and $172,000,000 for fiscal year 2023’.”. (b) MILITARY OPERATIONS EXCLUSION.—Section 804 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44501 note) is amended— (1) by redesignating subsection (e) as subsection (f); and (2) by inserting after subsection (d) the following: “(e) MILITARY OPERATIONS EXCLUSION.— “(1) IN GENERAL.—The Administrator may not realign or consolidate a combined TRACON and tower with radar facility of the FAA into a TRACON facility as described in subsection (a). In this subsection, the term ‘TRACON’ means terminal radar approach control.”. Page 241, line 6, strike ‘‘44737’’ and insert ‘‘44738’’. Page 244, in the matter following line 18, strike ‘‘44737’’ and insert ‘‘44738’’. SEC. 5. FAA WORKFORCE. (a) CHIEF TECHNOLOGY OFFICER.—Section 108(e) of title 49, United States Code, is amended to read as follows: “(e) CHIEF TECHNOLOGY OFFICER.— “(1) IN GENERAL.— “(A) APPOINTMENT.—There shall be a Chief Technology Officer appointed by the Chief Operating Officer, with the approval of the Secretary. The Chief Technology Officer shall report directly to the Chief Operating Officer and shall be subject to the authority of the Chief Operating Officer. “(B) MINIMUM QUALIFICATIONS.—The Chief Technology Officer shall have— “(i) at least 10 years experience in engineering, management, or another related technical management field; and “(ii) knowledge of or experience in the aviation industry. “(C) RESPONSIBILITIES.—The Chief Technology Officer shall serve at the pleasure of the Chief Operating Officer. “(D) RESTRICTION.—The Chief Technology Officer may not also be the Deputy Administrator.”. (b) ANNUAL PERFORMANCE TARGETS.—The Chief Technology Officer shall include— “(A) ensuring the proper operation, maintenance, and cybersecurity of technology programs relating to the air traffic control system across all program offices of the Administration; “(B) coordinating the implementation, operation, maintenance, and cybersecurity of technology programs relating to the air traffic control system with the aerospace industry and other Federal agencies; “(C) reviewing and providing advice to the Secretary, the Administrator, and the Chief Operating Officer on the Administration’s budget, cost accounting system, and benefit-cost analyses with respect to technology programs relating to the air traffic control system; “(D) consulting with the Administrator on the Capital Investment Plan of the Administration prior to its submission to Congress; “(E) developing an annual air traffic control system technology maintenance plan that is consistent with the annual performance targets established under paragraph (4); and “(F) ensuring that the air traffic control system architecture remains, to the maximum extent practicable, flexible enough to incorporate future technological advances developed and directly procured by aircraft operators. “(3) COMPENSATION.— “(A) IN GENERAL.—The Chief Technology Officer shall be paid at an annual rate of basic pay to be determined by the Secretary, in consultation with the Chief Operating Officer, that is equal to the annual compensation paid under section 102 of title 3. The Chief Technology Officer shall be subject to the postemployment provisions of section 207 of title 18 as if the position of Chief Technology Officer were described in section 207(c)(2)(A)(i) of that title. “(B) BONUS.—In addition to the annual rate of basic pay authorized by subparagraph (A), the Chief Technology Officer may receive a bonus for any calendar year not to exceed 30 percent of the annual rate of basic pay upon the Administrator’s determining that the Chief Technology Officer’s performance in relation to the performance targets established under paragraph (4) was in meeting the annual performance targets established for the Chief Technology Officer in key operational areas. “(C) REPORT.—The Administrator shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report describing the annual performance targets established under paragraph (4).”.

[Note: The rest of the text continues with detailed descriptions and metrics of how successful the Chief Technology Officer was in meeting the annual performance targets established under paragraph (4); and other information that may be requested by the Administrator and the Chief Operating Officer.]

April 26, 2018 CONGRESSIONAL RECORD — HOUSE
(b) CONFORMING AMENDMENTS.—

(1) Section 709(a)(3)(L) of the Vision 100—

Century of Aviation Reauthorization Act (49 U.S.C. 40101 note) is amended by striking “Chief NextGen Office” and inserting “Chief Technology Officer”.

(2) Section 804(a)(4)(A) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44501 note) is amended by striking “Chief NextGen Office” and inserting “Chief Technology Officer”.

SEC. 5. INTRA-AGENCY COORDINATION.

Not later than 120 days after the date of enactment of this Act, the Secretary of Transportation shall direct the Administrator of the Federal Aviation Administration and the Chief Operating Officer of the Air Traffic Organization to implement policies that—

(1) designate the Associate Administrator for Commercial Space Transportation as the primary liaison between the commercial space transportation industry and the Administration;

(2) recognize the necessity of, and set forth processes for, launch license and permit holder coordination with the Air Traffic Organization on matters including—

(A) the use of air navigation facilities; and

(B) airspace safety; and

(C) planning of commercial space launch and landing activities;

(3) designate a single point of contact within the Air Traffic Organization who is responsible—

(A) maintaining letters of agreement between a launch license or permit holder and a Federal Aviation Administration facility; and

(B) making such letters of agreement available to the Associate Administrator for Commercial Space Transportation;

(4) ensure that a facility that has entered into a letter of agreement is aware of and busties its responsibilities under the letter; and

(D) liaising between the Air Traffic Organization and the Associate Administrator for Commercial Space Transportation on any matter relating to such a letter of agreement; and

(5) require the Associate Administrator for Commercial Space Transportation to facilitate, upon the request of a launch license or permit holder—

(A) coordination between a launch license and permit holder and the Air Traffic Organization; and

(B) the negotiation of letters of agreement between a launch license or permit holder and a Federal Aviation Administration facility or the Air Traffic Organization.

SEC. 5A. FAA CIVIL AVIATION REGISTRY UPGRADE.

(a) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete covered upgrades of the Administration’s Civil Aviation Registry (in this section referred to as the “Registry”).

(b) COVERED UPGRADE DEFINED.—In this section, the term “covered upgrades” means—

(1) the digitization of nondigital Registry information, including paper documents, microfilm images, and photographs, from an analog or nondigital format to a digital format;

(2) the digitization of Registry manual and paper-based processes, business operations, and functions by leveraging digital technologies and a broader use of digitized data;

(3) the implementation of systems allowing a member of the public to submit any information to the Registry and conduct any transaction with the Registry by electronic or other remote means; and

(4) allowing more efficient, broader, and remote access to the Registry.

(c) APPLICABILITY.—The requirements of subsection (a) shall apply to the entire Civil Aviation Registry, including the Aircraft Registration Branch and the Airmen Certification Branch.

(d) MAXIMUM SURCHARGE.—Chapter 43 of Title 49, United States Code, is amended by adding at the end the following:

“§ 45306. Manual surcharge

“(a) In general.—Not later than 6 months after the date of enactment of the FAA Reauthorization Act of 2018, the Administrator shall impose and collect a surcharge on a Civil Aviation Registry transaction that—

“(1) is conducted in person at the Civil Aviation Registry;

“(2) could be conducted, as determined by the Administrator, with the same or greater level of efficiency by electronic or other remote means; and

“(3) is not related to research or other non-commercial activities.

“(b) Maximum surcharge.—A surcharge imposed and collected under subsection (a) shall not exceed twice the maximum fee the Administrator is authorized to charge for the registration of an aircraft, not used to provide air transportation, after the transfer of ownership under section 45302(b)(2).

“(c) Credit to Account and Availability.—The surcharge imposed under subsection (a) shall be treated as monies collected under section 45302 and subject to the terms and conditions set forth in section 45302(b).

“(d) REPORT.—Not later than 1 year after date of enactment of this Act, and annually thereafter until the covered upgrades required under subsection (a) are complete, the Administrator shall submit a report to the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate describing—

(1) the schedule for the covered upgrades to the Registry;

(2) the office responsible for the implementation of the covered upgrades;

(3) the metrics being used to measure progress in implementing the covered upgrades; and

(4) the status of the covered upgrades as of the date of the report.

SEC. 5B. REGULATORY STREAMLINING.

Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a final regulation revising section 121.333(c)(3) of title 14, Code of Federal Regulations, to apply only to flight altitudes above flight level 410.

SEC. 5C. ADMINISTRATIVE SERVICES FRANCHISE FUND.

(a) IN GENERAL.—Not later than 30 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate an audit of the Administrative Services Franchise Fund of the FAA (in this section referred to as the “Franchise Fund”).

(b) CONSIDERATIONS.—In conducting the audit pursuant to subsection (a), the inspector general shall—

(1) review the history, intended purpose, and objectives of the Franchise Fund;

(2) describe and assess each program, service, or activity that uses the Franchise Fund, including—

(A) the agencies or government bodies that use each program, service, or activity;

(B) the number of employees, including full-time equivalent employees, associated with each program, service, or activity;

(C) the costs associated with the employees described in subparagraph (B) and the extent to which such costs are covered by Federal appropriations or Franchise Fund revenue;

(D) overhead rates associated with each program, service, or activity;

(E) a breakdown of the revenue collected from services provided to the FAA, Department of Transportation, other Federal entities, and non-Federal entities, the dates or losses associated with each program, service, or activity;

(f) the extent to which the revenue collected is applied toward reducing the cost of each program, service, or activity.

(3) assess the FAA’s governance and oversight of the Franchise Fund and the programs, services, and activities that use the Franchise Fund, including—

(A) the extent to which such programs, services, and activities are necessary to administer the Franchise Fund and are used to enhance operational efficiency and accountability;

(B) whether and how such programs, services, and activities are consistent with the goals and objectives of the Franchise Fund, including whether such programs, services, and activities are consistent with the findings of the inspector general;

(C) whether and how such programs, services, and activities are consistent with the goals and objectives of the Modernization and Reform Act of 2012 (49 U.S.C. 44501 note) and whether such programs, services, and activities are necessary to modernize the air transportation system; and

(D) whether and how such programs, services, and activities are consistent with the goals and objectives of the NextGen Program, including—

(i) the extent to which such programs, services, and activities will be necessary to implement the NextGen Program;

(ii) whether and how such programs, services, and activities will support the NextGen Program; and

(iii) whether and how such programs, services, and activities will be used to modernize the air transportation system.

(4) receive, in a format required by the inspector general, the information calculated in paragraph (2) and the information required by paragraphs (3)(A)(i), (ii), and (iii), and (5), and any other information the inspector general requests.

(5) the net present value of the benefits reported from aircraft operators resulting from the money expended on the modernization effort as of the date of the report;

(6) the total amount of money expended on the modernization effort as of the date of the report (including a description of how that amount was calculated).

(7) the net present value of the benefits reported from aircraft operators resulting from the money expended on the modernization effort as of the date of the report;

(8) a description of the benefits promised and benefits delivered with respect to NextGen as of the date of the report;

(9) any changes to the benefits promised with respect to NextGen between the date on which NextGen began and the date of the report;

(10) a description of each program or project that comprises NextGen, including—

(A) when the program or project was initiated;
(b) the total budget for the program or project;
(C) the initial budget for the program or project;
(D) the acquisition program baseline for the program or project;
(E) whether the program or project has ever breached the acquisition program baseline and, if so, a description of when, why, and how the breach was resolved;
(F) whether the program or project has been re-baselined or divided into smaller segments, if so, a description of when, why, and the impact to the cost of the program or project;
(G) the initial schedule for the program or project;
(H) whether the program or project was delayed and, if so, a description of how long, why, and the impact to the cost of the program or project;
(I) whether the Administration changed any contract term or deliverable for the program or project and, if so, a description of the change, why it happened, and the impact to the cost of the program or project;
(J) benefits promised with respect to the program or project at initiation;
(K) benefits delivered with respect to the program or project as of the date of the report;
(L) whether the program or project was cancelled and, if so, a description of why and when;
(M) for cancelled programs or projects, whether there were any costs associated with the decision to cancel and, if so, a description of the amount of the costs (including for both the Administration and the private sector);
(N) the metrics, milestones, and deadlines set for the program or project and how the Administration tracked and ensured compliance with those metrics, milestones, and deadlines;
(O) how the Administration conducted oversight of the program or project and any related stakeholder collaboration efforts; and
(P) the status of the program or project as of the date of the report;
(9) the date upon which, or milestone by which, the Administration anticipates NextGen will be complete; and
(10) how the experience gained during the NextGen effort, and whether, how, and to what extent those lessons have been applied.
(b) INSPECTOR GENERAL REPORT.—Not later than 12 months after its establishment under subsection (a), the Task Force shall develop and submit to the Administrator recommendations and strategies for the Administration to—
(1) facilitate and encourage high school students in the United States, beginning in their junior year, to enroll in and complete career and technical education courses, including STEM, that would prepare them to enroll in a course of study related to an aviation career at an institution of higher education, including a community college or trade school;
(2) facilitate and encourage the students described in paragraph (1) to enroll in a course of study leading to a career in aviation, including aviation manufacturing, engineering and maintenance, at an institution of higher education, including a community college or trade school; and
(3) identify and develop pathways for students who complete a course of study described in paragraph (2) to secure required apprenticeships, workforce development programs, or careers in the aviation industry of the United States.
(c) COMMISSIONERS.—When developing recommendations and strategies under subsection (b), the Task Force shall—
(1) identify industry trends that encourage or discourage youth in the United States from pursuing careers in aviation;
(2) consider how the Administration: air carriers; aircraft, powerplant, and avionics manufacturers; aircraft repair stations; and other aviation stakeholders can coordinate efforts to support youth in pursuing careers in aviation;
(3) identify methods of enhancing aviation apprenticeships, job skills training, mentorship, education, and outreach programs that are exclusive to youth in the United States;
(4) identify potential sources of government and private sector funding, including grants and scholarships, that may be used to carry out the recommendations and strategies described in subsection (b) and to support youth in pursuing careers in aviation;
(5) report on 30 days after submission of the recommendations and strategies under subsection (b), the Task Force shall submit to the Committee on Transportation and Infrastructure in the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a statement of the inspector general that—
(1) determines the accuracy of the information reported;
(2) describes any concerns with the accuracy of the information reported;
(3) summarizes concerns raised by the inspector general, the Government Accountability Office, and other sources with respect to the Administration’s implementation and oversight of NextGen since the date on which NextGen began; and
(4) describes—
(A) any pertinent recommendations made by the inspector general related to the Administration’s implementation and oversight of NextGen since the date on which NextGen began; and
(B) whether and how the Administration addressed those recommendations and strategies.
SEC. 5. YOUTH ACCESS TO AMERICAN JOBS IN AVIATION TASK FORCE.
(a) In General.—Not later than 90 days after the date on which enactment of this Act, the Administrator of the Federal Aviation Administration shall ensure that any regulation issued pursuant to such subsection has no force or effect.
(b) COMMISSIONERS.—The Task Force shall consist of a panel comprising no more than 7 independent, nongovernmental experts in budget, finance, or personnel management to advise the Administrator on the development of the Administration’s personnel management system and performance management program for employees.
H3642

CONGRESSIONAL RECORD — HOUSE

April 26, 2018

not covered by collective bargaining agreements.

(b) REVIEW, EVALUATION, AND RECOMMENDATIONS.—The advisory panel shall, at a minimum—

(1) review all appropriate FAA orders, policies, procedures, guidance, and the Human Resources Manual;

(2) review any applicable reports regarding FAA’s personnel management system, including reports of the Department of Transportation Inspector General, Government Accountability Office, and National Academy of Public Administration, and determine the status of recommendations made in those reports;

(3) review the personnel management system of any other agency or governmental entity with a similar system to the FAA for best practices with regard to personnel management;

(4) assess the unique personnel authorities granted to the FAA, determine whether the FAA has taken full advantage of those authorities, and identify those authorities the FAA has not fully taken advantage of;

(5) review and determine the overall effectiveness of the FAA’s compensation, bonus pay, performance metrics, and evaluation processes for employees not covered by collective bargaining agreements;

(6) develop recommendations to address the findings of the work done pursuant to paragraphs (1) through (7), and to address views and recommendations raised by interested parties pursuant to paragraph (8); and

(10) develop recommendations to improve the FAA’s personnel management system and performance management program, including the compensation, bonus pay, performance metrics, and evaluation processes, for employees not covered by collective bargaining agreements.

(c) REPORT.—Not later than 1 year after initiating the review and evaluation pursuant to subsection (a), the advisory panel shall submit a report on the results of the review and evaluation and its recommendations to the Secretary, the Administrator, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate.

(d) COMPLIANCE.—Not later than 3 months after submittal of the report pursuant to subsection (c), the Administrator shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, a report containing the findings of the advisory panel that—

(1) contains an explanation of how the Administrator will implement the recommendations of the advisory panel and measure the effectiveness of the recommendations; and

(2) specifies any recommendations that the Administrator would not implement and the reasons for not implementing such recommendations.

(e) AUTHORITY.—Notwithstanding any other provision of law, the Administrator has the authority to put in place any recommendations of the advisory panel.

(f) TERMINATION.—The advisory panel shall terminate on the date that is 60 days after the transmittal of the report pursuant to subsection (d).

(g) DEFINITION.—In this section, the term ‘FAA’ means the Federal Aviation Administration.

SEC. 5. CONTRACT WEATHER OBSERVERS.

(a) SUBSECTION MODIFICATION.—Section 20306(b) of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114–190; 130 Stat. 641) is amended by striking “2018” and inserting “2023.”

SEC. 6. REGIONS AND CENTERS.

(a) IN GENERAL.—Section 4507 of title 49, United States Code, is amended—

(1) by striking the section heading and inserting “Regions and centers”;

(2) by striking “The Civil Aeromedical Institute” and inserting the following:

‘‘(a) CIVIL AEROMEDICAL INSTITUTE.—The Civil Aeromedical Institute;’’ and

(3) by adding at the end the following:

‘‘(b) WILLIAM J. HUGHES TECHNICAL CENTER.—The Secretary of Transportation shall define the responsibilities of the William J. Hughes Technical Center in a manner that is consistent with the defined roles and responsibilities of the Civil Aeromedical Institute under subsection (a).’’.

(b) CLERICAL AMENDMENT.—The analysis for chapter 45 of title 49, United States Code, is amended by striking the item relating to section 4507 and inserting the following:

‘‘4507. Regions and centers.’’.

The Acting CHAIR. Pursuant to House Resolution 152, Mr. SHUSTER and Mr. Chairman, I rise in support of the manager’s amendment. A vote for the manager’s amendment is a vote for positive change. A vote against it would be a real missed opportunity to make the bill better.

This amendment adds to the training of flight attendants so they are better equipped to deal with sexual misconduct. It also establishes working groups to develop best practices on how to address sexual misconduct on flights and improve airline employee training.

The amendment addresses an issue which is important to the traveling public and our constituents, and to each of us, in a thoughtful and respectful way.

The amendment adds to the provisions included in H.R. 4 to improve the air travel experience of disabled Americans. It establishes an Airline Passengers with Disabilities Bill of Rights to clarify the rights of passengers with disabilities and the responsibilities of airlines and airports.

The amendment also strengthens the civil penalties for violations that involve injury to a passenger with a disability or damage to a passenger’s wheelchair or other mobility aid.

Finally, the amendment will make it better for both passengers and service animals by harmonizing standards. This will provide much-needed clarity in an area where there is real confusion.

We worked closely with organizations representing persons with disabilities, as well as with the airline industry, and I want to thank all those who were willing to come to the table to make those improvements.

Last week, we witnessed a tragedy when an engine exploded in midair, killing a passenger. A far bigger tragedy was averted thanks again to the professionalism of the flight crew and to the pilot, which I talked about earlier.

The same airline experienced a similar incident 2 years ago, and while the FAA and industry have begun inspections, we must ensure that the airline’s engine safety is thoroughly assessed, and this amendment mandates a call to action to bring relevant people together to examine and address any risk associated with airline engines.

The amendment adds to the provi- sion of a deep dive of general aviation. This sector of aviation has the highest number of accidents, injuries, and fatalities.

While general aviation safety has improved in recent years, in fiscal year 2016, there were still 213 fatal accidents and 379 fatalities.

We must improve the safety of the general aviation community. They share the skies with other airspace users and operate above our neighborhoods. We can and must do better.

Again, the amendment also provides for the direction on how the FAA should spend the additional general operations, airport infrastructure, and FAA money in 2019 and thereafter.

It also revises the FAA authorization levels to reflect the updated CBO baselines for fiscal year 2018.

In response to the recent drone sightings around airports, the amendment makes counter-drone systems AIP eligible.

It makes improvement to the Airport Investment Partnership Program so that airports can leverage private sector money for our airport infrastructure needs.

There are some good government reforms in here. The amendment repeals a costly mandate for aircraft avionics that have not yet proven to be beneficial. This will relieve a future burden on aircraft operators.

The amendment would bring certain FAA processes into the digital age and review agency practices.

Some other important changes are:

The amendment authorizes expenditures for commercial space transportation activities of the FAA;

It also requires better intra-FAA coordination on commercial space transportation’s use of the national airspace and addresses the industry’s support aircraft;

Commercial space transportation operators, like other users of the airspace, must coordinate and follow instructions of air traffic controllers;

Air traffic controllers keep us moving safely across this country, but they
also work in far-off places, including Guam. This amendment requires the FAA workers to work with the Department of Defense so that these folks and their families can get good medical care on the island of Guam.

Finally, the amendment establishes the Youth in Aviation Task Force to attract young people to aviation jobs. This is critical to ensure that our aviation system prospers in the years ahead.

Mr. Chairman, this amendment is a good amendment, it has bipartisan support and will improve the underlying bill. I urge all Members to support the amendment, and I reserve the balance of my time.

Mr. DeFazio. Mr. Chairman, I claim the time in opposition to the amendment.

The Acting CHAIR. The gentleman from Oregon is recognized for 5 minutes.

Mr. DeFazio. Mr. Chairman, I certainly support the amendment offered by the gentleman. He listed a number of provisions. I don’t want to be repetitive but I think the call to action regarding uncontained airliner engine failures is critical. That is actually the second uncontained failure of that engine with Southwest Airlines in 18 months, which means that somewhere turbine blades are not a life-limited part. There is something amiss in the manufacturing process, and we need to get to the bottom of that.

We also need to be sure that the proper testing is being done to ensure their integrity as the planes continue to fly.

It also has some language regarding incidents of sexual misconduct on flights I support, but I am preparing and will offer a broader stand-alone provision bill on that subject in the near future.

It modestly increases funding levels for aviation programs and includes a $1 billion annual infusion from the general fund for certain AIP projects, principally for small airports in rural communities.

This falls far short of meeting the needs of all airports and all the gates and terminal work we need, as I mentioned earlier in discussing the lack of a PFC in this bill.

Finally, it creates a newly named position in the FAA, that would be chief technology officer. Currently, the department administrator acts as the chief technology officer. So I am not quite certain what that accomplishes, but I will certainly look forward to monitoring that position and the progress and reports on NextGen that that person produces in the near future.

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

Mr. Shuster. Mr. Chairman, I yield 1 minute to the gentleman from Missouri (Mr. Graves), the chairman of the Subcommittee on Highways and Transit, our general aviation pilot.

Mr. Graves of Missouri. Mr. Chairman, I thank the chairman for his work on putting together a long-term bill.

Mr. Chairman, one of the priorities which was included in the manager’s amendment is a program to invest in our small airports.

As part of the increased investment in transportation programs that was provided in the fiscal year 2018 omnibus, we provided an additional $1 billion to the FAA in discretionary grants to small airports. Now airports across the country are going to have the opportunity to add additional dollars to carry out the larger projects.

We also have some very important accountability measures. As such, we are asking to review all the FAA’s efforts to date on NextGen. This is pure and simple accountability to ensure our tax dollars are being spent to execute the important goals of NextGen.

Mr. Chairman, I ask all of my colleagues to support the manager’s amendment, obviously, and the underlying bill. This is a good bill.

Mr. DeFazio. Mr. Chairman, I yield 1 minute to the gentlewoman from Florida (Ms. Frankel), a member of the Committee on Transportation and Infrastructure.

Ms. Frankel of Florida. Mr. Chairman, I thank the leadership of this committee for their work.

Mr. Chairman, I rise to support the en bloc amendment, and I wanted to specifically mention a provision that is very important to the folks who are in Palm Beach County and also Bedminster, New Jersey, which is this constituency of Mr. Lance.

Mr. Chairman, regardless of what your political ideology is, it is very important for the President to be safe whenever he travels, and this often results in travel restrictions in the locality he visits.

In terms of my locality, Palm Beach County, Florida, Mr. Trump has spent 70 days there this year, at Mar-a-Lago, dubbed as the winter White House. But here is what happens when he visits a small business operating airport called Lantana Airport, which is 10 miles from Mar-a-Lago: It is completely shut down, which means basically there is a lot of lost income. It is estimated almost $1 million a year.

The Acting CHAIR. The time of the gentleman has expired.

Mr. DeFazio. Mr. Chairman, I yield an additional 1 minute to the gentlewoman.

Ms. Frankel of Florida. Mr. Chairman, if you translate that out, that would be $4 million.

As I said, the President’s safety is paramount, and the impact to the local businesses is a problem. So there is a provision in this amendment that requires the FAA to study the economic impact of flight restrictions, which I think is a good thing, and to analyze the possibilities of some other options.

Mr. Chairman, again, I do support this amendment.

Mr. DeFazio. Mr. Chairman, I yield back the balance of my time.

Mr. Shuster. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Pennsylvania (Mr. Shuster).

The amendment was agreed to.

The Acting CHAIR. The Committee will rise informally.

The Speaker pro tempore (Mr. Gosar) assumed the chair.

MESSAGE FROM THE SENATE

A message from the Senate by Ms. Lasky, one of its clerks, announced the Senate has agreed to the following title in which the concurrent resolution of the House is requested:

S. 2358. An act to amend title 36, United States Code, to provide for the display of the National League of Families POW/MIA flag at the World War I Memorials.

The SPEAKER pro tempore. The Committee will resume its sitting.

FAA REAUTHORIZATION ACT OF 2018

The Committee resumed its sitting.

AMENDMENTS EN BLOC NO. 1 OFFERED BY MR. SHUSTER OF PENNSYLVANIA

Mr. Shuster. Mr. Chairman, pursuant to House Resolution 839, I offer amendments en bloc.

The Acting CHAIR. Mr. Palmer. The Clerk will designate the amendments en bloc.

Amendments en bloc No. 1 consisting of amendment Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, and 30 printed in part A of House Report 115-155, offered by Mr. Shuster of Pennsylvania.

AMENDMENT NO. 2 OFFERED BY MR. LEWIS OF GEORGIA

Page 11, after line 7, insert the following:

SEC. 1. USE OF FUNDS FROM PASSENGER FACILITY CHARGES TO PREVENT POWER OUTAGES.

Section 40111(a)(3) of title 49, United States Code, is amended by adding at the end the following:

“(P) An airport project to purchase and install generators to prevent power outages in passenger areas of the airport, to separate an airport’s redundant power supply and its main power supply, or for any other on-airport project to prevent power outages or damage to the airport’s power supply.”.

Page 32, after line 9, insert the following:

SEC. 1. USE OF AIRPORT IMPROVEMENT FUNDS TO PREVENT POWER OUTAGES.

Section 47102(c) of title 49, United States Code, is amended by adding at the end the following:

“(P) An airport project to purchase and install generators to prevent power outages in passenger areas of the airport, to separate an airport’s redundant power supply and its main power supply, or prevent power outages in the airport or damage to the airport’s power supply.”.

AMENDMENT NO. 3 OFFERED BY MR. SOTO OF FLORIDA

Page 12, line 23, insert “a sink or sanitizing equipment,” after “surface,”.

AMENDMENT NO. 4 OFFERED BY MRS. WATSON COLEMAN OF NEW JERSEY

Page 13, line 19, strike “building,” and insert “building and will maintain a baby...
changing table in 1 men’s and 1 women’s restroom in each passenger terminal building of the airport.”.

**AMENDMENT NO. 5 OFFERED BY MRS. MCDOUGAL OF WASHINGTON**

Page 25, strike lines 14 through 18 and insert the following: (2) EXEMPTION.—Section 47124(b)(3)(D) of title 49, United States Code, is amended by adding at the end the following: “(F) At a point where air traffic control is handled by a contractor for the construction or improvement of a project (such as an airport), the Secretary may provide a grant, notwithstanding any provision of section 1309 of title 41, Code of Federal Regulations, and more than 25,000 passenger enplanements in calendar year 2014 shall be exempted from any cost-share requirement under this subparagraph.”.

**AMENDMENT NO. 6 OFFERED BY MR. WIEBERS OF KANSAS**

Page 32, after line 9, insert the following:

SEC. 137. GENERAL WRITTEN ASSURANSES.

Section 47107(a)(17) of title 49, United States Code, is amended by striking “each contract” and inserting “if any phase of such project has received funds under this subchapter, each contract”.

**AMENDMENT NO. 7 OFFERED BY MR. KUHLENBERG OF ILLINOIS**

Page 37, line 1, insert “AND ECONOMIC” after “HEALTH”.

Page 38, line 5, strike “and” at the end.

Page 38, line 12, strike the period at the end and insert “; and”.

Page 38, after line 12, insert the following: (5) consider the economic harm or benefits to businesses located party or wholly underneath flight paths most frequently used by aircraft flying at an altitude lower than 10,000 feet, including during takeoff or landing.

**AMENDMENT NO. 8 OFFERED BY MS. JAYAPAL OF WASHINGTON**

Page 37, line 23, strike “or” at the end.

Page 37, after line 23, insert the following (and redesignate the subsequent subparagraph accordingly): (H) Seattle; or

**AMENDMENT NO. 9 OFFERED BY MR. LIPINSKI OF ILLINOIS**

At the end of subsection C of title I, add the following:

SEC. 139. CONSTRUCTION OF CERTAIN CONTROL TOWERS.

Section 47124(b)(4) of title 49, United States Code, is amended adding at the end the following: (3) Control tower construction.—Notwithstanding the provision of section 47124(b)(4)(A), the Secretary may provide grants under this section to an airport sponsor for the construction or improvement of a nonapproach control tower, as defined by the Secretary, and for the acquisition and installation of air traffic control, communications, and related equipment to be used in that tower. Such grants shall be subject to the distribution requirements of subsection (b) and the eligibility requirements of section 47124(b)(4)(B).

**AMENDMENT NO. 10 OFFERED BY MR. SMITH OF NEBRASKA**

At the end of subsection C of title I, add the following:

SEC. 141. SMALL AIRPORT REGULATION RELIEF.

Section 47114(c)(1) is amended by striking subparagraph (F) and inserting the following: “(F) SPECIAL RULE FOR FISCAL YEARS 2018 THROUGH 2020.—Notwithstanding subparagraph (A) and subject to subparagraph (G), the Secretary shall apportion to a sponsor of an airport under that subparagraph for each of fiscal years 2018 through 2020 an amount based upon the number of passenger boardings at the airport during calendar year 2012 if the airport—

1) had 10,000 or more passenger boardings during calendar year 2012;

2) had fewer than 10,000 passenger boardings during the calendar year used to calculate the apportionment.

**AMENDMENT NO. 11 OFFERED BY MRS. TORRES OF CALIFORNIA**

Page 42, line 17, insert the following:

(k) AUTHORIZATION FOR THE TRANSFER OF FUNDS FROM DEPARTMENT OF DEFENSE.—

(1) IN GENERAL.—The Administrator of the Federal Aviation Administration may accept funds from the Secretary of Defense to increase the availability of such funds for this section by the amount of such transfer only to carry out projects designed for environmental mitigation at a site previously, but not currently, managed by the Department of Defense.

(2) ADDITIONAL GRANTORS.—If additional funds are made available by the Secretary of Defense under paragraph (1), the Administrator may increase the number of grantees under subsection (a).

**AMENDMENT NO. 12 OFFERED BY MR. TIEF LIEU OF CALIFORNIA**

Page 46, after line 22, insert the following:

SEC. 142. LEAD EMISSIONS.

(a) STUDY.—The Secretary of Transportation shall enter into appropriate arrangements with the National Academies of Sciences, Engineering, and Medicine under which the National Research Council will conduct a study and develop a report on aviation gasoline

(b) CONTENTS.—The study shall include an assessment of—

1) existing non-leaded fuel alternatives to the aviation gasoline used on piston-powered general aviation aircraft;

2) ambient Pb concentrations at and around airports where piston-powered general aviation aircraft are used; and

3) mitigation measures to reduce ambient Pb concentrations, including increasing the size of run-up areas, relocating run-up areas, imposing restrictions on aircraft using aviation gasoline, and increasing the use of motor gasoline in piston-powered general aviation aircraft.

(c) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to Congress the report developed by the National Research Council pursuant to this section.

**AMENDMENT NO. 13 OFFERED BY MS. MENO OF NEW YORK**

Page 46, after line 22, insert the following:

SEC. 143. AIRCRAFT NOISE, EMISSION, AND FUEL BURN REDUCTION PROGRAM.

(a) IN GENERAL.—The Secretary of Transportation may carry out an aircraft noise, emission, and fuel burn reduction research and development program.

(b) ELEMENTS.—In carrying out the program under subsection (a), the Secretary may—

1) support efforts to accelerate the development of new aircraft, engine technologies, and jet fuels;

2) pursue lighter and more efficient turbine engine components, advanced aircraft wing designs, fuselage structures for innovative aircraft architectures, and smart aircraft and engine control systems; and

3) partner with private industry to accomplish the goals of the program.

**AMENDMENT NO. 14 OFFERED BY MS. RASS OF CALIFORNIA**

At the end of title I, insert the following:

SEC. 151. TERMINAL SEQUENCING AND SPACING.

Not later than 60 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall report to the appropriate committees of Congress on the status of Terminal Sequencing and Spacing (TSSA) implementation across the United NextGen and NextGen P-3, with specific information provided by airline regarding the adoption and equipping of aircraft and the training of pilots in its use.

**AMENDMENT NO. 15 OFFERED BY MS. SPEIER OF CALIFORNIA**

At the end of title I of the bill, add the following:

SEC. 152. NOISE AND HEALTH IMPACT TRAINING.

(a) STUDY.—The Comptroller General of the United States shall conduct a study on—

1) while maintaining safety as the top priority, whether air traffic controllers and airspace designers are trained on noise and the health impact mitigation in addition to efficiency; and

2) the prevalence of vectoring flights due to over-crowded departure and arrival paths and alternative traffic procedures.

(b) REPORT.—The Comptroller General shall submit to Congress a report on the results of the study.

**AMENDMENT NO. 16 OFFERED BY MS. MCGRATH OF ALASKA**

Page 51, after line 24, insert the following:

(x) Airport owners and operators.

**AMENDMENT NO. 17 OFFERED BY MS. KILDEE OF MICHIGAN**

At the end of subtitle A of title II, insert the following:

SEC. 2. PERFORMANCE STANDARDS FOR FIREFIGHTING FOAMS.

Not later than 2 years after the date of enactment of this Act, the Administrator of the FAA, using the latest version of National Fire Protection Association 403, “Standard for Aircraft Rescue and Fire-Fighting Services at Airports”, and in coordination with the Administrator of the Environmental Protection Agency, aircraft manufacturers and airports, shall not require the use of fluorinated chemicals to meet the performance standards referenced in chapter 6 of AC No. 150/5210-6D and acceptable under 139.319(l) of title 14, Code of Federal Regulations.

**AMENDMENT NO. 20 OFFERED BY MR. ESTES OF COLORADO**

Page 72, line 20, strike “and”.

Page 72, after line 20, insert the following: (H) aircraft manufacturers; and

Page 72, line 21, strike “(H)” and insert “(I)”.

Page 73, after line 7, insert the following:

4) ensuring adequate and timely provision of Flight Standards activities and responses necessary for type certification, operational evaluation, and entry into service of newly manufactured aircraft;

Page 73, line 8, strike “(I)” and insert “(J)”.

Page 73, line 10, strike “(J)” and insert “(K)”.

Page 73, lines 13 through 14, strike “the date of enactment of this Act” and insert “the date of the establishment of the Task Force”.

Page 73, lines 23 through 24, strike “action on cost-effective legislative action” and insert “poor, policy, or cost-effective legislative action to improve the efficiency of agency activities”.

**AMENDMENT NO. 21 OFFERED BY MR. SOTO OF FLORIDA**

Page 104, line 10, insert “and pregnant women” after “children”.
Page 109, after line 13, insert the following:
(a) WORKFORCE READINESS.—The Administrator of the Federal Aviation Administration shall coordinate with government, educational institutions, labor organizations representing aviation maintenance workers, and businesses to develop guidance or model curricula for aviation maintenance technician schools certificated under part 147 of title 14 of the Code of Federal Regulations to ensure a workforce that is ready for industry needs, including curricula related to training in avionics, troubleshooting, and other areas of industry needs.
(b) Whether reports of safety incidents increased following the order;
(c) Whether reduced enforcement penalties increased the overall number of safety incidents that the Administrator shall consult with the appropriate aviation safety organization regarding enforcement actions with respect to subsection (a).
(AMENDMENT NO. 25 OFFERED BY MR. SANFORD OF SOUTH CAROLINA
At the end of title III, add the following:

SEC. 3. SPECIAL RULES FOR MODEL AIRCRAFT
(a) IN GENERAL.—Notwithstanding any provision of law relating to the incorporation of unmanned aircraft systems into Federal aviation plans and policies, including this subtitle, the Administrator of the Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft or an aircraft being developed as a model aircraft; except for—
(1) rules regarding the registration of certain model aircraft pursuant to section 44108;
and
(2) rules regarding unmanned aircraft that by design are limited to not more than 55 pounds or are certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;
(b) The Administrator shall coordinate with government, educational institutions, labor organizations representing aviation maintenance workers, and businesses to develop guidance or model curricula at least once every 2 years from the date of initial publication.
(c) At least once every 3 years from the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the review.
(d) COVERED AIRCRAFT DEFINED.—In this section, the term ‘‘covered aircraft’’ means an aircraft in which a member of a community-based organization is operating a model aircraft pursuant to section 44103; the aircraft is not operated within all of the criteria and process required for recognition of a community-based organization; and whose completion time is of reasonable length and limited duration.
(AMENDMENT NO. 23 OFFERED BY MR. LONG OF MISSOURI
At the end of subtitle A of title III, insert the following:

SEC. 3. EXIT ROWS.
(a) REVIEW.—The Administrator of the Federal Aviation Administration shall conduct a review of current safety procedures regarding unoccupied exit rows on a covered aircraft, for implementation during transportation during all stages of flight.
(b) CONSULTATION.—In carrying out the review, the Administrator shall consult with air carriers, aviation manufacturers, and labor stakeholders.
(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the review.
(d) COVERED AIRCRAFT DEFINED.—In this section, the term ‘‘covered aircraft’’ means an aircraft operated under part 121 of title 49, Code of Federal Regulations.
(AMENDMENT NO. 21 OFFERED BY MR. CHIEF OF STAFF OF THE FEDERAL AVIATION ADMINISTRATION
Page 112, after line 12, insert the following:
SEC. 319. COMPTROLLER GENERAL REPORT ON FAA ENFORCEMENT POLICY.
Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall complete a study, and report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the United States Senate on the results thereof, on the effectiveness of Order 8000.373, Federal Aviation Administration Compliance Philosophy, announced on June 26, 2015. Such study shall include information about—
(1) whether reports of safety incidents increased following the order;
(2) whether reduced enforcement penalties increased the overall number of safety incidents that the Administrator shall consult with the appropriate aviation safety organization regarding enforcement actions with respect to subsection (a).
(b) The Administrator of the Federal Aviation Administration shall issue rules and regulations relating to small UAS flown for recreational or educational use that are not operated within all of the criteria outlined in the special rule for model aircraft in section 45505 of title 49, United States Code, and the requirements of part 107 of title 14, Code of Federal Regulations.
(c) REGULATORY AUTHORITY.—When issuing the rules and regulations pursuant to this section, the Administrator shall—
(1) require the completion of an online or electronic educational tutorial that is focused on knowledge of the primary rules necessary for the safe operation of such UAS and whose completion time is of reasonable length and limited duration;
TECHNOLOGY.—When issuing rules or regulations for the airspace in which the operator wants to operate; and
(4) require airworthiness certification of any unmanned aircraft system operating in Class B, Class C, or Class D airspace without specific certification or operating authority from the Federal Aviation Administration if the operation adheres to all of the following limitations:

(1) The aircraft is flown within the visual line of sight of the person operating the aircraft or a visual observer co-located and in direct communication with the operator.

(2) The aircraft is flown in a manner that does not interfere with and gives way to any manned aircraft.

(3) In Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designed for an airport, the operator obtains prior authorization from the Administrator or designee before operating and complies with all airspace and prohibitions of the National Airspace System.

(4) In Class G airspace, the aircraft is flown from the surface to not more than 400 feet above ground level and complies with all airspace restrictions and prohibitions.

(5) The operator has passed an aeronautical knowledge and safety test described in subsection (g) and administered by the Federal Aviation Administration online for the operation of unmanned aircraft systems and maintains proof of test passage to be made available to the Administrator or law enforcement on request.

(6) The aircraft is registered and marked in accordance with chapter 441 of title 49, United States Code, as amended by the Airline Deregulation Act of 1978.

(7) The aircraft is operated from a fixed site as described in paragraph (1).

(8) The aircraft is operated within the visual line of sight of the person operating the aircraft and proof of registration is made available to the Administrator or law enforcement upon request.

(9) The aircraft is flown within the visual line of sight of the person operating the aircraft and proof of registration is made available to the Administrator or law enforcement upon request.

(10) The aircraft complies with all statutes and regulations generally applicable to aircraft and unmanned aircraft systems.

(11) The aircraft is flown strictly for recreational purposes.

(12) The aircraft complies with all Federal Aviation Administration online for the airspace in which the operator wants to operate; and

(13) The aircraft is flown within the visual line of sight of the person operating the aircraft or a visual observer co-located and in direct communication with the operator.

(14) The aircraft is flown in a manner that does not interfere with and gives way to any manned aircraft.

(15) In Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designed for an airport, the operator obtains prior authorization from the Administrator or designee before operating and complies with all airspace and prohibitions of the National Airspace System.

(16) In Class G airspace, the aircraft is flown from the surface to not more than 400 feet above ground level and complies with all airspace restrictions and prohibitions.

(17) The operator has passed an aeronautical knowledge and safety test described in subsection (g) and administered by the Federal Aviation Administration online for the operation of unmanned aircraft systems and maintains proof of test passage to be made available to the Administrator or law enforcement on request.
as a result of further integration of UAS into the NAS.
(6) The involvement of affected communities in, and their support for, participating in the pilot program.
(7) The commitment of the governments and UAS operators involved in the proposal to comply with requirements related to national defense, privacy and public safety and to address competition, privacy, and civil liberties concerns.
(8) The commitment of the governments and UAS operators involved in the proposal to achieve the following policy objectives:
   (A) Promoting innovation and economic development.
   (B) Enhancing transportation safety.
   (C) Enhancing workplace safety.
   (D) Improving emergency response and search and rescue functions.
   (E) Using radio spectrum efficiently and competitively.

(9) IMPLEMENTATION.—The Secretary shall use the data collected and experience gained over the course of this pilot program to:
   (1) identify and resolve technical challenges to UAS integration;
   (2) address airspace use to safely and efficiently integrate all aircraft;
   (3) inform operational standards and procedures to improve safety (for example, detect and avoid capabilities, navigation and altitude performance, and command and control link);
   (4) inform FAA standards that reduce the need for waivers (for example, for operations over human beings, night operations, and beyond visual line of sight); and
   (5) address competing interests regarding UAS operations, security, roles and responsibilities of non-Federal Government entities, and privacy issues.

(10) DEFINITIONS.—In this section:
   (1) The term “lead applicant” means an applicant that has submitted a timely application.
   (2) The term “NAS” means the low-altitude national airspace system.
   (3) The term “UAS” means unmanned aircraft system.

AMENDMENT NO. 29 OFFERED BY MR. SCHIFF OF CALIFORNIA
At the end of subtitle B of title III of the bill, add the following:

SEC. 3. ACTIVELY TETHERED PUBLIC UAS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish a program to facilitate the planning and implementation of actively tethered public unmanned aircraft systems by government public safety agencies without any requirement to obtain a certificate of waiver, certificate of authorization, or other approval by the Federal Aviation Administration.

(b) REQUIREMENTS.—The regulations issued pursuant to subsection (a) shall establish risk-based, operational conditions for operation of actively tethered public unmanned aircraft systems by government public safety agencies that recognize and accommodate the operational circumstances of such systems, including the requirements that the aircraft component may only be operated—
   (1) within the line of sight of the operator;
   (2) less than 200 feet above the ground;
   (3) within class G airspace; and
   (4) at least 5 statute miles from the geographic center of a tower-controlled airport or airport denoted on a current aeronautical chart published by the Federal Aviation Administration, except that an actively tethered public unmanned aircraft system may be operated closer than 5 statute miles to the airport if:
      (A) the operator of the actively tethered public unmanned aircraft system provides prior notice to the airport operator and receives, for a tower-controlled airport, prior approval from the air traffic control facility located at the airport; or
      (B) the exigent circumstances of an emergency prevent the giving of notice contemplated by clause (1) and the actively tethered public unmanned aircraft system is operated outside the flight path of any manned aircraft.

(c) DEFINITION OF ACTIVELY TETHERED PUBLIC UAS.—In this section, the term “actively tethered public unmanned aircraft system” means public unmanned aircraft system in which the unmanned aircraft component—
   (1) weighs 4.4 pounds or less, including payload;
   (2) is physically attached to a ground station with a taut, appropriately load-rated tether that provides continuous power to the unmanned aircraft; and
   (3) is capable of being controlled and retrieved by such ground station through physical manipulation of the tether.

The Acting CHAIR (Mr. Gosar). Pursuant to House Resolution 839, the gentleman from Pennsylvania (Mr. Shuster) and the gentleman from Oregon (Mr. DeFazio) each will control 10 minutes.

The Chair recognizes the gentleman from Pennsylvania.

MODIFICATION TO AMENDMENT NO. 25 OFFERED BY MR. SHUSTER, MR. CHAIRMAN
Mr. SHUSTER. Mr. Chairman, I ask unanimous consent that amendment No. 25 be modified by the form I have placed at the desk.

H3647
Modification to amendment No. 25 printed in part A of House Report No. 115-650 offered by Mr. SANFORD of South Carolina.

In lieu of a matter proposed to be inserted, insert the following:

The amendment is modified as follows:

At the end of title III, add the following:

SEC. 3 SPECIAL RULES FOR MODEL AIRCRAFT

(a) In General.—Notwithstanding any other provision of law relating to the incorporation of unmanned aircraft systems into the national airspace system, the Administrator may promulgate any rule or regulation regarding a model aircraft or an aircraft being developed as a model aircraft, except for:

(1) rules regarding the certification of certain model aircraft pursuant to section 44103; and

(2) rules regarding unmanned aircraft that by design provide advanced flight capabilities or by design provide advanced control navigation of the aircraft beyond the visual line of sight of the operator, if—

(A) the aircraft is flown strictly for hobby or recreational use;

(B) the model aircraft operator is a current member of a community-based organization and whose aircraft is operated in accordance with the organization’s safety rules;

(C) the aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;

(D) the aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft;

(E) the aircraft is not operated over or within the property of a fixed site facility that operates amusement rides available for use by the general public or the property extending 500 lateral feet beyond the perimeter of such facility unless the operation is authorized by the owner of the amusement facility; and

(F) when flown within 5 miles of an airport, the operator of the aircraft provides the airport and the airport traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation (model aircraft operators flying from a location within 5 miles of an airport should establish a mutually agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport)).

(b) AUTOMATED INSTANT AUTHORIZATION.—When the FAA has developed and implemented an airspace authorization system for the airspace in which the operator wants to operate, the model aircraft operator shall use this system for authorization to operate in that airspace unless flown:

(1) at a permanent location agreed to by the Administrator; and

(2) in accordance with a mutually agreed upon operating procedure established with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport).

(c) GENERAL EDUCATIONAL OR EDUCATIONAL PURPOSES.—A flight of an unmanned aircraft shall be treated as a flight of a model aircraft for purposes of subsections (a) and (b) of any provision of any cooperation, reimbursement, or other consideration exchanged or incidental economic benefit gained in the course of planning, operating, or supervising the flight, if the flight is—

(1) conducted for instructional or educational purposes; and

(2) operated and supervised by a member of a community-based organization recognized pursuant to subsection (e).

(e) STATUTORY CONSTRUCTION.—Nothing in this section shall be deemed to limit the authority of the Administrator to pursue enforcement action against persons operating model aircraft who endanger the safety of the national airspace.

(f) COMMUNITY-BASED ORGANIZATION DEFINED.—In this section, the term ‘community-based organization’ means a nationwide membership-based association entity that—

(1) is described in section 501(c)(3) of the Internal Revenue Code of 1986;

(2) is exempt from tax under section 501(a) of the Internal Revenue Code of 1986;

(3) the mission of which is demonstrably the furtherance of model aviation;

(4) provides a comprehensive set of safety guidelines for all aspects of model aviation addressing the assembly and operation of model aircraft and that emphasize safe aeromodelling principles and the national airspace system and the protection and safety of individuals and property on the ground, and may provide a comprehensive set of safety guidelines for the operation and recognition of unmanned aircraft that have the advanced flight capabilities enabling active, sustained, and controlled navigation of the aircraft beyond visual line of sight of the operator;

(5) provides programming and support for any local charter organizations, affiliates, or clubs; and

(6) provides assistance and support in the development and operation of locally designated model aircraft flying sites.

(g) RECOGNITION OF COMMUNITY-BASED ORGANIZATIONS.—Association with aeromodelling stakeholders, the Administrator shall publish an advisory circular within 180 days of enactment that identifies the criteria and process required for recognition of nationwide community-based organizations. This recognition shall be in the form of a memorandum of agreement between the FAA and any community-based organization and does not require regulatory action to implement.

(h) EFFECTIVE DATE.—Except for rules to implement remote identification for unmanned aircraft that by design provide advanced flight capabilities enabling active, sustained, and controlled navigation of the aircraft beyond visual line of sight of the operator and for rules regarding the registration of certain model aircraft pursuant to section 44103, this section shall become effective when the rule, referred to in section 532 of the FAA Reauthorization Act of 2018, regarding revisions to part 107 of title 14, Code of Federal Regulations, becomes final.

SEC. 4 RECREATIONAL UAS

(a) In General.—Not later than 120 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue rules and regulations relating to small UAS flown for recreational or educational uses that—

(1) require the pilot or operator of the UAS to obtain or hold an airman certificate; and

(2) require a remote pilot examination, medical examination, or the completion of a flight training program;

(3) limit such UAS operations to pre-designated fixed locations or uncontrolled airspace; or

(4) require airworthiness certification of any UAS operated pursuant to this section.

(b) REGULATORY AUTHORITY.—When issuing rules or regulations for the operation of UAS under this section, the Administrator shall not—

(1) require the pilot or operator of the UAS to obtain or hold an airman certificate; and

(2) require a remote pilot examination, medical examination, or the completion of a flight training program;

(3) limit such UAS operations to pre-designated fixed locations or uncontrolled airspace; or

(4) require airworthiness certification of any UAS operated pursuant to this section.

(c) MAINTAINING ACCESS TO UAS TECHNOLOGY.—When issuing rules or regulations for the operation of UAS under this section, the Administrator shall not—

(1) require the pilot or operator of the UAS to obtain or hold an airman certificate; and

(2) require a remote pilot examination, medical examination, or the completion of a flight training program;

(3) limit such UAS operations to pre-designated fixed locations or uncontrolled airspace; or

(4) require airworthiness certification of any UAS operated pursuant to this section.

(d) COLLABORATION.—The Administrator shall publish an advisory circular within 180 days of enactment that identifies the criteria and process required for recognition of community-based organizations. This recognition shall be in the form of a memorandum of agreement between the FAA and any community-based organization and does not require regulatory action to implement.

(e) EFFECTIVE DATE.—Except for rules to implement remote identification for unmanned aircraft that by design provide advanced flight capabilities enabling active, sustained, and controlled navigation of the aircraft beyond visual line of sight of the operator and for rules regarding the registration of certain model aircraft pursuant to section 44103, this section shall become effective when the rule, referred to in section 532 of the FAA Reauthorization Act of 2018, regarding revisions to part 107 of title 14, Code of Federal Regulations, becomes final.
and very responsible history, know the rules of the road in the air, but now there are millions of other people now operating relatively inexpensive drones. Things have changed pretty dramatically in that time period, and we sorely need some reasonable regulations.

There are very strong national security concerns expressed by Homeland and Secret Service and others, and they are saying that basically they are going to crack any rules regarding drones until they can be assured that the operators and the drone can be identified, which the commercial people can easily do.

Mr. RODNEY DAVIS of Illinois. Mr. Chair, I am proud to speak in support of this en bloc amendment, and then also in support of H.R. 4.

It is finally a long-term reauthorization of the FAA. Two programs of vital importance are the Essential Air Service program and the Contract Tower Program. Both programs are critical to rural areas and are protected in this bill.

The bill provides a provision I authorized and authored to ensure small low-risk microdrones can be operated safely, but also under different operational requirements than larger drones. Safely and more appropriately integrating microdrones, but the airspace will foster innovation at companies like Horizon Hobby in my district and incentivize better operator compliance.

H.R. 4 also includes important customer service provisions. It prohibits involuntary bumping of passengers once they have already boarded an aircraft. It makes fees and taxes more transparent, and when consumers have complaints about their flying experience, the bill will allow them to call a hotline or use an app on their smartphone.

I also want to mention the disaster title of this bill. It is actually a shame that I have to speak about this again today because this House already passed this legislation last December. Unfortunately, our colleagues in the Senate stripped these provisions out of the disaster supplemental package we passed earlier this year, but now have an opportunity to finally get this crucial legislation signed into law.

Included in this package is my bill, the Disaster Declaration Improvement Act, which requires FEMA to place a greater weight and consideration on severe, localized impact of damage following a disaster. Passing this bill will have real impact in States like Illinois where a large portion of our population is concentrated in a small geographical area in the northeast portion of our State.

Enacting this language into law will help level the playing field, and help ensure rural areas like my district are given a fair shake when disasters happen and help is needed.

I want to thank Chairman SHUSTER and Ranking Member DEFAZIO for working to include this disaster package in this bill, and for all of the hard work on the flying bill, and I urge adoption of the bill.

Mr. DEFAZIO. Mr. Chair, I yield 1 minute to the gentleman from Illinois (Mr. LIPINSKI), a member of the committee.

Mr. LIPINSKI. Mr. Chairman, I thank the ranking member and Chairman SHUSTER for their work on this bill, on this block of amendments, in support of this amendment on H.R. 4.

Mr. Chair, I urge support of this amendment en bloc, and I reserve the balance of my time.

The Acting CHAIR. The Chair reminds all Members not to traffic the well while another Member is under recognition.

Mr. SHUSTER. Mr. Chairman, I yield such time as he may consume to the gentleman from Illinois (Mr. RODNEY DAVIS), a valued member of the committee.
Ms. JAYAPAL. Mr. Chair, I would like to thank Chairman SHUSTER and Ranking Member DeFAZIO for including two of my amendments in the en bloc package. The gentlemen have set a high bar for leadership and collegiality through this process, and I look forward to working with them as the FAA implements this bill.

My amendments focus on two issues important not only to the residents of Washington’s Seventh District, but across the country; namely, the issue of airport noise and infrastructure needs of fast-growing airports like Sea-Tac.

Many of our communities with large and medium airports are growing by leaps and bounds. According to Airport Council International, over the last 10 years, Sea-Tac’s passenger traffic has grown by 52.6 percent, second only to San Francisco. We need to be certain that our communities are able to prepare for that growth, while still ensuring they remain livable.

These amendments will help to build that evidence base, and I deeply appreciate the consideration.

Mr. SHUSTER. Mr. Chairman, I yield 1 minute to the gentleman from Kansas (Mr. CRIST).

Mr. ESTES of Kansas. Mr. Chair, I rise today to propose an amendment to section 232 of H.R. 4, the FAA Reauthorization Act.

As a Representative of the Fourth District of Kansas, which includes Wichita, also known as the Air Capital of the World, I have a deep appreciation for the importance of the aviation industry in our region and country.

For more than 100 years, our community has pioneered aviation and manufacturing. Today, the greater Wichita area is home to many of the world’s largest aviation manufacturers and produces nearly 50 percent of all general aviation planes built.

Wichita’s aviation is a great source of pride for all Kansans, and I want to thank Chairman SHUSTER and the Transportation and Infrastructure Committee for their efforts to support the industry and modernize the FAA.

As part of the FAA Reauthorization Act of 2018, Congress has tasked the FAA administrator to establish a task force on flight standards reform. I believe creating this task force to improve aviation safety standards is a needed and overdue initiative.

The Acting CHAIR. The time of the gentleman has expired.

Mr. SHUSTER. I yield an additional 30 seconds to the gentleman from Kansas.

Mr. ESTES of Kansas. H.R. 4 mandates the task force be comprised of representatives from air carriers, general and business aviation, repair stations, unmanned aviation systems, flight schools, and aviation safety inspectors.

Today, I am offering an amendment to the task force to also include representatives of aircraft manufacturers. I believe those responsible for producing our Nation’s aircraft can play a valuable role in updating aviation standards and should have a voice.

I want to thank my colleagues for their attention to the industry and consideration of this amendment, and ask that they support the FAA Reauthorization Act.

Mr. DEFAZIO. Mr. Chair, I yield 1 minute to the gentleman from Illinois (Mr. KRISHNA MOORTHI).

Mr. KRISHNA MOORTHI. Mr. Chair, I thank the chairman and ranking member for including my amendment in the en bloc.

My amendment would require the FAA to study the economic harm caused by excessive aircraft noise on communities and businesses near major airports.

Companies adjacent to airports, such as O’Hare International Airport in my district, see that flight paths have to contend with the economic activity in that region, and noise disrupts their customers and interferes with business, in addition to the physiological effects that constant noise has on employees.

Under my amendment, the FAA will study what happens to businesses when they are subject to excessive noise through flight times that will include, but is not limited to, employee productivity and retention, workplace morale and satisfaction, and other data to help policymakers grasp the full effect of airport noise on neighborhoods.

This is a commonsense amendment, and again, I thank the committee for including it in the en bloc.

Mr. SHUSTER. Mr. Chair, I reserve the balance of my time.

Mr. DEFAZIO. Mr. Chair, I yield 1 minute to the gentleman from Florida (Mr. CRIST).

Mr. CRIST. Mr. Chairman, I thank the chairman and the ranking member for their leadership and bipartisanship on this bill.

Americans who watched 60 Minutes last weekend or who read the Tampa Bay Times were shocked by serious airplane safety concerns—specifically with Allegiant Airlines, a carrier that operates 95 percent of the traffic at my hometown airport. It raises questions about the FAA’s “compliance philosophy,” focused on fewer enforcement actions, more working quietly with the airlines behind the scenes on safety issues.

I hope it is true that airlines are more likely to self-report safety incidents if they do not fear retribution, but lives are at stake, and we must get the facts. My amendment would require an investigation into whether this hands-off approach is, in fact, working. Profits can never trump passenger safety.

Mr. Chair, I ask my colleagues to support this straightforward amendment.

Mr. SHUSTER. Mr. Chair, I continue to reserve the balance of my time.

Mr. DEFAZIO. Mr. Chairman, I yield 1 minute to the gentleman from Washington (Mr. KILMER), my neighbor to the north.

Mr. KILMER. Mr. Chairman, I thank the gentleman for yielding.

I rise today in support of my amendment, which would modify the Airport Improvement Program to allow the FAA to explicitly consider the emergency preparedness needs of the communities served when reviewing an airport’s master plan.

Currently, the FAA relies primarily on a number of enplanements when making their funding determinations under the AIP. That disadvantage rural airports like William R. Fairchild International Airport in my district, which serves as a critical component of the State’s and FEMA’s emergency response plan for the region, but has relatively few enplanements.

This commonsense improvement would help ensure that Fairchild and other airports like it will be able to secure the funding necessary to maintain their runway and other critical infrastructure so that the resources are available when disaster strikes.

This matters to folks in my neck of the woods who live in the shadow of the Cascadia subduction zone. When the big one hits, the Fairchild Airport will be essential to deploying emergency supplies, as well as for evacuating people to safety.

I would like to thank Chairman SHUSTER and Ranking Member DeFAZIO for their support of this amendment, and I urge my colleagues to vote “yes” on it.

Mr. DEFAZIO. Mr. Chair, I yield back the balance of my time.

Mr. SHUSTER. Mr. Chairman, I encourage all of my colleagues to support the en bloc package, and I yield back the balance of my time.

Mr. SOTO. Mr. Chair, Soto amendment number 3 to H.R. 4, FAA Reauthorization Act of 2018, would require a sink or sanitizing equipment in the lactation area in commercial service airports.

This small but significant change would benefit traveling mothers and children. A 2014 study in Breastfeeding Medicine showed that only 62 of the top 100 passenger-volume U.S. airports labeled themselves as “breastfeeding friendly”. However, they found that only eight of the 100 surveyed airports provided the minimum requirements for a lactation room, as set forth under Section 122 of this bill.

I am pleased to see that this bill would require medium or large hub airports to maintain lactation areas in each passenger terminal building with minimum requirements of a chair, table, electrical outlet. For the inclusion of my amendment, traveling mother will now have access to sanitation equipment, too.

I thank Chairman SHUSTER, Ranking Member DEFAZIO, and the staff of the House Committee on Transportation and Infrastructure for their support and for working with me on this amendment. I thank my colleagues for their support on this issue.

Mr. SOTO. Mr. Chair, Soto amendment, Soto number 21, to the FAA Reauthorization Act of 2018, H.R. 4, will require the FAA Administrator to also consider the potential emergency medical needs of pregnant women when evaluating the minimum contents of approved medical kits—currently the bill only
specifies the consideration of children’s emergency medical needs.

Obstetrical symptoms, while rare causes of in-flight medical emergencies, should be given consideration when evaluating the adequacy of in-flight emergency medical kits. I am pleased to see that this bill would require the consideration of the potential emergency medical needs of pregnant women. I thank Chairman SHUSTER, Ranking Member DeFazio, and the staff of the House Transportation and Infrastructure Committee, for their support on this. I am working with me on this amendment. I also thank my colleagues for their support on this issue.

Mr. LEWIS of Georgia. Mr. Chair, I rise in support of the en bloc #1 amendment package to H.R. 4, which includes my amendment (#2). I am proud to offer an amendment that responds to a key and grave local matter.

My amendment is simple. It would allow airports to use Federal funds to buy generators for passenger areas of the airport, something they currently are not able to do. It would also let airports separate backup power from the main power lines, and to complete other projects to prevent power outages using A.I.P. and P.F.C. funds.

As you know, Hartfield-Jackson Atlanta International Airport, the world’s busiest airport, is located in my Congressional district. Last December, an underground fire disabled both the airport’s primary and backup power supplies. This caused a power outage that lasted for 11 hours, cancelling hundreds of flights and stranding passengers and employees at dark terminals.

Fortunately, no one was hurt, but this event raised important public safety questions. The City of Atlanta and Georgia Power are looking into what happened and what can be done to prevent a similar event from occurring in the future. I look forward to their report. My common-sense amendment will give airports the flexibility they need to keep the lights on and passengers safe.

Finally, and most importantly, Mr. Chairman, I am grateful to all the police, firefighters, electricians, and airport, airline, and MARTA employees for their work to assist stranded travelers. I would also like to thank the tens of thousands of passengers who remained calm and patient throughout this unprecedented ordeal.

I appreciate the support of the Chairman and the Ranking Member and thank them and their staffs for working with me on this issue. I look forward to continuing to work with them to keep the travelling public safe.

I urge my colleagues to support my amendment.

The Acting CHAIR. The question is on the amendments en bloc, as modified, offered by the gentleman from Pennsylvania (Mr. SHUSTER).

The en bloc amendments, as modified, were agreed to.

AMENDMENT NO. 13 OFFERED BY MR. ROSKAM

The Acting CHAIR. The question is on the amendments to consider amendment No. 13 printed in part A of House Report 115-650.

Mr. ROSKAM. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 46, after line 22, insert the following:

SEC. 4. AIRPORT NOISE MITIGATION AND SAFETY STUDY.

(a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a study to review and evaluate existing studies and analyses of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports.

(b) CONSIDERATIONS.—In conducting the study initiated under subsection (a), the Administrator shall determine—

(1) whether a decrease in jet aircraft approach or takeoff speeds results in significant aircraft noise reductions;

(2) whether the jet aircraft approach or takeoff speed reduction necessary to achieve significant noise reductions—

(A) jeopardizes aviation safety; or

(B) decreases the efficiency of the National Airspace System, including lowering airport capacity, increasing travel times, or increasing fuel burn;

(3) the advisability of using jet aircraft approach or takeoff speeds as a noise mitigation technique;

(4) if the Administrator determines that using jet aircraft approach or takeoff speeds as a noise mitigation technique would benefit from such a noise mitigation technique without significant impact to aviation safety or the efficiency of the National Airspace System.

(c) REPORT.—Not later than 2 years after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study initiated under subsection (a).

The Acting CHAIR. Pursuant to House Resolution 393, the gentleman from Illinois (Mr. ROSKAM) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Illinois.

Mr. ROSKAM. Mr. Chairman, briefly, the Roskam amendment does the following:

It recognizes that my constituency, and I think a lot of others, want the benefits of living near a large international airport but not as much of the burden. Here is the back story about what is going on.

My constituency is right next door to O'Hare Airport, which, as an international airport, brings incredible convenience to my flying constituents and also incredible commerce and opportunity. That is why I am here.

The problem is the burdens of the noise of the airport rest disproportionately with some communities. These are communities that have found themselves with different flight patterns in different situations where, all of a sudden, a flight pattern from years ago is now something that they are seeing overhead.

One constituent of mine in Wayne, Illinois, complained that that noise sometimes is so loud that they can’t hear their television or television set for hours on end. Another complained that their house actually shakes because of the planes that are flying so close. Mr. Chairman, you can imagine how difficult this would be to live in this type of situation.

Realizing that we want the benefits of an international airport and also as quiet a situation as possible, I have worked with my Republican and Democratic colleagues to find common ground.

A scientist at the Massachusetts Institute of Technology has completed computer modeling and found that reducing plane takeoff speeds by 35 miles per hour would dramatically reduce the noise pollution and only lengthen flight time by a mere 30 seconds.

This commonsense amendment directs the FAA to study this proposal and report back to Congress on whether or not this will alleviate the nuisance that too many of my constituents have to deal with.

Mr. Chairman, I thank my colleagues from across the aisle, Congresswoman Speier, and I reserve the balance of my time.

Mr. ROSKAM. Mr. Chairman, I claim the time in opposition to the amendment, although I am in favor of it.

The Acting CHAIR. Without objection, the gentleman from Oregon is recognized for 5 minutes.

There was no objection.

Mr. ROSKAM. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I rise in support of the amendment.

I actually, recently, had a conversation with the Acting FAA Administrator on this very subject. I think it is something that could help mitigate. Since we have moved to performance-based navigation and changed for more efficient approaches to safe fuel, the airlines are benefitting tremendously, but it has concentrated the noise over a narrow area.

I have also asked the FAA if it would be possible to vary the approaches on performance-based so that you are not always, every day, every hour, every flight going overhead exactly the same position. I think that is also something they should look at.

Mr. Chairman, I certainly support this amendment, and I yield back the balance of my time.

Mr. ROSKAM. Mr. Chairman, I want to thank the gentleman from Oregon for his support, and I yield back the balance of my time.

The Acting CHAIR (Mr. JODY B. HICE of Georgia). The question is on the amendment offered by the gentleman from Illinois (Mr. ROSKAM). The amendment was agreed to.

AMENDMENT NO. 17 OFFERED BY MR. DENDAM

The Acting CHAIR. The question is now in order to consider amendment No. 17 printed in part A of House Report 115-660.

Mr. DENDAM. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of title I, insert the following:
program would allow States impacted by the 2017 major disasters to rebuild devastated communities faster and at a lower cost, saving taxpayer dollars. Many wildfire-impacted counties in California have recognized the potential benefits of NEPA reciprocity for their recovery efforts and are pushing the State to participate. This amendment would allow California and other impacted States with major disasters, like Texas and Florida, to apply and re-build in a more expedited manner.

In September 2017, the Department of Transportation issued the notice of proposed rulemaking, and the comment period closed in November. DOT should issue the rule to establish the program soon, and this modification must be in place for the program to be workable at that time.

There has been a lot of discussion about environmental review and permitting reform being included in the infrastructure package, and for good reason: projects take too long and they cost way too much money. We have an opportunity to ensure streamlining programs that are already law are working correctly by passing this amendment.

Mr. Chairman, I yield the balance of my time to the gentleman from California (Mr. Costa)."
spectrum frequencies that may be appropriate for such operations.

(b) DEFINITIONS.—In this section:

(1) UNMANNED AIRCRAFT SYSTEM.—The term ‘‘unmanned aircraft system’’ means an unmanned aircraft and associated elements (including communication links and the components that control the unmanned aircraft) that are required for the pilot in command to operate safely and efficiently in the national airspace system.

(2) UTM.—The term ‘‘UTM’’ means an unmanned aircraft traffic management system or service.

AMENDMENT NO. 32 OFFERED BY MR. LORBOND OF NEW JERSEY

At the end of title III, add the following:

SEC. 3. U.S. FOREST SERVICE SYSTEM REVIEW OF INTERAGENCY COORDINATION PROCESSES.

(a) In General.—Not later than 60 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in consultation with government agencies currently authorized to operate Counter-Unmanned Aircraft System (C-UAS) systems within the United States (including the territories and possessions of the United States), shall initiate a review of the following:

(1) The process the Administration is utilizing for interagency coordination of C-UAS activity pursuant to a relevant Federal statute and activity within the United States (including the territories and possessions of the United States).

(2) The standards the Administration is utilizing for operation of a C-UAS systems pursuant to a relevant Federal statute authorizing such activity within the United States (including the territories and possessions of the United States), including whether the following criteria are being taken into consideration in the development of the standards:

(A) Safety of the national airspace.

(B) Protecting individuals and property on the ground.

(C) Non-interference with avionics of manned aircraft, and unmanned aircraft, operating legally in the national airspace.

(D) Non-interference with air traffic control systems.

(E) Consistent procedures in the operation of C-UAS systems to the maximum extent practicable.

(F) Adequate coordination procedures and protocols with the Federal Aviation Administration during the operation of C-UAS systems.

(G) Adequate training for personnel operating C-UAS systems.

(H) Assessment of the efficiency and effectiveness of the coordination and review processes to ensure national airspace safety while minimizing bureaucracy.

(I) Such other matters the Administrator deems necessary for the safe and lawful operation of C-UAS systems.

(b) Report.—Not later than 180 days after the date upon which the review in subsection (a) is initiated, the Administrator shall submit to the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Transportation and Infrastructure of the House of Representatives an annual report describing the following:

(1) any coordination with Federal agencies and States, subdivisions and States, political authorities of at least 2 States that operate C-UAS systems;

(2) an assessment of the standards being utilized for the operation of a counter-UAS systems within the United States (including the territories and possessions of the United States).

AMENDMENT NO. 33 OFFERED BY MRS. BONAMICI OF OREGON

At the end of subsection A of title IV, add the following new section:

SEC. 4. AVIATION CONSUMER ADVOCATE AND CLAIM RESOLUTION IMPROVEMENT.

(a) In General.—The Secretary of Transportation shall develop and disseminate to air carriers best practices necessary to improve the training policies described in subsection (a), based on the findings of the report and in consultation with—

(1) passengers of diverse racial, ethnic, and religious backgrounds;

(2) national organizations that represent impacted communities;

(3) air carrier;

(4) airport operators; and

(5) contract service providers.

AMENDMENT NO. 35 OFFERED BY MR. CICILLINE OF RHODE ISLAND

Page 181, after line 21, insert the following:

(d) COMPENSATION.—(regarding rebooking options, refunds, meals, and lodging) for flight diversions.

AMENDMENT NO. 36 OFFERED BY MR. CARDENAS OF CALIFORNIA

Page 182, after line 10, insert the following:

SEC. 5. OVERBOOKING POLICIES OF AIR CARRIERS.

(a) STUDY.—The Secretary of Transportation shall conduct a study on the overbooking policies of air carriers and how the policies impact the United States economy.

(b) REPORT.—In conducting the study, the Secretary shall assess the effects of the overbooking policies on increasing or decreasing the costs of passenger air transportation.

(c) CONFERENCE.—Before the date on which a report is submitted under subsection (a), the conference shall submit a report to the Senate and the Committee on Transportation and Infrastructure of the House of Representative an annual report summarizing the following:

(1) the total number of annual complaints received by the Secretary, including the number of complaints by the name of each air carrier and foreign air carrier.

(2) the total number of annual complaints by category of complaint.

(3) the number of complaints referred in the preceding year for enforcement or correction action by the Secretary.

(4) any recommendations under subparagraphs (C) and (D) of subsection (c)(2).
(5) Such other data as the Aviation Consumer Advocate considers appropriate.

SEC. 44. REGULATIONS ENSURING ASSISTANCE FOR INDIVIDUALS WITH DISABILITIES DURING TRANSPORTATION.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall—

(1) review, and if necessary revise, applicable regulations to ensure that individuals with disabilities who request assistance while traveling in air transportation receive dignified, respectful treatment, and are not adversely affected in the use of airports and on aircraft from trained personnel; and

(2) review and, if necessary revise, applicable regulations related to air carrier training programs for air carrier personnel, including contractors, who provide physical assistance to passengers with disabilities to ensure that training under such programs—

(A) occurs on an appropriate schedule for all new and continuing personnel charged with providing physical assistance; and

(B) includes, at least, instruction by personnel, with hands-on training for employees who physically lift or otherwise physically assist passengers with disabilities, including the use of relevant equipment.

(b) TYPES OF ASSISTANCE.—The assistance referred to in subsection (a)(1) may include requests for assistance in boarding or deplaning an aircraft, requests for assistance in boarding or deplaning an aircraft, requests for assistance in connecting between flights, and other similar or related requests, as appropriate.

(c) AIR CARRIER DEFINED.—In this section, the term ‘‘air carrier’’ means an air carrier or foreign air carrier (as those terms are defined in section 40129(a) of title 49, United States Code).

AMENDMENT NO. 46 OFFERED BY MR. O’HALLERAN OF ARIZONA

Page 190, after line 6, insert the following (and redesignate accordingly):

(b) REQUIRED ANALYSIS ON COMMUNITIES.—In carrying out subsection (a)(2), the Administrator shall—

(1) review, and if necessary, revise, applicable regulations to ensure that individuals with disabilities who request assistance while traveling in air transportation receive training and adequate care and service at the airports and on aircraft from trained personnel; and

(2) review and, if necessary revise, applicable regulations related to air carrier training programs for air carrier personnel, including contractors, who provide physical assistance to passengers with disabilities to ensure that training under such programs—

(A) occurs on an appropriate schedule for all new and continuing personnel charged with providing physical assistance; and

(B) includes, at least, instruction by personnel, with hands-on training for employees who physically lift or otherwise physically assist passengers with disabilities, including the use of relevant equipment.

(c) AIR CARRIER DEFINED.—In this section, the term ‘‘air carrier’’ means an air carrier or foreign air carrier (as those terms are defined in section 40129(a) of title 49, United States Code).

AMENDMENT NO. 46 OFFERED BY MR. ESPAILLAT OF NEW YORK

Page 266, line 25, strike the semicolon and insert ‘‘, including the fees charged to ground transportation providers for airport access’’.

AMENDMENT NO. 45 OFFERED BY MR. SANFORD OF SOUTH CAROLINA

At the end of title V, add the following:

SEC. 51. STUDY ON AIRPORT REVENUE DIVERSION.

(a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall—

(1) conduct a study of—

(A) the legal and financial challenges related to repealing the exception in section 47107(b)(2) of title 49, United States Code, for those primary airports designated as Federal Aviation Administration (FAA) airports that have been designated as airports by the Comptroller General of the United States that have been identified as covered by the exception; and

(B) measures that may be taken to mitigate the impact of repealing the exception; and

(b) CONTENTS.—The study required under subsection (a) shall address—

(1) the level of revenue diversion at the airports covered by the exception described in subsection (a)(1) and the uses of the diverted revenue; and

(2) the terms of any bonds or financial covenants an airport owner has issued relating to diverted airport revenue; and

(3) applicable local laws or ordinances requiring the use of airport revenue for non-airport purposes;

(4) whether repealing the exception would improve the long-term financial performance of impacted airports; and

(5) any other practical implications of repealing the exception for airports or the national aviation system.

(b) DURATION OF DAILY SERVICE.—The air carrier shall designate airports for participation in the pilot program after consultation with the Administrator and include airports that—

(1) lasts at least 2 years; and

(2) operates in at least suitable airports.

(c) BUDGET OF DAILY SERVICE.—The Administrator shall establish a pilot program to provide air traffic control services on a preferential basis to aircraft equipped with certain NextGen avionics that—

(1) lasts at least 2 years; and

(2) operates in at least suitable airports.

(d) BUDGET OF DAILY SERVICE.—The Administrator shall designate airports for participation in the pilot program after consultation with air carriers, operators, manufacturers, and airport sponsors.

(e) PREFERENTIAL BASIS.—The term ‘‘preferential basis’’ means—

(1) that the budget of the daily service program is established to encourage the earliest possible deployment of NextGen avionics and related software designated by the Administrator after consultations with aircraft operators and manufacturers.

(2) that the pilot program is established to encourage the earliest possible deployment of NextGen avionics and related software designated by the Administrator after consultations with aircraft operators and manufacturers.

(f) REPORT.—Not later than 90 days after the date on which the pilot program terminates, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the pilot program.

AMENDMENT NO. 52 OFFERED BY MR. MITCHELL OF MICHIGAN

At the end of title V of the bill, add the following:

SEC. 52. NEXTGEN DELIVERY STUDY.

(a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Inspector General shall submit to the Comptroller General of the United States a report on the potential impacts of a significantly delayed, significantly diminished, or completely failed delivery of the Next Generation Air Transportation System modernization initiative, including—

(1) the potential impacts on the operation of existing airports; and

(2) an analysis of potential economic losses and stranded investments directly related to NextGen.

(b) SCOPE OF STUDY.—In carrying out the study under subsection (a), the Inspector General shall assess the Administration’s performance related to the Next Generation Air Transportation System-Next Generation initiative, including—

(1) the potential impacts on the operational efficiency of our air traffic control system; and

(2) an analysis of the potential impacts to our international competitiveness in aviation innovation.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Inspector General shall submit to the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study.

AMENDMENT NO. 53 OFFERED BY MS. DEGETTE OF COLORADO

At the end of title V of the bill, add the following:

SEC. 53. LIMITED REGULATION OF NON-FEDERALLY SPONSORED PROPERTY.

(a) IN GENERAL.—Except as provided by subsection (b), the Secretary of Transportation may not directly or indirectly regulate—

(1) the acquisition, use, lease, encumbrance, transfer, or disposal of land by an airport owner or operator;
(2) any non-Federal facility upon such land; or
(3) any portion of such land or facility.
(b) EXCEPTIONS.—Subsection (a) does not apply to any regulation:
(1) ensuring—
(A) the safe and efficient operation of aircraft activities, including the safety of people and property on the ground;
(B) that an airport owner or operator receives not less than fair market value for the lease, license, transfer, or disposal of land, any facilities on such land, or any portion of such land or facilities; or
(C) that the airport pays not more than fair market value for the acquisition of land or facilities on such land; or
(2) imposed with respect to—
(A) any land or a facility acquired or modified using—
(i) Federal financial assistance, including Federal grants; or
(ii) passenger facility charge revenues collected under section 40117 of title 49, United States Code; or
(B) any land conveyed to the airport, including its predecessors or successors, by the United States or any agency thereof.
(c) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to affect the application of section 47109(b) or 47133 of title 49, United States Code, to revenues generated by the use, lease, encumbrance, transfer, or disposal of land as described in subsection (b) upon such land, or any portion of such land or facilities.

AMENDMENT NO. 5 OFFERED BY MR. BANKS OF INDIANA
At the end of title V, insert the following:

SEC. 5. NATIONAL AIRMAIL MUSEUM.

(a) FINDINGS.—Congress finds that—
1. In 1928, commercial airmail carriers began operations at Smith Field in Fort Wayne, Indiana;
2. the United States lacks a national museum dedicated to airmail; and
3. the airmail hangar at Smith Field in Fort Wayne, Indiana—
(A) will educate the public on the role of airmail in aviation history; and
(B) honor the role of the hangar in the history of the Nation’s airmail service.
(b) DESIGNATION.—
(1) IN GENERAL.—The airmail museum located at Smith Field in Fort Wayne, Indiana, is designated as the “National Airmail Museum.”
(2) EFFECT OF DESIGNATION.—The national museum designated in this section shall not be a unit of the National Park System and the designation of the National Airmail Museum shall not require or permit Federal funds to be expended for any purpose related to that national memorial.

AMENDMENT NO. 56 OFFERED BY MS. SINEMA OF ARIZONA
At the end of title V, add the following new section:

SEC. 5. REVIEW OF APPROVAL PROCESS FOR USE OF LARGE AIR TANKERS AND VERY LARGE AIR TANKERS FOR WILDFIRE FIREFIGHTING.

(a) REVIEW AND IMPROVEMENT OF CURRENT APPROVAL PROCESS.—The Administrator of the Federal Aviation Administration shall conduct a review of its process to approve the use of large air tankers and very large air tankers for wildfire firefighting for the purpose of—
(1) determining the current effectiveness, safety, and consistency of the approval process;
(2) developing recommendations for improving the effectiveness, safety, and consistency of the approval process; and
(3) developing standardized next-generation requirements for air tankers used for firefighting.

(b) REPORTING REQUIREMENT.—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to Congress a report describing the outcome of the review conducted under subsection (a).

AMENDMENT NO. 57 OFFERED BY MR. RIDGES OF ARIZONA
At the end of title V, insert the following:

SEC. 5. REPORT ON BAGGAGE REPORTING REQUIREMENTS.

Not later than 6 months after the date of enactment of this Act, the Secretary of Transportation shall—
(1) study and publicize for comment a cost-benefit analysis to air carriers and consumers of changing the baggage reporting requirements of section 204.6 of title 14, Code of Federal Regulations, before the implementation of such requirements; and
(2) submit a report on the findings of the cost-benefit analysis to the appropriate committees of the House of Representatives and the Senate.

AMENDMENT NO. 58 OFFERED BY MR. ESTY OF CONNECTICUT
At the end of title V, insert the following:

SEC. 5. AMENDMENT NO. 62 OFFERED BY MR. PANETTA OF CALIFORNIA

(i) STUDY REGARDING DAY-NIGHT AVERAGE SOUND LEVELS.

(a) STUDY.—The Administrator of the Federal Aviation Administration shall evaluate alternative metrics to the current average day-night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns.

(b) REPORT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall submit to Congress a report on the results of the study, including a description of the proposed structure of a recommended pilot program.

AMENDMENT NO. 64 OFFERED BY MR. HILL OF ARKANSAS
At the end of title V of the bill, add the following:

SEC. 5. STUDY REGARDING DAY-NIGHT AVERAGE SOUND LEVELS.

(a) STAFF.—The Committee on Transportation and Infrastructure of the United States Senate shall establish a staff to conduct the study provided for in this section.

(b) REPORT.—Not later than 30 days after the date of enactment of this Act, the Administrator shall submit to Congress a report on the results of the study, including a description of the proposed structure of a recommended pilot program.

AMENDMENT NO. 65 OFFERED BY MR. HILL OF ARKANSAS
At the end of title V of the bill, add the following:

SEC. 5. REPORT ON STATUS OF AGREEMENT BETWEEN FAA AND LITTLE ROCK PORT AUTHORITY.

(a) REPORT REQUIREMENT.—Not later than 30 days after the date of enactment of this Act, the Administrator shall submit to Congress a report describing the extent to which such standards are reflected in the Committee on Transportation and Infrastructure of the House of Representatives.
I want to thank, again, the committee for their tireless work on this bill.

Mr. SHUSTER. Mr. Chairman, I yield 1 minute to the gentleman from North Dakota (Mr. Cramer).

Mr. Cramer. Mr. Chairman, the Northern Plains Unmanned Aircraft Systems Test Site in Grand Forks, North Dakota, is doing extensive work with private industry stakeholders in advancing this very important emerging industry. However, the growth of the UAS industry is reliant on receiving dedicated spectrum allocation to ensure the connection for beyond visual line of sight operations.

My amendment simply directs the FAA, the NTIA, and the FCC to submit to Congress a report on whether UAS operations of all sizes, at all altitudes, should be permitted to operate on spectrum that is designated for aviation use. It may also include recommendations of other licensed spectrum frequencies, such as LTE, that may be appropriate for flying UAS.

I encourage my colleagues to vote for my amendment which guaranteed the UAS industry, and I look forward to working with stakeholders and Members of the Senate to take it across the finish line.

Mr. DeFazio. Mr. Chairman, I yield 1 minute to the gentleman from Rhode Island (Mr. Cicilline).

Mr. Cicilline. Mr. Chairman, I rise to support the en bloc amendment, which includes my amendment to H.R. 2625. I thank the chairman and ranking member for their work on this important bill, as well as the inclusion of a section that would require airlines to provide consumers with a one-page description of their rights as passengers. My amendment will amend this section to ensure that passengers are notified of what compensation airlines provide, rebooking options, re-funds, meals, and lodging—if a passenger’s flight is diverted.

Mr. Chairman, I want to thank the chairman and ranking member for including this and for their efforts, and urge adoption of this very pro-consumer amendment.

Mr. SHUSTER. Mr. Chairman, I yield 1½ minutes to the gentleman from South Carolina (Mr. Sanford).

Mr. Sanford. Mr. Chairman, I thank the chairman and the ranking member for taking our amendment and including it in the en bloc amendment. It is a GAO study of revenue diversion by airports.

I think it is important for three different reasons. One, it ties to the very heart of equity or fairness, the idea of all entities under law being treated equally. What we have now is a 35-year tradition wherein 20 airports have been exempted in a way that the other 380 primary airports are not. Two, this is about recognizing that you can’t use that which you divert. In 2015 alone, more than $1 billion was diverted from airport operations to other, and if we are going to say we need more money, let’s use first some money we have, which would bring me to my final point: You should always spend what you have before you go asking for more. I think this is particularly important when you consider about $130 billion of need within the airport system; that you simply spend within the system first before you go to the taxpayer asking for yet more.

Mr. DeFazio. Mr. Chairman, I yield 1 minute to the gentleman from Rhode Island (Mr. Langevin).

Mr. Langevin. Mr. Chairman, I thank the gentleman for yielding.

Mr. Chairman, I rise in support of the en bloc package, which includes my amendment to the FAA Reauthorization Act relating to air passengers with disabilities. I also want to thank the chairman and ranking member for including an air passengers with disabilities bill of rights in the manager’s amendment.

The Air Carrier Access Act was enacted in 1986 to prohibit discrimination based on disability in air travel. Despite progress, travelers with disabilities still encounter significant barriers. My amendment requires the Secretary of Transportation to review and, if necessary, revise regulations issued under the act. In particular, it focuses on providing timelier and more effective assistance to people with disabilities, including by improving hands-on training for airline personnel.

Inadequate assistance for people with disabilities can lead to unacceptable delays, missed flights, and even passenger injuries. We can and must do better. Mr. Chairman, I have traveled all over the world, and I have dealt with those airlines who do things the right way and treat people with disabilities with respect and have good processes in place and other airlines that do not. We need more improvement and need to work harder at this.

These amendments and this bill will help us to get there. I thank the chairman and the ranking member for their hard work.

Mr. SHUSTER. Mr. Chairman, I yield 1 minute to the gentleman from Indiana (Mr. Banks).

Mr. Banks. Mr. Chairman, I want to thank the gentleman for his hard work on this underlying legislation.

My amendment is simple. It would designate the hangar at Smith Airfield in Ft. Wayne, in my district, as the National Airmail Museum. Currently, there is no such museum with this particular designation. I want to also make clear that my amendment prohibits any Federal funding to support this important initiative for the community. It is a zero-cost amendment.

The significance of hangar number 2, which is the only example of Clark W. Smith’s patented design, makes it a fine fit for this designation. In 1911, the United States Postal Service began airmail delivery, and in 1920,
commercial airmail service came to Smith Airfield.

Mr. Chairman, this recognition would be a great addition to my community and a vital tool to educate the American people on the significant role air-mail played in the evolution of aviation. Furthermore, such recognition would propel the ongoing initiative to preserve and share the history of airmail.

Mr. Chairman, I urge my colleagues to support this amendment, as and the en bloc amendment and support the preservation of airmail history.

Mr. DeFAZIO. Mr. Chairman, I yield 1 minute to the gentleman from Arizona (Mr. O’HALLERAN).

Mr. O’HALLERAN. Mr. Chairman, I would like to take a moment to thank the chairman and the ranking member for their support of my commonsense, bipartisan amendment that strengthens our commitment to rural America.

The Essential Air Service is a critical link for residents and businesses in small and rural communities by linking service to hub airports in 36 States. EAS serves as an important economic tool in local communities. Page and Show Low, Arizona, in my district, is one of these communities that benefit from EAS, which allows businesses there to access larger markets and compete on a level playing field. My amendment simply requires the comptroller general to analyze the impact any changes to EAS it reports to Congress would have on the local communities that depend on the program.

At a time when rural America is still recovering from economic recession, we should be working together to revitalize communities and create jobs. EAS is a vital resource in many of these communities across America, and we must continue to protect it.

Thank Congressman DON YOUNG for cosponsoring my amendment and being a stalwart champion for EAS.

Mr. Chairman, I thank the chairman for including it in en bloc package.

Mr. SHUSTER. Mr. Chairman, I am prepared to close, so I reserve the balance of my time.

Mr. DeFAZIO. Mr. Chairman, I yield 1 minute to the gentleman from California (Mr. PANETTA).

Mr. PANETTA. Mr. Chairman, I thank my friend Mr. DeFAZIO and Chairman SHUSTER. Our families have some history, but I also appreciate your friendship and leadership on this issue.

Mr. Chairman, I rise in support of my amendment to H.R. 4. My amendment will ensure that the FAA studies alternative ways to measure sound over a period of time, such as actual noise sampling, to properly capture the experience of those on the ground.

I offer this amendment for my constituents in Carmel Valley to Capitola to Santa Cruz. Those are people who lived in communities that were once quiet until the FAA NextGen changed the routes over their houses back in 2015. Their health, their sleep, the well-being of all affected by the sound of jet engines, air brakes, and landing gear.

I appreciate the work that FAA has done to move closer to quieter skies in my community, as well as the Select Committee on these issues and their work with the FAA. However, like many Members who have faced these types of airplane noise issues in their constituents, we want to be sure the day-night level 65-decibel standard is out of date, out of touch, and inadequate to measure the amount of sound pollution impacting our communities.

My amendment would ensure not just alternative ways, but proper ways to study noise sampling. I appreciate the committee for including this amendment en bloc.

Mr. SHUSTER. Mr. Chairman, I yield 1 minute to the gentleman from Arizona (Mr. BIGGS).

Mr. BIGGS. Mr. Chairman, my amendment is straightforward and simply requires the Department of Transportation to provide a cost-benefit analysis of FAA’s efforts to move forward with changes to what is commonly referred to as the mishandled baggage reporting rule. If DOT wants to alter a sensible reporting requirement that has been in place for decades, it should, at the very least, be asked to justify it with a cost-benefit analysis.

Mr. DeFAZIO. Mr. Chairman, I yield back the balance of my time.

Mr. SHUSTER. Mr. Chairman, I encourage my colleagues to support the en bloc package, and I yield back the balance of my time.

Mr. MITCHELL. Mr. Chair, I rise to speak in support of this En Bloc amendment package, which contains two of my amendments to the FAA Reauthorization Act of 2018.

It is no secret our Air Traffic Control system is antiquated. It relies on old technology and old techniques. It is a safe system, but it is ineffective and could be significantly improved.

Despite billions and billions of taxpayer dollars spent over the past 30 years to make it better, the system still largely relies on World War II era radar technology.

The Government Accountability Office and the Department of Transportation Inspector General have both said the FAA lags massively behind in bringing Air Traffic Control into the 21st Century. NextGen—the common name for these modernization efforts—has cost well over seven billion dollars already with no implementation date still.

We all know how important Air Traffic Control modernization holds, but we also know NextGen has taken too long and cost too much money to fully implement.

My amendments today will help expedite full NextGen deployment and get taxpayers the return on investment they deserve and expect.

My first amendment to H.R. 4 would establish a pilot program to demonstrate the full promise of NextGen technologies. This pilot program could also show policy makers and the Federal Aviation Administration where we still have room for improvement in NextGen.

There are some airports and some planes that have begun to use the newest technologies. After this many years and this many dollars spent, it certainly makes sense that would be the case.

My amendment today would create a limited pilot program, with a sunset date and a reporting requirement, for planes and airports with the latest NextGen technologies.

This pilot program would allow for limited enhanced access for planes with the latest technology, at a limited number of airports.

The parameters for the pilot program would be developed by the Federal Aviation Administration after consultations with aircraft operators, manufacturers, and airport sponsors.

Here’s what we can find out with such a program: How good can a fully implemented NextGen be? How will pilots and airports utilize the system? Where are areas that need more attention? How much more investment is necessary, and what will be the return on that investment?

These are all questions that make sense to ask, and have been asked. This amendment and this pilot program takes those questions and creates an opportunity that will show policymakers and the public real-world and tangible—and measurable—results.

To recap, my first amendment creates a limited pilot program to demonstrate what a fully implemented NextGen system could look like. It has an end date, so it’s not an open-ended program that requires the FAA to give Congress once the pilot program is ended. After reviewing the results, policy makers and the FAA would have greater knowledge about how best to finish NextGen implementation, and how to run a fully modernized Air Traffic Control system.

My second amendment to the FAA Reauthorization Act of 2018, paired with the first one, will further ensure Air Traffic Control modernization stays on track.

Today’s Manager’s Amendment from Chairman SHUSTER requires the FAA to tell Congress and the public how much time, effort, and money has gone in to NextGen to date, and what the returns on that investment are so far. It also requires the DOT IG to examine that report from the FAA for accuracy and completeness.

My second amendment today builds upon these accountability measures put forward by Chairman SHUSTER.

My amendment requires the Inspector General of the Department of Transportation to study the potential impacts of a significantly delayed, significantly diminished, or completely failed delivery of the NextGen modernization initiative. My amendment is forward looking, and helps hold the FAA accountable to taxpayers.

I would examine by the IG would ask some very straightforward but very important questions.

Questions like what are the potential impacts on the operational efficiency of our aviation system without NextGen; how would a failed NextGen delivery impact our international competitiveness; what would be the impact on the flying public; what would be the overall economic impact; how would it affect stakeholder use of the system; and more. These are all questions that we need answers for.

By having this information, Congress and the American people will know how much is at stake and where we need to make adjustments. NextGen is an opportunity, but if that
opportunity isn’t fully realized, investments to date will be for naught, and all the benefits of a fully modernized Air Traffic Control system will not be realized. Failure is not an option, and Congress needs to do everything in our power to keep the FAA on track. In sum, this amendment makes the DOT IG do a deep dive into the worst case scenarios for NextGen implementation. By having these answers, Congress and the taxpayers will have a full picture of the need to expedite our Air Traffic Control systems.

The Acting CHAIR. The question is on the amendments en bloc offered by the gentleman from Pennsylvania (Mr. SHUSTER).

The en bloc amendments were agreed to.

AMENDMENT NO. 41 OFFERED BY MR. HIGGINS OF LOUISIANA

The Acting CHAIR. It is now in order to consider amendment No. 41 printed in part A of House Report 115–650.

Mr. HIGGINS of Louisiana. Mr. Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of title IV, insert the following:

SEC. 6. AUTHORIZATION OF CERTAIN FLIGHTS BY STAGE 2 AIRPLANES.

(a) IN GENERAL.—Notwithstanding section 47334 of title 49, United States Code, not later than 180 days after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a pilot program to permit the operator of a Stage 2 airplane to operate that airplane in revenue and nonrevenue service into medium hub airports unless they certify annually to the request of the gentleman from Louisiana.

(b) ROUTE REQUIREMENTS.—The Administrator shall, upon the request of the person authorized to operate such airplane, designate the amendment.

(c) DEFINITIONS.—In this section:

(1) MEDIUM HUB AIRPORT; NONHUB AIRPORT.—The terms ‘‘medium hub airport’’ and ‘‘nonhub airport’’ have the meanings given those terms in section 40102 of the title 49, United States Code.

(2) STAGE 2 AIRPLANE.—The term ‘‘Stage 2 airplane’’ has the meaning given that term in section 91.851 of title 14, Code of Federal Regulations (as in effect on the day before the date of enactment of this Act.

The Acting CHAIR. Pursuant to House Resolution 839, the gentleman from Louisiana (Mr. HIGGINS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Louisiana. Mr. HIGGINS of Louisiana, Mr. Chairman, my amendment is very simple. If adopted, it would require the Administrator of the Federal Aviation Administration to initiate a 10-year pilot program to permit operators of Stage 2 airplanes to conduct operations in medium-hub or non-hub airports.

This pilot program would additionally require that participating airports certify each year that they wish to remain in the program. The whole purpose of my amendment is to allow rural airports that are located outside of more heavily populated areas to have the ability to conduct commercial and noncommercial activities that currently are not allowed.

Mr. Chairman, I urge my colleagues on both sides of the aisle to support it and the passage of Mr. HIGGINS’ underlying bill.

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

Mr. DEFAZIO. Mr. Chairman, I claim myself such time.

We have already heard a lot today about noise complaints, and State 2 are very noisy aircraft. They were phased out of revenue service about 15 years ago. They were consumed more fuel. And I am not quite certain what uses these five or so airports might have and what this pilot program would look like. So I have a number of concerns about the amendment.

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

Mr. HIGGINS of Louisiana. Mr. Chair, I ask unanimous consent to reframe.

Mr. DEFAZIO. Mr. Chair, I claim myself such time.

The Acting CHAIR. The gentleman from Oregon is recognized for 5 minutes.

Mr. DEFAZIO. Mr. Chair, I yield back the balance of my time.

For years, the FAA, under the Administration of Mr. Shuster, has steadfastly refused to certify low noise aircraft, even those that will perform tremendous economies to the communities that have airports that are currently interfering with neighborhoods. It has broad support, my friend, across the community that I represent, and I urge my colleague to reconsider and to support my amendment.

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

The Acting CHAIR. The question is on the amendment offered by the gentleman from Louisiana (Mr. HIGGINS). The amendment was agreed to.

AMENDMENT NO. 42 OFFERED BY MR. DEFAZIO

The Acting CHAIR. It is now in order to consider amendment No. 42 printed in part A of House Report 115–650.

Mr. DEFAZIO. Mr. Chair, I have an amendment at the desk, No. 42.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 214, strike lines 11 through 15.

Page 215, beginning on line 13, strike ‘‘Pursuant to section 828 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44701 note), not’’ and insert ‘‘Not’’.

Page 216, strike lines 1 through 5 and insert the following:

(1) ICAO TECHNICAL INSTRUCTIONS.—The term ‘‘ICAO Technical Instructions’’ means the International Civil Aviation Organization Technical Instructions for the Safe Transport of Dangerous Goods by Air (as amended, including any amendments adopted after the date of enactment of this Act).

At the end of title V, add the following:

SEC. 10. UNITED STATES LEADERSHIP.

Section 828 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44701 note), and the item relating to such section in the table of contents of such Act, is repealed.

The Acting CHAIR. Pursuant to House Resolution 839, the gentleman from Oregon (Mr. DEFAZIO) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Oregon. Mr. DEFAZIO. Mr. Chairman, years ago, people used to refer to the tombstone mentality at the FAA, with a lack of oversight where fatal accidents happened, loss of rudder control and other things like that that could have been prevented with proper maintenance. We have moved beyond that point to much more engaged and actual FAA, except Congress has imposed a tombstone mentality on the FAA.

At the behest of Chinese battery manufacturers and large firms in the
U.S. who utilize those batteries, an amendment was placed into a previous bill that prohibits the FAA from exercising its judgment about the safety of the carriage of lithium batteries on airplanes. Instead, we are bound to an international convention, the ICAO, which specifies that to third-party countries and China and others in terms of seeking lowest common denominator regulation of anything that they can.

Normally, we lead the world. Normally we would say: No, get this stuff off aircraft. We have lost two 747s—two 747s. They were cargo aircraft. They went down because of lithium batteries. It only takes a very few lithium batteries. Do we have the lithium battery picture?

This is packaging of lithium batteries. This is what happens with those lithium batteries if just one overheats and starts a spontaneous reaction—again to the aircraft.

Now we are temporarily under an ICAO rule that says that they should not be carried in passenger aircraft, but they are still being regularly carried in the holds of cargo aircraft. Now, some airlines have freighters. They have containers. You could plan ahead.

Let’s say 2 months from now we are going to say these things don’t go in the air anymore because, okay, yeah, you are right; a couple of pilots who are going to lose their lives. It kind of concerns me. Well, what happens if the 747 comes down in a populated area? Oops, a lot more people lose their lives.

So you can say 2 months from now they are not going to be on aircraft anymore and the industry can set up a new supply chain of putting these things in containers and shipping them across the ocean in a way that will not endanger people on the ground and, in all probability, will not lead to fatalities if there were an uncontained spontaneous ignition of these batteries.

Even worse, this administration has designated that the—did you ever hear of this?—Pipeline and Hazardous Materials Safety Administration, PHMSA, which is a little tiny, pretty dysfunctional agency, will take over the authority for the regulation and the negotiation of the regulation of lithium batteries under FAA.


So I guess, again, we are seeing the clout of the manufacturers and the Chinese battery manufacturers. Theoretically, they are safer now because they can only be charged to 30 percent, but often the Chinese just kind of forget to do it that way and put them on the planes anyway.

So, again, an amendment waiting to happen. It is an imposition of a tombstone mentality on the FAA by Congress. It says, until there is another proven crash due to lithium batteries, we can’t regulate.

Come on. Really? Another proven crash, we can’t regulate?

Let’s give the FAA the authority to regulate these batteries. They could probably develop containers, maybe, that they could go in and still be on aircraft, but there are other ways of moving these batteries in world commerce.

So I would urge adoption of my amendment and the repeal of the tombstone mentality mandate on the FAA. Mr. Chairman, I reserve the balance of my time.

Mr. SHUSTER. Mr. Chairman, I rise in opposition to this amendment.

The Acting CHAIR. The gentleman from Pennsylvania is recognized for 5 minutes.

Mr. SHUSTER. Mr. Chairman, I oppose this amendment. The amendment would repeal existing law that has been placed in place generally to prevent DOT from adopting lithium battery regulations that are not harmonized with international standards.

Existing law represents a balanced approach that allows DOT to issue regulations that exceed international requirements if there is credible evidence that lithium batteries would substantially contribute to on-board fires.

Billions of lithium batteries and lithium-battery containing products are shipped legally air transportation. Shipments by air into the U.S. in 2017 were valued at approximately $120 billion, which also means there are thousands of jobs attached to these shipments.

Aviation is a global industry, and it is very important there not be a patchwork of regulations. The international body studying the global standards for lithium battery transport requirements has been very active on the issue, and the United States has been centrally involved in reality, the international effort on lithium batteries has been ahead of the DOT in terms of implementing requirements.

Additionally, H.R. 4 continues to focus on safely transporting the products that almost all Americans rely on. It assures expert participation in all panels and working groups of international test or standard-setting organizations in which the United States participates. It avoids creating a burdensome international apparatus, provides the Secretary of Transportation with the authority to deal with this, and creates a Lithium Battery Air Safety Advisory Committee to ensure that the best and safest policy positions are developed and synchronized in the U.S.

This amendment also would put exclusive powers to represent the United States internationally on transport issues in the hands of the FAA, despite hazardous materials transportation affecting all modes of transportation. Currently, the Secretary of Transportation is statutorily directed to represent the United States in international forums for transporting hazardous materials in international commerce. It is the Secretary’s discretion to delegate this authority to her or his choice of agencies. Discretion appropriately rests with the Secretary.

Experts agree that uniform international transportation regulation is a key to safety, so I would urge all Members to oppose this amendment.

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

Mr. DEFAZIO. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, this doesn’t tell the FAA nor mandate the FAA to regulate lithium batteries. It would allow the status quo, which means the FAA would have the authority to determine whether they represent an inordinate risk and there should be strictures put upon their transport, whether it is containers or other strictures, as opposed to following the lowest common denominator international organization. You know, again, air shippers see the risk. According to the International Coordination Council for Aerospace Industries Association, which includes Boeing and Airbus, they say: “Existing cargo compartment fire suppression systems are unable to suppress or extinguish a fire involving significant quantities of lithium batteries . . . . Therefore, continuing to allow the carriage of lithium batteries within today’s transport category aircraft cargo compartments is an unacceptable risk to the air transport industry.”

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

Mr. SHuster. Mr. Chairman, I appreciate my colleague’s passion on this issue.

I would, again, say, having a system that is harmonized throughout the world is critical. ICAO has already said in their standard that they recommend that. They don’t carry them on passenger aircraft, so our industry in America has done that.

Further, the companies that ship cargo—UPS, FedEx—are working, and I have seen what they have done to make sure that the crews of cargo planes are protected. Again, the private industry understands this, and they are moving forward to develop these systems that contain it or suppression systems.

So, again, I believe that the best way forward is to, again, harmonize with the rest of the world and continue to ship billions of dollars of these batteries safely every year. Again, I urge my colleagues to not support this amendment.

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

The Acting CHAIR. The question is on the amendment offered by the gentleman from Oregon (Mr. DeFazio).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. DeFAZIO. Mr. Chairman, I demand a recorded vote.
The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Oregon will be postponed.

The Acting CHAIR. The Chair understands that amendment No. 41 will not be offered.

AMENDMENT NO. 46 OFFERED BY MR. COHEN

The Acting CHAIR. It is now in order to consider amendment No. 46 printed in part A of House Report 115–650.

Mr. COHEN. Mr. Chair, to affirm what the chairman already knows, I have an amendment to offer.

The Acting CHAIR. The Chair will designate the amendment.

The text of the amendment is as follows:

At the end of title V, add the following:

SEC. 5. ACCESS OF AIR CARRIERS TO INFORMATION ABOUT APPLICANTS TO BE PILOTS FROM NATIONAL DRIVER REGISTER.

Section 30305(b)(8) of title 49, United States Code, is amended to read as follows:

“(b) An air carrier that is the prospective employer of an individual described in subparagraph (A), or an authorized agent of such an air carrier, may request and receive information about that individual from the National Driver Register under this paragraph if the information was entered in the Register more than 5 years before the request unless the information is about a revocation or suspension still in effect on the date of the request.”.

Mr. COHEN (during the reading). Mr. Chair, I ask unanimous consent that the text of the amendment be printed in part A of House Report 115–650.

The Acting CHAIR. Is there objection to the amendment, Mr. Chair?

There was no objection.

Mr. SHUSTER. Mr. Chair, I support the amendment and ask that it be voted on and adopted, and I reserve the balance of my time.

The Acting CHAIR. Without objection, the gentleman from Pennsylvania is recognized for 5 minutes.

There was no objection.

Mr. SHUSTER. Mr. Chair, I thank the gentleman for offering this amendment.

This amendment would streamline the process for airlines to obtain information from the National Driver Registry for airline pilots seeking employment.

I thank the gentleman for offering this amendment, and I urge all of my colleagues to support this amendment.

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

Mr. COHEN. Mr. Chair, I would like to take my remaining time to thank Mr. Shuster for his work on this bill, and Mr. DeFazio for his work, too. They did bring about an excellent bill that I am proud to support.

I have been proud to be a member of the committee with Mr. Shuster as the chair. He has done an outstanding job and done his father’s memory as a great chairman even greater honor.

I thank the gentleman for offering this amendment, and I urge all of my colleagues to adopt it.

The Acting CHAIR (Mr. TIPTON). The Acting Chairman recognizes Mr. SHUSTER for his remarks.

The Acting CHAIR. The Acting CHAIR. The amendment is modified.

Mr. COHEN. Mr. Chair, I rise in support of this bipartisan, bicameral amendment, offered by my colleague from the Aviation Subcommittee, Mr. WOODALL, and spearheaded in the Senate by former military pilot, mother, and great Member, Senator TAMMY DUCKWORTH of Illinois, and Senator PERDUE.

This amendment is common sense and ensures the safety of the flying public. Our bipartisan amendment streamlines an onerous process that has led to unintended burdens and delays across the Department of Motor Vehicles across the country and delays in getting prospective pilots eligible for employment.

To be clear, this amendment does nothing to remove protections to pilots and their privacy already enshrined in Federal law.

In 1996, Congress passed the Pilot Records Improvement Act, which mandated the airlines obtain driving records of all perspective pilot employees from the National Driver Registry. An unintended consequence came about requiring only the chief state licensing official could approve such request. This has caused delays at DMVs, and currently, most employees have to request these records from Missouri, since they are the sole State still willing to access the National Driver Registry for requests from all parties. That is not what was intended, and it requires a simple and technical fix that this amendment does bring about.

That 1996 law also clearly and strictly stipulated the written consent that airlines require from pilots before obtaining their records and spells out strict guidelines on the privacy and use of that information. They cannot sell that information.

Mr. Chairman, I support the amendment and ask that it be voted on and adopted, and I reserve the balance of my time.

Mr. SHUSTER. Mr. Chair, I claim the time in opposition to the amendment, even though I am not opposed to it.

The Acting CHAIR. The gentleman from Pennsylvania is recognized for 5 minutes.

Mr. SHUSTER. Mr. Chair, I thank the gentleman for offering this amendment.

The text of the amendment is as follows:

SEC. 543. PROHIBITION REGARDING WEAPONS.

(a) IN GENERAL.—Unless authorized by the Administrator of the Federal Aviation Administration, a person may not operate an unmanned aircraft or unmanned aircraft system that is equipped or armed with a dangerous weapon.

(b) DANGEROUS WEAPON DEFINED.—In this section, the term “dangerous weapon” has the meaning given that term in section 990(g)(2) of title 18, United States Code.

(c) PENALTY.—A person who violates this section is liable to the United States Government for a civil penalty of not more than $5,000 for each violation.

The Acting CHAIR. Pursuant to House Resolution 839, the gentleman
from Texas (Mr. Burgess) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Texas.

Mr. Burgess. Mr. Chairman, today, I offer an amendment to prevent a person from operating an unmanned aircraft or an unmanned aircraft system in the national airspace if that aircraft is equipped or armed with a dangerous weapon, unless that equipment is authorized by the Administrator of the Federal Aviation Administration. I have introduced this important language as the No Armed Drones Act since the 112th Congress.

In 2015, an 18-year-old in Connecticut built a multicopter drone mounted with a .45-caliber semiautomatic handgun capable of firing live ammunition while flying. This individual demonstrated how easy it was for a private citizen to create and operate an armed drone in his YouTube video entitled “Flying Gun.”

Police did not arrest this person, saying that no violation of law had occurred. According to the then-chief of police in Clinton, Connecticut, where the drone video was made, this appeared to be a technology surpassing current legislation.

In response to this and other drone incidents, government agencies are developing counter-drone technology to redirect rogue drones. Police say their greatest fear, with the increase in the use of recreational drones, is their weaponization. In addition, North Dakota has allowed law enforcement to fly drones armed with “less than lethal” weapons since 2015, something many in law enforcement say they are not comfortable doing.

The use of drones for regular business operations is increasing, and that is a good thing. Farmers use drones to inspect their crops, security companies use drones to protect surveillance over guarded properties, home repair companies use drones to assess damage on structures, and drones are even beginning to be used for home delivery services. While these abilities may prove convenient to our daily lives, we must not let the civilian applications of drone technology advance to weaponization.

Outside of the United States, terrorist groups in the Middle East have used small drones as weapons. There is real concern that homegrown extremists in the United States could do the same thing. It is imperative that we take steps to protect the public before death by armed drone becomes a head- 

line.

There is no statute in the United States Code that affirmatively states that an unmanned aircraft system may not be used in the national airspace as a weapon. This amendment today protects the public from drones that have been weaponized, both lethal and non-lethal, by private citizens by preventing a person from flying an armed drone in the national airspace without FAA authorization. A person who violates this requirement may be fined a civil penalty of up to $25,000 per violation under the statute.

I offer this language as an amendment to the FAA Reauthorization Act of 2018 in order to align current legislation with available technology. It is time we take a preemptive, rather than a reactive, step to protect all Americans.

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

Mr. DeFazio. Mr. Chairman, I claim the time in opposition, even though I am not opposed to it.

The Acting CHAIR. Without objection, the gentleman from Oregon is recognized for 5 minutes.

Mr. DeFazio. Mr. Chairman, I support this amendment. This seems very commonsense to me.

Earlier in the en bloc, my amendment was adopted, which would give the FAA the authority to begin regulation of the small drones, which currently has been prohibited by a statute earlier adopted by Congress.

If this passes, that will allow the FAA, if my amendment stands in conference, to make a commonsense rule. Should my amendment not be adopted in conference with the Senate, and we pass this, the FAA would not have the authority to prohibit arming of small drones since they are prohibited from regulating them. Hopefully, both things will occur.

Mr. Chairman, I recommend adoption of this amendment, and I yield back the balance of my time.

Mr. Burgess. Mr. Chairman, I urge adoption of the amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Texas (Mr. Burgess).

The amendment was agreed to.

AMENDMENT NO. 49 OFFERED BY MR. PERLMUTTER

The Acting CHAIR. It is now in order to consider amendment No. 49 printed in part A of House Report 115-650.

Mr. Perlmutter. Mr. Chairman, I have an amendment at the desk.

The Clerk will designate the amendment.

The text of the amendment is as follows:

SEC. 5. HELICOPTER FUEL SYSTEM SAFETY.

(a) IN GENERAL.—Chapter 447 of title 49, United States Code, is amended by adding at the end the following:

§ 44785. Helicopter fuel system safety

(1) PROHIBITION.—

(1) IN GENERAL.—A person may not operate a rotorcraft in United States airspace unless the design of the rotorcraft is certified by the Administrator of the Federal Aviation Administration to—

(A) comply with the requirements applicable to the category of the rotorcraft under paragraphs (1), (2), (3), (5), and (6) of section 27.952(a), section 27.952(c), section 27.952(f), section 27.952(g), section 27.963(b) (but allowing for a minimum puncture force of 250 pounds if successfully drop tested in-structure), and section 27.975(a)(7) of title 14, Code of Federal Regulations, as in effect on the date of enactment of this section;

(b) ADMINISTRATIVE PROVISIONS.—The Administrator shall—

(1) expedite the certification and validation of United States and foreign type designs and retrofit kits that improve fuel system crashworthiness; and

(2) notify the owner and operator of available modifications to improve fuel system crashworthiness; and

(c) RULE OF CONSTRUCTION.—Nothing in this section may be construed to affect the operation of a rotorcraft by the Department of Defense.

(b) CLERICAL AMENDMENT.—The analysis for chapter 447 of title 49, United States Code, is amended by adding at the end the following:

§ 44785. Helicopter fuel system safety.

The Acting CHAIR. Pursuant to House Resolution 839, the gentleman from Colorado (Mr. Perlmutter) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Colorado.

Mr. Perlmutter. Mr. Chairman, I yield myself 3 minutes.

First, I want to thank Chairman Shuster and Ranking Member DeFazio for working with me and Mr. Polis, listening to our concerns, and I appreciate their assistance.

I rise today to offer an amendment we have been working on for almost 3 years, which is designed to improve helicopter fuel system safety for newly manufactured helicopters.

As the chairman knows, on July 3, 2016, a Flight for Life ambulance helicopter took off in Frisco, Colorado. Just seconds later, the helicopter crashed in a parking lot next to the helipad. After impact, gasoline began to leak from the helicopter and a fire quickly erupted trapping the crew. The crash itself was largely survivable, but the post-crash fire contributed to the death of the pilot, Patrick Mahany, and severely burned the two flight nurses—Dave Repsher and Matthew Bowie. One of the flight nurses suffered burns on more than 90 percent of his body.

As we began learning what happened in Frisco, we discovered that a 1994...
FAA rulemaking required all newly certified helicopter designs to incorporate crash resistant fuel systems. The problem is that helicopter designs are certified once and then can be manufactured for years. So new helicopters, like the 1-year-old helicopter which crashed in Frisco, Colorado, are being built to a now unsafe design from the 1970s.

Mr. Chairman, this is wrong. Since that 1994 rulemaking, there have been more than 175 post-crash fires and at least 20 people have died, and we must do better.

Since 2015, the FAA has finally started to address the issue. They convened the Rotorcraft Occupant Protection Working Group and tasked them with determining what requirements to place on newly manufactured helicopters moving forward. That working group submitted their final report last month and made evidence-based recommendations about what safety features should be required.

My amendment today implements those recommendations of the working group by requiring all newly manufactured helicopters to be built with safer fuel systems within 18 months. We have been working on this problem for decades, and it is past time we close the loophole from 1994 and improve the safety of these helicopters.

Two people deserve special thanks: Patrick Mahany’s wife, Karen, for her tireless advocacy for safer helicopters; and Chris Vanderveen, from KUSA-Channel 9, for his diligent reporting about the dangers of these fragile and outdated fuel systems.

I would also like to thank Air Methods, the Air Medical Operators Association, the General Aviation Manufacturers Association, and Helicopter Association International for their support for my amendment. As an advocate for safety in the helicopter industry, HAI has been an active participant in the FAA Rotorcraft Occupant Protection Working Group and is committed to the safety improvement our amendment has brought before the industry.

HAI is the professional trade association for the civil helicopter industry. HAI’s 1,500 plus organizational and individual members operate more than 4,500 helicopters approximately 2.3 million flight hours each year in 73 nations. HAI is dedicated to the propagation of the helicopter as a safe, effective business tool and to the advancement of the international helicopter community.

Sincerely,

Mr. Aaron Todd, Chief Executive Officer, Air Methods Corporation.

HAI STATEMENT ON REPRESENTATIVE PERLMUTTER’S AMENDMENT

WASHINGTON, DC, APRIL 24, 2018.—Helicopter Association International (HAI) commends Rep. Ed Perlmutter (D-Colo.) for his collaborative efforts in drafting Amendment 29 to improve helicopter fuel system safety. Amendment 29 implements recommendations from the FAA Rotorcraft Occupant Protection Working Group to require all newly manufactured helicopters to meet certain standards to improve the crash resistance of helicopter fuel systems within 18 months.

HAI appreciates Perlmutter’s work in addressing this important safety issue and for his commitment to work so closely with the working group’s recommendations. As an advocate for safety in the helicopter industry, HAI has been an active participant in the FAA Rotorcraft Occupant Protection Working Group and is committed to the safety improvements our recommendation has brought before the industry.

HAI is the professional trade association for the civil helicopter industry. HAI’s 1,500 plus organizational and individual members operate more than 4,500 helicopters approximately 2.3 million flight hours each year in 73 nations. HAI is dedicated to the propagation of the helicopter as a safe, effective business tool and to the advancement of the international helicopter community.

Sincerely,

Alexandria, VA, April 24, 2018.

Hon. Ed Perlmutter,
House of Representatives,
Washington, D.C.

Dear Representative Perlmutter: As the Chair of Representatives prepares to consider HR. 4, the Federal Aviation Administration (FAA) Reauthorization Act of 2018, on behalf of Air Methods, I want to thank you for your dedication and attention to aviation safety, and in particular your tireless efforts to make helicopter fuel systems safer by equipping them with crash resistant fuel systems.

At Air Methods, safety is our top priority. We have worked continuously to strengthen our practices, instill a culture of safety throughout our organization, and contribute to industry-wide advances in aviation safety. As part of Air Methods’ dedication to the safety of its crews and patients, we have committed our entire Airbus H125 and H130 (formally known as EC130) fleet with the updated CRFS.

As you may know, in 2015 we partnered with the FAA for airspace to conduct CRFS testing and seek certification for a crash resistant fuel system for all Airbus single-engine helicopters we operate. The first H125 with the new system arrived at Air Methods’ headquarters in Denver, CO on Dec. 30, 2017, following the Federal Aviation Administration’s (FAA) supplemental type certificate approval. To date, Air Methods has received and completed the installation of 14 CRFS in our fleet. The Company intends to roll out an entire retrofit on our Airbus H125 and H130 over the next two years.

HAI appreciates Perlmutter’s work in addressing this important safety issue and for his commitment to work so closely with the working group’s recommendations. As an advocate for safety in the helicopter industry, HAI has been an active participant in the FAA Rotorcraft Occupant Protection Working Group and is committed to the safety improvements our recommendation has brought before the industry.

Specifically, the amendment requires the FAA to “evaluate and update, as necessary, standards for crash-resistant fuel systems for civilian rotorcraft.”

We are pleased to support your amendment as another positive step in the continuous effort to improve the safety of the life-saving transportation provided by AMOA’s member companies. AMOA urges the House to adopt your amendment.

Thank you for your work on this very important issue.

Sincerely,

Sally Veth,
Executive Director,
Air Medical Operators Association.

Mr. Chairman, I would like to thank Chairmen SHUSTER and Ranking Member DEFAZIO for their help through this process.

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

Mr. Chairman, I urge all of my colleagues to support this amendment, and I yield back the balance of my time.

Mr. PERLMUTTER. Mr. Chairman, I yield such time as he may consume to Rep. Ed Perlmutter.

Mr. PERLMUTTER. Mr. Chairman, I yield back such time as I may consume to Rep. Ed Perlmutter.

Mr. PERLMUTTER. Mr. Chairman, I yield such time as he may consume to Rep. Ed Perlmutter.

Mr. POLIS. Mr. Chairman, I want to thank Representative PERLMUTTER. I am proud to join in offering this amendment, which comes in a direct response to a tragedy that I have not only known about for decades, but that I have personally worked on for decades. I yield back the balance of my time.

Mr. PERLMUTTER. Mr. Chairman, I yield such time as he may consume to Rep. Ed Perlmutter.
The Acting CHAIR. Pursuant to House Resolution 839, the gentleman from California (Mr. ROHRABACHER) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from California (Mr. ROHRABACHER). Mr. Chairman, I want to thank Congressman DeFAZIO and, of course, Chairman SHUSTER for their hard work that they put into this.

Unfortunately, my amendment, as it indicates, is that a large part of the job that I would have hoped that would have been accomplished by the FAA re-authorization was not done in a way that handles what is, in my area, the most significant problem. There are a great many provisions there. But my amendment today, which I am advocating today, seeks to correct one area that has been given underwhelmingly little treatment in this legislation, and that is called: correcting the problems of air noise over our neighborhoods.

My amendment, the amendment we are discussing at this point, will ensure that aircraft transitioning from flight over ocean to flight over land be no lower than is absolutely necessary for safety.

Many times over our coastal communities, planes are flying much lower on approach and take-off, which can dramatically reduce the noise impact. An amendment was adopted to have the FAA study the speed of approach and take-off, which can dramatically reduce the noise impact.

Mr. Chairman, I strongly encourage my colleagues to adopt this amendment and ensure that this is part of the final bill that comes out of the House and Senate as well.

Mr. PERLMUTTER. Mr. Chairman, I have no other speakers on this. I would ask for an “aye” vote on amendment No. 49, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Colorado (Mr. PERLMUTTER).

The amendment was agreed to.

The Acting CHAIR. It is now in order to consider amendment No. 53 printed in part A of House Report 115-650.

AMENDMENT NO. 60 OFFERED BY MR. ROHRABACHER

The Acting CHAIR. It is now in order to consider amendment No. 60 printed in part A of House Report 115-650.

Mr. ROHRABACHER. Mr. Chairman, I have no other speakers.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of title V of the bill, add the following:

SEC. 5. COASTAL OVERFLIGHT.

The Administrator of the Federal Aviation Administration shall ensure that all aircraft transitioning from flight over ocean to flight over land shall fly at a safe altitude. Such altitude shall not be lower than specific flight operations require.
controller handbook, FAA Order 7110.65, section 561, which addresses this issue. However, we have been contacted by the National Air Traffic Controllers union, and they have expressed grave concerns that they think it may have unintended consequences.

Unfortunately, they just contacted us, so we haven’t been able to get the details of their concerns. So in that case, I would have to oppose the amendment.

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

The Acting CHAIR. The question is on the amendment offered by the gentleman from California (Mr. ROHRABACHER).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mr. ROHRABACHER. Mr. Chair, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from California will be postponed.

AMENDMENT NO. 63 OFFERED BY MR. KING OF IOWA

The Acting CHAIR. It is now in order to consider amendment No. 63 printed in part A of House Report 115-650. Mr. KING of Iowa. Mr. Chairman, I have an amendment at the desk made in order by the rule.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

SEC. 2. PREVAILING RATE OF WAGE REQUIREMENTS.

None of the funds made available by this Act, including the amendments made by this Act, may be used to implement, administer, or enforce the prevailing rate of wage requirements in subchapter IV of chapter 31 of title 40, United States Code (commonly referred to as the Davis-Bacon Act).

The Acting CHAIR. Pursuant to House Rule 568, the gentleman from Iowa (Mr. KING) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Iowa.

Mr. KING of Iowa. Mr. Chairman, this is an amendment that this House has seen before in different configurations, but it is known as the Davis-Bacon amendment.

What it does, it provides that none of the funds made available by this Act, may be used to implement, administer, or enforce the prevailing rate of wage requirements, commonly referred to as the Davis-Bacon Act.

Mr. Chairman, I think that we know what this bill does. It was in 1931, it was established for, I will say, trade protectionism, labor protectionism, to lock the African-American labor from Alabama out of the construction trades in New York City that were unionized at that time and strongly protected, and still are, actually, but the substance of it is this.

I have a letter here that was written by Grover Norquist, the president of Americans For Tax Reform, and in summary, it says this: Because the Davis-Bacon Act reduces the number of jobs, increases costs, and has a racist history, funds from the FAA Reauthorization Act should not be used to fulfill Davis-Bacon’s requirements. Americans For Tax Reform, therefore, strongly supports Congressman KING’s amendment.

That is one version of description of this bill.

Here is another one I thought was a little bit more descriptive. This is an article written by George Will, and it is dated June 19, 2017. He references back to River City, and he says a quote from that ‘The Music Man’: ‘You really ought to go out to Iowa a try, provided you are contrary.

He starts out this article this way, and the quote is from ‘Iowa Stubborn’, a song in ‘The Music Man’. Mr. Chairman. It says:

Contrary does not quite capture Steve King’s astringency. The Iowa native and conservative Congressman was born, appropriately, in Storm Lake, Iowa, and carries turbulence with him. He also carries experience of actual life before politics, when he worked as a moulder, which is one reason he has long advocated an excellent idea: repeal of the Davis-Bacon law.

King came to Congress in 2003, and has been stubbornly submitting repeal legislation since 2005. He would not have succeeded even if he were less of a prickly cactus and more of a shrub. Davis-Bacon is just another piece of government that is as indefensible as it is indestructible. And so today, when social hygienists are clearing the public square of names and statues tainted by historical connections with racism, Davis-Bacon’s durability is proof that a measure’s racist pedigree will be forgiven if the measure serves a progressive agenda.

It is time to put an end to Davis-Bacon. We can do that here today, Mr. Chairman.

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

Mr. DEFAZIO. Mr. Chair, I rise in opposition to the amendment. The Acting CHAIR. The gentleman from Oregon is recognized for 5 minutes.

Mr. DEFAZIO. Mr. Chairman, this is a perpetual debate here on the floor whenever it comes to the expenditure of Federal tax dollars on projects that are covered by Davis-Bacon, as would be projects under the Airport Improvement Program and other related activities by the FAA.

The bottom line here is we can chase the lowest common denominator around the United States, or around the world sometimes, in terms of trade, and undermine the capability of Americans to make a decent living, to have a home and have a family, and live the American Dream.

The savings are illusory at best. In many cases, they would go to profits for nonunion shops and others, and we would return to the old days of basically exploiting those who work in construction and related activities.

Mr. Chair, I yield 1 minute to the gentleman from Michigan (Mr. KILDEE).

Mr. KILDEE. Mr. Chair, I thank Mr. DEFAZIO both for yielding, but especially for his leadership on this issue. As the ranking member said, this is something that comes up every year. Thankfully, Democrats and Republicans can come together to protect this important worker protection.

Let’s just be clear about this. This is not about the desire to engage in this race to the bottom to pay working families less money.

The truth of the matter is coming from a community, a community like Flint, Saginaw, Bay City, where we have seen significant and continuing loss of earned income by working people, where we have a chance to say to the American people that when it is your tax dollars being spent, we are not going to use them to undermine the ability of a family to have a decent wage.

People work hard at these jobs, they have trained long for these jobs, going through apprenticeships or other skilled training, and the idea that we would reverse a decades-long commitment to the American worker that we have made, it comes through federally funded projects, we are going to ensure that if you work hard, play by the rules, you get a decent wage, I support that, and we all should.

Mr. DEFAZIO. Mr. Chair, I reserve the balance of my time.

Mr. KING of Iowa. Mr. Chair, may I inquire as to how much time is remaining on each side?

The Acting CHAIR. The gentleman from Iowa has 2 minutes remaining. The gentleman from Oregon has 3 minutes remaining.

Mr. KING of Iowa. Mr. Chairman, I hear these arguments constantly: lowest common denominator, nonunion shops.

We know it is union scale, there is a confession that it is, even though the law says that it is prevailing wage.

Exploiting workers, race to the bottom, people work short, people work hard, there are standard lines that come out every year, but I am the one that has lived this. We have met payroll for over 42 years, and we pay a competitive wage. We want to hire the best people we can and pay them the best wages that we can and we want to have the lowest turnover possible. And we are in pretty good shape that way after 42 years. I think I know about this.

Davis-Bacon increases inefficiencies and hurts people in the wrong place doing the wrong thing for the wrong incentives.

And by the way, who is hardworking? The taxpayers are hardworking. The taxpayers are paying the bill for an over 20 percent on every construction project in America. In a lot of cases, we are borrowing the money from China and putting the debt onto our children.

That is what we are faced with here. Mr. Chairman, Mr. Chair, I reserve the balance of my time.

Mr. DEFAZIO. Mr. Chair, look around the country. There are many States
that have not adopted a minimum wage that exceeds the Federal minimum wage of $7.50 an hour. That is pretty pathetic.

My State is one of many that has chosen to far exceed that minimum wage, but if we do so some State that only follows the Federal minimum wage of $7.50 an hour.

So what might some contractor do? Oh, I can go over here and hire people who are used to earning $7.50 an hour. I am going to import them into Oregon. Of course, you are going to still have a problem with our minimum wage law, but this is what this is about is to find less expensive labor and move it around the country, and that, I believe, is a disservice to the working people of the United States.

I would urge the Congress, as it has done every other time this amendment has been offered, to reject it on a broad bipartisan basis.

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

Mr. KING of Iowa. Mr. Chairman, in closing, I appreciate the gentleman’s remarks, but I would add for the body that the Federal minimum wage really is not relevant at all to this Davis-Bacon Act because nobody working under Davis-Bacon wage scales who is making minimum wage. And by the way, that Federal minimum wage is becoming irrelevant as competition for wages is driving things up.

But here is another way to think about this: I have long said that if it is a road construction, you can build it 5 miles of road instead of 4 if you get rid of Davis-Bacon; five bridges instead of four if you get rid of Davis-Bacon. If it happens to be river construction—we lost a lock and dam on the Mississippi going into the weekend, and lock and dam No. 11. These things cost about 3,500 workers building what became Hoover Dam. Never more than 30 were black. In 1993, with Congress stoutly opposed to taking anything from something as powerful as Davis-Bacon law, opponents of the Davis-Bacon turned to the judiciary. A lawsuit on behalf of some minority contractors challenged the law’s constitutionality, arguing that it burdened the exercise of a fundamental civil right—the right to earn a living. And that it had a disparate impact on minority workers and small minority-owned construction businesses. The suit languished in court for almost a decade before the plaintiffs lost, victims of excessive judicial deference to the legislation.

In 1992, to expedite cleanup after Hurricanes Andrew and Iniki, President George H.W. Bush suspended portions of Davis-Bacon in South Florida, coastal Louisiana and Hawaii. Bush’s successor, Bill Clinton, promptly reversed Bush’s policy.

A 2011 Heritage Foundation study estimated that Davis-Bacon would add almost $11 billion to that year’s construction costs. That sum will be eclipsed when—if—bold talk about making America’s infrastructure great again is translated into spending. Then we will open the nation’s purse to a wave of public works projects that will be nearly impossible to complete. Davis-Bacon is a 1931 federal law that has a history of high costs, lost jobs and racism. It requires contractors and subcontractors to pay the local “prevailing wage” (currently about $200) for laborers and mechanics. The “prevailing wage” is usually a wage set by unions and is typically much higher than the average wage for the local area. In many cases, it is higher than the government project costs, hurting small non-unionized contractors and costing low-skilled jobs.

In fact, the Government Accountability Office (General Accounting Office) in 1979 urged the repeal of Davis-Bacon for these same reasons. Further, in 2011 by the Heritage Foundation found that the Act would have added almost $1 billion to the deficit in 2011 in unnecessary expenses, while suspending the Act would have added 155,000 construction jobs. Finally, the Congressional Budget Office reported in 2016 that repealing the act would reduce discretionary outlays by $13 billion from 2018 through 2026.

In addition to raising costs and losing jobs, the Act also has racist origins and was passed during the Great Depression because minority migrant workers were taking jobs meant for whites. He said he wanted to protect organized labor from competition by Davis-Bacon’s durability is proof that a government project costs, hurting small non-unionized contractors and costing low-skilled jobs. Because the Davis-Bacon Act reduces the number of jobs, increases costs and has a disparate impact on minority contractors, the FAA Reauthorization Act should not be used to fulfill Davis-Bacon Act requirements. Americans for Tax Reform, therefore, strongly supports Congressman King’s amendment.

Sincerely,

GROVER NORQUIST
President, Americans for Tax Reform

[From the Washington Post, June 19, 2017]

A RACIST VESTIGE OF THE PAST THAT PROGRESSIVES ARE HAPPY TO LEAVE IN PLACE

(By George F. Will)

“You really ought to give Iowa a try. Provided you are not ‘stubborn, stupid, and old’ from Meredith Wilson’s “The Music Man.”

“Contrary” does not quite capture Steve King’s stridency. The Iowa native and conservative congressman was born, appropriately, in Storm Lake, and carries turbulence with him. He also carries experience of actual life before politics, when he headed a construction company and is one reason he has long advocated an excellent idea—repeal of the Davis-Bacon law.

Davis-Bacon was enacted in 1931 to require construction contractors to pay “prevailing wages” on federal projects. Generally, this means paying union wage scales. It was enacted as domestic protectionism, largely to protect organized labor from competition by African Americans who were excluded from union membership but who were successfully competing for jobs by being willing to work for lower wages.

In 1927, Rep. Robert Bacon, a Long Island Republican, introduced a bill that became the low bidder for a construction project in his district—a veterans’ hospital—was an Alabama contractor who used black labor. That year, when Bacon first introduced his legislation, he showed that he was not a narrow-gauge bigot. He inserted into the Congressional Record a statement by the gentleman’s colleague that showed the language was “unattached migratory workmen,” “itinerant labor,” “cheap imported labor,” “cheap bootleg labor” and “labor lured from distant places” for “competition with white labor throughout the country.”

Hearings on Davis-Bacon brought out the drollery in Rep. William Upshaw, a Georgia Democrat. He said he hoped his Northern colleagues in Congress would permit a Southerner to smile about “your reaction to the Davis-Bacon Act.” He said his constituents . . . have their proper racial representation.

By 1931, the Depression had made government construction money especially coveted, and Davis-Bacon passed with the support of the American Federation of Labor. The congressional debate that preceded enactment was replete with references to “unattached migratory workmen,” “itinerant labor,” “cheap imported labor,” “cheap bootleg labor” and “labor lured from distant places” for “competition with white labor throughout the country.”

The Davis-Bacon Act is a 1931 federal law that has a history of high costs, lost jobs and racism. It would reduce discretionary outlays by $13 billion from 2018 through 2026. In addition to raising costs and losing jobs, the Act also has racist origins and was passed during the Great Depression because minority migrant workers were taking jobs meant for whites. He said he wanted to protect organized labor from competition by Davis-Bacon’s durability is proof that a government project costs, hurting small non-unionized contractors and costing low-skilled jobs.

Because the Davis-Bacon Act reduces the number of jobs, increases costs and has a disparate impact on minority contractors, the FAA Reauthorization Act should not be used to fulfill Davis-Bacon Act requirements. Americans for Tax Reform, therefore, strongly supports Congressman King’s amendment.
Mr. DeFAZIO. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Iowa will be postponed.

AMENDMENTS EN BLOC NO. 3 OFFERED BY MR. SHUSTER OF PENNSYLVANIA

Mr. SHUSTER. Mr. Chairman, pursuant to House Resolution 839, I offer amendments en bloc.

The Acting CHAIR. The Clerk will designate the amendments en bloc.

Amendments en bloc No. 3 consisting of amendments Nos. 66, 69, 70, 71, 72, 73, 74, 76, 77, 80, 82, 83, 85, 86, 89, 90, 91, 92, 93, 94, 95, 98, 99, 100, and 101 printed in part A of House Report 115-650, offered by Mr. Shuster of Pennsylvania:

AMENDMENT NO. 56 OFFERED BY MR. PORTENBERGER OF IOWA

At the end of title V, insert the following:

SEC. 5. SAFETY EQUIPMENT STORAGE FACILITIES.

Section 47102(3) of title 49, United States Code, is amended by adding at the end the following:

“(P) Constructing storage facilities to shelter snow removal equipment or aircraft rescue and firefighting equipment that is owned by the airport sponsor and used exclusively to maintain safe airport operations, up to the facility size necessary to accommodate the quantity of equipment prescribed by the FAA, regardless of whether Federal funding was used to acquire the equipment.”.

AMENDMENT NO. 58 OFFERED BY MR. SUOZZI OF NEW YORK

At the end of title V, add the following:

SEC. 5. REPORT ON AIRLINE AND PASSENGER SAFETY.

(a) REPORT.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on airline and passenger safety.

(b) CONTENTS.—The report required under subsection (a) shall include—

(1) the average age of commercial aircraft owned and operated by United States air carriers;
(2) the over-all use of planes, including average lifetime of commercial aircraft;
(3) the number of hours aircraft are in flight over the life of the aircraft and the average number of hours on domestic and international flights, respectively; and
(4) the types of metal fatigue on aircraft usage and safety;

(5) a review on contractor assisted maintenance of commercial aircraft; and

(6) a re-evaluation of the rules on inspection of aging airplanes.

AMENDMENT NO. 70 OFFERED BY MS. MAXINE WATERS OF CALIFORNIA

At the end of title V, add the following:

SEC. 543. USE OF STATE HIGHWAY SPECIFICATIONS.

Section 47112(5)(A) of title 49, United States Code, is amended to read as follows:

“(5)(A) The Federal Highway Administration shall—

(I) prioritize the development and implementation of airport safety equipment designed for airports that do not exceed 60,000 pounds gross weight if—

(A) such State requests the use of such specifications; and

(B) the Secretary determines that—

(i) safety will not be negatively affected; and

(ii) the life of the pavement, with necessary maintenance and upkeep, will not be shorter than it would be if constructed using Administration standards.”.

AMENDMENT NO. 72 OFFERED BY MR. TAKANO OF CALIFORNIA

At the end of title V, insert the following:

SEC. 5. SENSE OF CONGRESS.

It is the sense of Congress that the Administrator of the Federal Aviation Administration and the Secretary should produce a smart airports initiative plan that focuses on creating a more consumer-friendly and digitally connected airport experience. The purpose of the initiative is to invest in technologies and infrastructure toward better-connected airports while providing appropriate national security and cybersecurity for travelers.

AMENDMENT NO. 74 OFFERED BY MS. SPEIER OF CALIFORNIA

At the end of title V, insert the following:

SEC. 5. OXYGEN MASK DESIGN STUDY.

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall conduct a study to review and evaluate the design and effectiveness of commercial aircraft oxygen masks. In conducting the study, the Administrator shall determine whether the current design of oxygen masks is adequate, and whether changes to the design could increase correct passenger usage of the masks.

AMENDMENT NO. 76 OFFERED BY MR. GIBBS OF OHIO

At the end of title V, add the following:

SEC. 5. STANDARDS FOR PILOTS.

(a) AGE ADJUSTMENT.—Section 47229(a) of title 49, United States Code, is amended by striking “covered operations until attaining 65 years of age” and inserting “covered operations described under subsection (b)(2) until attaining 70 years of age”.

(b) COVERED OPERATIONS.—Section 47229(b) of title 49, United States Code, is amended by striking “means operations under part 121 of title 14, Code of Federal Regulations” and inserting “means—

(1) operations under part 121 of title 14, Code of Federal Regulations; and

(2) operations by a person that—

(A) holds an air carrier certificate issued pursuant to part 121 to conduct operations under part 119 of title 14, Code of Federal Regulations; and

(B) qualifies as a program manager under subpart K of part 91 of title 14, Code of Federal Regulations; and

(C) performed an aggregate total of at least 150,000 turbojet operations in—

(i) calendar year 2013; or

(ii) calendar year 2014.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect 1 year after the date of enactment of this Act.

AMENDMENT NO. 77 OFFERED BY MR. HASTINGS OF FLORIDA

At the end of title V, add the following:

SEC. 5. STUDY REGARDING TECHNOLOGY USAGE AT AIRPORTS.

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall conduct a study and report the findings of such study to the appropriate committees of Congress regarding—

(1) technology developed by international entities (including foreign nations and companies) that have been installed in American airports and aviation systems over the past decade, including the nation where the technology was developed and the any airports utilizing the technology;

(2) aviation safety related technology developed and implemented by international entities with proven track records of success that may assist in establishing best practices to improve American aviation operations and safety.

AMENDMENT NO. 78 OFFERED BY MR. DENHAM OF CALIFORNIA

At the end of title V, add the following:

SEC. 5. APPLICATIONS FOR DESIGNATION.

Section 2209 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 40101 note) is amended—

(1) in subsection (b)(1)—

(A) by redesignating clause (iv) as clause (v); and

(B) by inserting after clause (iv) the following:

“(v) Railroad facilities.”;

(2) by adding at the end the following:

“(c) DEADLINES.—

(1) Not later than December 31, 2018, the Administrator shall publish a notice of proposed rulemaking to carry out the requirements of this section.

(2) Not later than 12 months after publishing the notice of proposed rulemaking under paragraph (1), the Administrator shall issue final rule.”.

AMENDMENT NO. 80 OFFERED BY MR. DOGGETT OF TEXAS

At the end of title V, insert the following:

SEC. 543. APPLICABILITY OF MEDICAL CERTIFICATION STANDARDS TO OPERATORS OF AIR BALLOONS.

(a) SHORT TITLE.—This section may be cited as the “Commercial Balloon Pilot Safety Act of 2018.”

(b) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the...
Administrator of the Federal Aviation Administration shall, not later than 90 days after the date of enactment of this Act, submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that—

(1) identifies safety risks associated with power outages at airports caused by weather factors, and recommendations to improve resilience of aviation communication, navigation, and surveillance systems in the event of such outages; and

(2) reviews alerting mechanisms, devices, and procedures for enhancing the situational awareness of pilots and air traffic controllers in the event of a failure or an irregularity of runway lights, and recommendations on the further implementation of such mechanisms, devices, or procedures.

AMENDMENT NO. 94 OFFERED BY MR. MEADOWS OF NORTH CAROLINA

Page 267, after line 10, insert the following:

SEC. 543. REPORT TO CONGRESS.

Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in consultation with the National Transportation Safety Board, shall issue a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate that—

(1) provides a technical review of systems capable of detecting wrong surface alignment to determine whether the capability exists to detect imminent wrong-surface landings at each airport where such a system is used; and

(2) includes information gathered from the use of Airport Surface Surveillance Capabilities—Advanced System (ASSC) at San Francisco International Airport since July 2017.

AMENDMENT NO. 91 OFFERED BY MR. MEADOWS OF NORTH CAROLINA

Page 267, after line 10, insert the following:

AMENDMENT NO. 90 OFFERED BY MS. MENOY OF NEW YORK

Page 267, after line 10, insert the following:

SEC. 542. REPORT AND RECOMMENDATIONS ON CERTAIN AVIATION SAFETY RISKS.

Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that—

(1) identifies safety risks associated with power outages at airports caused by weather factors, and recommendations to improve resilience of aviation communication, navigation, and surveillance systems in the event of such outages; and

(2) reviews alerting mechanisms, devices, and procedures for enhancing the situational awareness of pilots and air traffic controllers in the event of a failure or an irregularity of runway lights, and recommendations on the further implementation of such mechanisms, devices, or procedures.
under the provisions of part 121 or part 129 of title 14, Code of Federal Regulations.

AMENDMENT NO. 95 OFFERED BY MR. DISALUNIER OF CALIFORNIA

Page 267, after line 10, insert the following:

SEC. 543. AVIATION SAFETY AND ARTIFICIAL INTELLIGENCE STANDARDS PLAN.

Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that contains a cybersecurity and artificial intelligence standards plan for Federal Aviation Administration operations that takes into consideration the influence of cybersecurity on artificial intelligence and of artificial intelligence on cybersecurity.

AMENDMENT NO. 96 OFFERED BY MR. LIPINSKI OF ILLINOIS

Page 267, after line 10, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 90 days after the enactment of this Act, the Inspector General shall initiate a follow-up review of the Federal Aviation Administration’s Aviation Safety Information Analysis and Sharing (ASIAS) System to assess FAA’s efforts to improve the system.

(2) REVIEW.—The review should include, at a minimum, an evaluation of FAA’s efforts to improve the ASIAS system’s predictive capabilities and solutions developed to more widely disseminate results of ASIAS data analyses, as well as an update on previous Inspector General recommendations to improve this safety analysis and sharing system.

(3) REPORT.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of its review and recommendations to improve FAA’s ASIAS system.

Page 267, after line 10, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 90 days after the enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing a review and recommendations to improve FAA’s ASIAS system.

Page 267, after line 10, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 90 days after the enactment of this Act, the Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing a review and recommendations to improve FAA’s ASIAS system.

(2) REVIEW.—The review should include, at a minimum, an evaluation of FAA’s efforts to improve the ASIAS system’s predictive capabilities and solutions developed to more widely disseminate results of ASIAS data analyses, as well as an update on previous Inspector General recommendations to improve this safety analysis and sharing system.

(3) REPORT.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of its review and recommendations to improve FAA’s ASIAS system.

Page 267, after line 11, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 90 days after the enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing a review and recommendations to improve FAA’s ASIAS system.

(2) REVIEW.—The review should include, at a minimum, an evaluation of FAA’s efforts to improve the ASIAS system’s predictive capabilities and solutions developed to more widely disseminate results of ASIAS data analyses, as well as an update on previous Inspector General recommendations to improve this safety analysis and sharing system.

(3) REPORT.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of its review and recommendations to improve FAA’s ASIAS system.

Page 267, after line 11, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 90 days after the enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing a review and recommendations to improve FAA’s ASIAS system.

(2) REVIEW.—The review should include, at a minimum, an evaluation of FAA’s efforts to improve the ASIAS system’s predictive capabilities and solutions developed to more widely disseminate results of ASIAS data analyses, as well as an update on previous Inspector General recommendations to improve this safety analysis and sharing system.

(3) REPORT.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of its review and recommendations to improve FAA’s ASIAS system.

Page 267, after line 11, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 90 days after the enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing a review and recommendations to improve FAA’s ASIAS system.

(2) REVIEW.—The review should include, at a minimum, an evaluation of FAA’s efforts to improve the ASIAS system’s predictive capabilities and solutions developed to more widely disseminate results of ASIAS data analyses, as well as an update on previous Inspector General recommendations to improve this safety analysis and sharing system.

(3) REPORT.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of its review and recommendations to improve FAA’s ASIAS system.

Page 267, after line 11, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 90 days after the enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing a review and recommendations to improve FAA’s ASIAS system.

(2) REVIEW.—The review should include, at a minimum, an evaluation of FAA’s efforts to improve the ASIAS system’s predictive capabilities and solutions developed to more widely disseminate results of ASIAS data analyses, as well as an update on previous Inspector General recommendations to improve this safety analysis and sharing system.

(3) REPORT.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of its review and recommendations to improve FAA’s ASIAS system.

Page 267, after line 11, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 90 days after the enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing a review and recommendations to improve FAA’s ASIAS system.

(2) REVIEW.—The review should include, at a minimum, an evaluation of FAA’s efforts to improve the ASIAS system’s predictive capabilities and solutions developed to more widely disseminate results of ASIAS data analyses, as well as an update on previous Inspector General recommendations to improve this safety analysis and sharing system.

(3) REPORT.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of its review and recommendations to improve FAA’s ASIAS system.

Page 267, after line 11, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 90 days after the enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing a review and recommendations to improve FAA’s ASIAS system.

(2) REVIEW.—The review should include, at a minimum, an evaluation of FAA’s efforts to improve the ASIAS system’s predictive capabilities and solutions developed to more widely disseminate results of ASIAS data analyses, as well as an update on previous Inspector General recommendations to improve this safety analysis and sharing system.

(3) REPORT.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of its review and recommendations to improve FAA’s ASIAS system.

Page 267, after line 11, insert the following:

SEC. 543. PROMPT PAYMENTS.

(a) REPORTING OF COMPLAINTS.—Not later than 90 days after the enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing a review and recommendations to improve FAA’s ASIAS system.

(2) REVIEW.—The review should include, at a minimum, an evaluation of FAA’s efforts to improve the ASIAS system’s predictive capabilities and solutions developed to more widely disseminate results of ASIAS data analyses, as well as an update on previous Inspector General recommendations to improve this safety analysis and sharing system.

(3) REPORT.—The Inspector General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of its review and recommendations to improve FAA’s ASIAS system.
Mr. Chairman, I respectfully urge adoption of this amendment.

I rise today to offer an amendment to the House FAA Reauthorization Act of 2018.

My amendment supports our Nation’s more than 5,000 general aviation airports by providing a commonsense solution to reduce the cost and construction time for critical pavement projects, while maintaining the highest level of safety and quality.

Our general aviation airports provide critical access, vital emergency and medical services, economic activity, and many other important services, as vital lifelines, especially in rural areas.

However, the cost of building and maintaining runways at general aviation airports has become unnecessarily burdensome and costly, due to outdated pavement specification requirements that the FAA recognizes can and should be updated. As such, in consultation with key industry groups and agencies, I have introduced this amendment to address this issue.

Among many other things, this reform will better equip our dedicated network of State aviation officials, airports, and other good personnel, working on the front lines in maintaining and improving our Nation’s airports. This amendment will allow them to undertake more projects efficiently and safely, with commonsense savings that frees up additional funding for other critical projects.

More specifically, after extensive field testing that has provided concrete evidence that States can and have utilized alternative pavement mixes, procured more conveniently and cost-effectively from local businesses on critical runway projects to safely maintain our Nation’s runway systems of general aviation airports.

Mr. Chairman, I urge my colleagues to support the amendments on bloc, and I yield back the balance of my time.

I want to thank the distinguished chairman of the committee, Mr. Shuster, and the ranking member, Mr. DeFazio, for the opportunity to offer this amendment.

My amendment supports our Nation’s airports, including more than 5,000 general aviation airports by providing a commonsense solution to reduce the cost and construction time for critical pavement projects, while maintaining the highest level of safety and quality.

We need to ensure that qualified minority and women-owned businesses in every congressional district can fairly compete for work.

For instance, I’ve introduced an amendment to H.R. 4, the Federal Aviation Reauthorization Act.

The FAA needs to understand the full scope of the crisis and all dangers connected to metal fatigue.

My amendment instructs the FAA Administrator to produce a report on airline and passenger safety within 180 days of House passage.
That's why my amendment also instructs the FAA to review policies regarding maintenance performed by contractors.

Overall, our mission is simple, clear and all-important:

To empower the FAA to root out any problems in the hopes of preventing any further tragedies.

The Acting CHAIR. The question is on the amendments en bloc offered by the gentleman from Pennsylvania (Mr. SHUSTER).

The en bloc amendments were agreed to.

AMENDMENT NO. 67 OFFERED BY MR. BEYER

The Acting CHAIR. It is now in order to consider amendment No. 67 printed in part A of House Report 115–650.

Mr. BEYER. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of title V, add the following:

SEC. 7. NATIONAL CAPITAL REGION HELICOPTER FLIGHT PATHS.

(a) IN GENERAL.—With respect to the National Capital Region, the Administrator of the Federal Aviation Administration shall review and revise helicopter flight paths, including those used by the Department of Defense and all military helicopters, identifying and designating new official paths for areas in which helicopters may be able to fly at higher altitudes.

(b) CONSIDERATIONS.—In carrying out the review and revision under subsection (a), the Administrator must consider—

(1) residents living below the flight paths;
(2) national security and emergency flight paths, which shall only be used in cases of emergency; and
(3) fixed-wing plane flight paths.

(c) DEFINITION OF NATIONAL CAPITAL REGION.—In this section, the term ‘National Capital Region’ means—

(1) the District of Columbia;
(2) Prince Georges and Montgomery Counties in Maryland;
(3) Arlington, Fairfax, Loudoun, and Prince William Counties in Virginia; and
(4) all cities and towns included within the outer boundaries of the foregoing counties.

The Acting CHAIR. Pursuant to HouseResolution 839, the gentleman from Virginia (Mr. BEYER) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Virginia.

Mr. BEYER. Mr. Chairman, I consistently hear a great deal from my constituents about pervasive, intrusive helicopter noise. I have carefully listened to them for years, through community forums, townhalls, letters, emails, phone calls, and the like. I have also worked with both the FAA and the Department of Defense on possible solutions.

We certainly have a difficult balance to strike in the National Capital Region, but people shouldn't have to live under the constant thunder of helicopter noise. Helicopter noise, by all accounts, has gotten significantly worse year after year. Even those who are neighbors with the Pentagon have noticed it has gotten much worse.

Last year, I had an amendment to the NDAA for the Department of Defense to conduct a study on mitigating the helicopter noise. We had excellent conversations. Colonels and majors came out from the Air Force, the Army, the Marines, and the FAA came out from the FAA. We had eveningings. We had conversations. In those conversations, we moved forward with a now completed DOD noise study.

The Department of Defense has repeatedly informed me that they follow the FAA and they perform and that they fly at the required minimum altitudes. So as a solution, my amendment would require the FAA to simply review all the helicopter flight paths in the national capital region, including those used solely by the Department of Defense, to assess whether some of these helicopter trips could be safely flown at a higher altitude. If they can be, the amendment would also require the FAA to revise the official helicopter flight maps for this region to allow some paths for those communities that live below.

Progress has remained very slow on this issue—glacial—and I urge my colleagues to vote 'yes' on this amendment so that we can move forward with a responsible way to mitigate this helicopter noise.

I reserve the balance of my time.

Mr. SHUSTER. Mr. Chairman, I claim time in opposition to this amendment.

The Acting CHAIR. The gentleman from Pennsylvania is recognized for 5 minutes.

Mr. SHUSTER. Mr. Chairman, I rise in opposition.

This amendment would interfere with national security, homeland security, and law enforcement operations.

As home to the Nation’s Capital, the area serves a critical role for the country’s national security and the operations of government. These agencies include the DOD, the Coast Guard, Park Police, Capitol Police, and other agencies. The missions they fly cannot be accomplished by any other means and are essential to our Nation’s protection.

This amendment would add complexity to the airspace and could affect the safety of our service members and law enforcement and affect the efficiency of the airspace.

Mr. Chairman, I understand the gentleman’s concerns, and I hope we can find some way to address them, but I urge my colleagues to oppose this amendment.

I reserve the balance of my time.

Mr. BEYER. Mr. Chairman, with great respect to the chairman of the committee, and many conversations I've had with the general who runs the Washington Military District, with the Air Force and Army colonels, with the Marine major, and with many of the helicopter pilots, none of them have suggested for a moment that national security, homeland security, or law enforcement were at risk here. In fact, the pilots said: We would be happy to fly higher as long as we have permission from the FAA.

We are not interfering in the slightest with their ability to accomplish their mission. We understand their mission. We respect it.

No one is saying that we can't protect not only our Nation’s executives, but also the military officers who need to fly in and around this region. What we are simply saying is that, in many cases, 300 feet, 500 feet, 700 feet is a more logical place to fly.

We have had testimony that people have been in apartment buildings in Crystal City, looked out their window, and seen the helicopters fly below their window. This happens in Rosslyn, also.

What we are simply asking is that the FAA responsible officer— with lots of feedback from the Army, Air Force, Marines, from law enforcement, from the Secret Service—they couldn’t, in fact, fly a few hundred feet higher than they fly right now. If they can’t, we will accept that and do whatever it takes to move some other way. But, really, this is at the recommendation of our military leaders that the FAA examine this and find a way to move forward.

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

Mr. SHUSTER. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Virginia (Mr. BEYER).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. SHUSTER. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Virginia will be postponed.

AMENDMENT NO. 68 OFFERED BY MR. SMITH OF NEBRASKA

The Acting CHAIR. It is now in order to consider amendment No. 68 printed in part A of House Report 115–650.

Mr. SMITH of Nebraska. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of title V, add the following:

SEC. 4. GAO STUDY ON AVIATION WORKFORCE.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a study, based on previous studies, that looks at the current and future supply of individuals in the aviation workforce.

(b) REVIEW.—In carrying out the study, the Comptroller General shall review, at a minimum—

(1) the current state of the aviation workforce;
(2) barriers to entry into the aviation workforce; and
Mr. SMITH of Nebraska. Mr. Chairman, I rise in support of the amendment offered by the gentleman from Nebraska.

Mr. SMITH of Nebraska. Mr. Chairman, I yield back the balance of my time.

The Chair recognizes the gentleman from Nebraska.

Mr. SMITH of Nebraska. Mr. Chairman, I have an amendment at the desk. I yield myself such time as I may consume.

Mr. Chairman, I rise in support of this amendment, which would direct the Comptroller General to study the current and future availability of pilots in the aviation workforce.

Since the implementation of new pilot training requirements for first officers in 2013, two airlines which provided air service to my congressional district have filed for bankruptcy, citing the inability to find pilots as a primary reason for their financial struggles. Even before withdrawing from Nebraska, both airlines had poor flight cancellation records, which they indicated was caused by this issue, severely reducing enplanements at these airports.

In rural areas like Nebraska’s Third District, commercial air service provides a vital economic link for communities which are several hours’ drive from the nearest major airport.

In an effort to further address the concerns of the seven communities with passenger air service in my district and numerous others around the country, this amendment merely asks GAO to study what the current state of the aviation workforce is, what it is going in the future, and what, if anything, we can do to mitigate pilot shortages. We must do more to address these communities’ concerns, and this study will provide valuable information as we seek to address this problem.

Beyond the direct economic impact on these communities from the loss of these flights, these cancellations have also caused overall enplanements at airports in the aviation workforce.

Indeed, in Minneapolis-St. Paul, our metropolitan planning organization has a budget that dwarfs all the others in the country. In fact, it is larger than Houston; Dallas; Atlanta; Los Angeles; Phoenix; Seattle; Washington, D.C.; San Francisco; Boston; Philadelphia; Denver; Miami; Tampa; and Chicago combined.

Now, why does an entity of this magnitude not require local elected officials?

Now, I know some defending the status quo are now making misleading claims about this amendment, about our efforts here in Congress.

First, the Met Council does perform transportation work, and their transportation advisory board does include local elected officials. But the Federal Highway Administration and FTA ruled in 2015 that the TAB is an advisory body to the council; it is not the MPO. Even the previous administration, the Obama administration, disagreed with the Met Council’s assertion that the TAB would be equivalent to a local elected official.

Second, the defenders of the status quo are asserting that total chaos will ensue if this amendment passes. It will be a complete mess. Every other MPO was either formed in compliance with Federal law, is a major problem for communities with the smaller airlines, and certainly we want to prevent something in a similar manner from impacting the larger airports around the country as well.

Mr. Chairman, I thank the chairman and ranking member for their support, and I urge others to support this amendment.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Nebraska (Mr. SMITH).

The amendment was agreed to.

AGENDA NO. 75 OFFERED BY MR. LEWIS OF MINNESOTA
The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR.

Mr. LARSEN of Washington. Mr. Chairman, I claim time in opposition to the amendment offered by the gentleman from Nebraska.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. LARSEN of Washington. Mr. Chairman, I support the amendment offered by the gentleman from Nebraska.

This amendment would require the Comptroller General to conduct a study on the current and future supply of individuals for the U.S. aviation workforce. The study would review the current state of our aviation workforce as well as barriers to entry.

A strong and robust aviation workforce will ensure the U.S. remains the global leader and innovator in civil aviation; therefore, I support this amendment.

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

Mr. SMITH of Nebraska. Mr. Chairman, I yield such time as he may consume to the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Mr. Chairman, I thank the gentleman for offering this amendment.

Mr. Chairman, I agree with the ranking member, Mr. LARSEN. This amendment requesting the GAO study makes a lot of sense given the overview of the future supply of individuals in the workforce, we know there are some shortages out there. This report will inform us about the current aviation workforce and needed actions to ensure we do have an adequate supply of workers in the future.

Mr. Chairman, I thank the gentleman for his leadership and thank him for offering this amendment, and I urge all Members to support it.

Mr. SMITH of Nebraska. Mr. Chairman, again, this amendment just asks the Comptroller General to assess our current situation for aviation and pilot needs. Canceled flights have been a major problem for communities with the smaller airlines, and certainly we want to prevent something in a similar manner from impacting the larger airports around the country as well.

Mr. Chairman, I thank the chairman and ranking member for their support, and I urge others to support this amendment.

I yield back the balance of my time.

The Acting CHAIR. The question is on amendment offered by Mr. LEWIS of Minnesota.

The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR.

The Acting CHAIR. Pursuant to House Resolution 839, the gentleman from Minnesota (Mr. LEWIS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Minnesota.

Mr. LEWIS of Minnesota. Mr. Chairman, since 1991, Federal law has stated that metropolitan planning organizations around the country should have local elected officials on their boards.

Congress passed MAP-21 and included a clause stating that these MPOs that were not in compliance had 2 years to conform.

Now, in the previous administration, there was a Federal clause that was used to grandfather the Twin Cities—Minneapolis-St. Paul—Metropolitan Council into compliance without having elected officials. So we now have, in the Minneapolis-St. Paul region, the only board in the country that is entirely nonelected, the only MPO that has the authority to independently raise taxes and is not elected.

Indeed, in Minneapolis-St. Paul, our metropolitan planning organization has a budget that dwarfs all the others in the country. In fact, it is larger than Houston; Dallas; Atlanta; Los Angeles; Phoenix; Seattle; Washington, D.C.; San Francisco; Boston; Philadelphia; Denver; Miami; Tampa; and Chicago combined.

Now, why does an entity of this magnitude not require local elected officials?

Now, I know some defending the status quo are now making misleading claims about this amendment, about our efforts here in Congress.

First, the Met Council does perform transportation work, and their transportation advisory board does include local elected officials. But the Federal Highway Administration and FTA ruled in 2015 that the TAB is an advisory body to the council; it is not the MPO. Even the previous administration, the Obama administration, disagreed with the Met Council’s assertion that the TAB would be equivalent to a local elected official.

Second, the defenders of the status quo are asserting that total chaos will ensue if this amendment passes. It will be a complete mess. Every other MPO was either formed in compliance with Federal law, is a major problem for communities with the smaller airlines, and certainly we want to prevent something in a similar manner from impacting the larger airports around the country as well.

Mr. Chairman, I thank the chairman and ranking member for their support, and I urge others to support this amendment.

I yield back the balance of my time.

The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR.

Mr. LEWIS of Minnesota. Mr. Chairman, again, this amendment just asks the Comptroller General to assess our current situation for aviation and pilot needs. Canceled flights have been a major problem for communities with the smaller airlines, and certainly we want to prevent something in a similar manner from impacting the larger airports around the country as well.

Mr. Chairman, I thank the chairman and ranking member for their support, and I urge others to support this amendment.

I yield back the balance of my time.

The Acting CHAIR. Pursuant to House Resolution 839, the gentleman from Minnesota (Mr. LEWIS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Minnesota.

Mr. LEWIS of Minnesota. Mr. Chairman, since 1991, Federal law has stated that metropolitan planning organizations around the country should have local elected officials on their boards.

Congress passed MAP-21 and included a clause stating that these MPOs that were not in compliance had 2 years to conform.

Now, in the previous administration, there was a Federal clause that was used to grandfather the Twin Cities—Minneapolis-St. Paul—Metropolitan Council into compliance without having elected officials. So we now have, in the Minneapolis-St. Paul region, the only board in the country that is entirely nonelected, the only MPO that has the authority to independently raise taxes and is not elected.

Indeed, in Minneapolis-St. Paul, our metropolitan planning organization has a budget that dwarfs all the others in the country. In fact, it is larger than Houston; Dallas; Atlanta; Los Angeles; Phoenix; Seattle; Washington, D.C.; San Francisco; Boston; Philadelphia; Denver; Miami; Tampa; and Chicago combined.

Now, why does an entity of this magnitude not require local elected officials?

Now, I know some defending the status quo are now making misleading claims about this amendment, about our efforts here in Congress.

First, the Met Council does perform transportation work, and their transportation advisory board does include local elected officials. But the Federal Highway Administration and FTA ruled in 2015 that the TAB is an advisory body to the council; it is not the MPO. Even the previous administration, the Obama administration, disagreed with the Met Council’s assertion that the TAB would be equivalent to a local elected official.

Second, the defenders of the status quo are asserting that total chaos will ensue if this amendment passes. It will be a complete mess. Every other MPO was either formed in compliance with Federal law, is a major problem for communities with the smaller airlines, and certainly we want to prevent something in a similar manner from impacting the larger airports around the country as well.

Mr. Chairman, I thank the chairman and ranking member for their support, and I urge others to support this amendment.

I yield back the balance of my time.

The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR. The Acting CHAIR.

Mr. LEWIS of Minnesota. Mr. Chairman, again, this amendment just asks the Comptroller General to assess our current situation for aviation and pilot needs. Canceled flights have been a major problem for communities with the smaller airlines, and certainly we want to prevent something in a similar manner from impacting the larger airports around the country as well.

Mr. Chairman, I thank the chairman and ranking member for their support, and I urge others to support this amendment.

I yield back the balance of my time.
Finally, the critics of my amendment have begun stirring up the masses by saying this single-handedly stops Federal funding for any transportation project in the area, even up to $2 billion by 2021. But in the past, when other MPOs have come into compliance, it hasn’t had this effect. It simply hasn’t happened. Besides, the congressional intent is that any MPO whose structure changes in order to adhere to Federal law will be given a transition period, a very generous one.

The point is this amendment does not put in jeopardy any current or future Federal investments and grants. In fact, my colleagues and I from Minnesota have been working with the DOT to make certain we get the Federal support we need. But it is vital, and it has been vital for years in our region, that we determine our own governance structure, that the local elected officials have a say.

If the 19YY Counties Metropolitan Council thinks it would take too large an effort to find common ground in order to pursue an MPO that has elected officials, then that is the best indication that there is a serious problem with the status quo.

Mr. Chairman, it is time to give citizens power over their regional government. I urge my colleagues to support my amendment, and I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Chairman, I claim time in opposition.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. LARSEN of Washington. Mr. Chairman, I urge my colleagues to oppose this amendment, and I yield back the balance of my time.

Mr. LEWIS of Minnesota. Mr. Chairman, I yield my amendment to the gentleman from Minnesota.

Mr. Chairman, I understand the concerns that he has with his local MPO. We all face our own challenges with local MPOs, and they are an important decisionmaking body that ensures local governments can take full advantage of Federal transportation programs in a coordinated manner.

This amendment is attempting to break apart the coordinating structure of a local MPO, seemingly to punish it. It does not achieve the outcome the gentleman is hoping to achieve except to create government dysfunction.

I would also note that some frequently argue that local decisions should be made by local decisionmakers. They say, “Keep the Federal Government out of our business.” But this amendment declares, if the decisions are not made to the liking of one Federal official, he can step in and blow up that local decisionmaking body.

Mr. Chairman, I am urging my colleagues, therefore, to oppose this amendment, and I reserve the balance of my time.

Mr. LEWIS of Minnesota. Mr. Chair, I yield my amendment to the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Mr. Chair, I thank Mr. LEWIS and I thank the gentleman for offering this amendment. The Metropolitan Planning Organizations were created to ensure that local officials drive the decisions about how Federal and highway transit funds are spent. Unfortunately, for the gentleman’s district, a loophole in the law undermines elected officials.

This amendment ensures the structure of MPOs can consist of locally elected officials. This is a fair and commonsense amendment, so I urge all Members to support this amendment.

Mr. LEWIS of Minnesota. Mr. Chairman, I would note that of all the opposition in this body, they are already in compliance with what I am proposing for the Metropolitan Council. So, clearly, it didn’t induce chaos, and I yield back the balance of my time.

Mr. LARSEN of Washington. Mr. Chair, we have no other speakers, and I urge my colleagues to oppose this amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Minnesota (Mr. LEWIS).

The amendment was agreed to.

AMENDMENT NO. 78 OFFERED BY MR. LIPINSKI

The Acting CHAIR. The amendment is in order. The amendment is printed in part A of House Report 115-850.

Mr. LIPINSKI. Mr. Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment. The text of the amendment is as follows:

Add at the end of title V of the bill, the following:

SEC. 5. INTERLINGER.
Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall issue a final rule requiring an air carrier to seek, in the event of a delay exceeding 3 hours, cancellation, or misconnection, reimbursement as a result of circumstances or an event within an air carrier’s control, as determined by the Secretary of Transportation, alternative transportation for displaced passengers, including aboard another air carrier capable of transporting the passenger to his or her originally scheduled destination, and to accept, for a reasonable fee, the passenger’s transportation, or a voucher of equivalent value to meals, transportation, or a voucher of equivalent value for future travel on the carrier.

SEC. 5. IMPROVED ACCOMMODATION OF DISPLACED PASSENGERS.

Not later than 1 year after the enactment of this Act, the Secretary of Transportation shall modify part 259 of title 14, Code of Federal Regulations, to include the following:

(1) ADOPTION OF PLAN.—Each covered air carrier shall adopt a contingency plan for lengthy terminal delays for its scheduled flights at each large hub airport, medium hub airport, small hub airport and non-hub airport in the United States at which it operates or markets such air transportation service and shall assure the implementation of its plan.

(2) CONTENTS OF PLAN.—Each contingency plan for any delay, cancellation, or misconnection, affecting a passenger whose flight has been involuntarily denied boarding as a result of circumstances or an event within an air carrier’s control, as determined by the Administration of the Federal Aviation Administration (except in the case in which the flight crew determines that a passenger poses a danger to the safety of the flight), shall include, at a minimum, the following:

(A) ESSENTIAL NEEDS.—An air carrier shall ensure that essential needs, including food, water, restroom facilities, and assistance in the case of a medical emergency or death. If the only available seating on the carrier’s next flight to the passenger’s destination is a higher class of service than purchased, the air carrier shall transport the passenger on the flight at no additional cost.

(B) MEAL VOUCHER.—In the case of a delay exceeding 4 hours, the air carrier shall provide a meal voucher or, if at the request of the passenger, cash equivalent to the value of a meal voucher. An air carrier shall not be liable to reimburse the passenger for expenses related to meals if the passenger did not accept such compensation when offered.

(C) LODGING, TRANSPORTATION, AND OTHER VOUCHERS.—

(i) IN GENERAL.—In the case of a delay, cancellation, or misconnection as a result of circumstances or an event within an air carrier’s control, as determined by the Secretary of Transportation, of which any portion exceeding 2 hours occurs between the period of time between 10 a.m. and 6 p.m. local time, of the following day, and with no guarantee of reaccommodation aboard another air carrier capable of transporting the passenger to his or her originally scheduled destination, the air carrier shall provide the passenger with lodging, transportation to and from the airport to the place of lodging, and meal expenses. At the request of the passenger, the carrier shall alternatively compensate such passenger with the cash equivalent of the value of the lodging, meals, transportation, or a voucher of equivalent value for future travel on the carrier.

(ii) LODGING UNAVAILABLE.—If lodging is unavailable, an air carrier shall compensate such passenger with the cash equivalent of the value of the lodging, meals, transportation, or a voucher of equivalent value for future travel on the carrier.

(iii) PROXIMITY TO RESIDENCE.—The provisions of clauses (i) and (ii) shall not apply to a passenger whose residence is 50 miles or less from the airport where such delay, cancellation, or misconnection occurred.

(iv) FAILURE TO ACCEPT INITIAL COMPENSATION.—An air carrier shall not be liable to reimburse the passenger for expenses related to meals if the passenger did not accept such compensation when offered.

The Acting CHAIR. Pursuant to House Resolution 839, the gentleman from Illinois (Mr. LIPINSKI) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Illinois.

Mr. LIPINSKI. Mr. Chair, I yield myself such time as I may consume.

Mr. Chairman, while we have had some good news that airlines have improved their performance on various metrics in the past year, passengers continue to suffer frustrations. According to the Bureau of Transportation Statistics, in 2017, 285,000 flights were delayed due to circumstances within the airlines’ control. And last year, even though bumpings were down, over 23,000 were involuntarily denied boarding.

When passengers are significantly delayed as a result of an event within the
airlines' control, it only makes sense that airlines be required to accommodate them better. But in a competitive climate where passengers' expectation of service quality has declined significantly, the airlines won't make these passenger-friendly changes, and that is why we need this commonsense amendment.

My amendment will require airlines to place a passenger who is delayed more than 3 hours onto another carrier, if that would be the quickest way to get the passenger to their destination. This would only apply to delays caused by an event within an air carrier's control, as defined by the Secretary of Transportation.

In order to make this easier for the airlines, it will require all carriers to accept such rebookings for a reasonable fee. At one time, this was a common practice. Some airlines still have these agreements—called interline agreements—with other airlines. And some have, in the past year, created new interline agreements. But many airlines still fall short and some require passengers to ask for this treatment in order to receive it.

This amendment also requires airlines to ensure that passengers have access to essential needs, such as medical care and restrooms, no matter when or where a delay occurs. It requires meal vouchers to be given in the event of delays longer than 4 hours, and it requires hotel accommodations during lengthy overnight delays that occur between 10 p.m. and 3 a.m.

These measures would go a long way to improving airline passenger protections. In order to make sure that this is done in the best possible manner, the Secretary of Transportation will engage in a rulemaking process, giving the airlines and the flying public an opportunity to have input.

Mr. Chair, I urge my colleagues to support this amendment, and I reserve the balance of my time.

Mr. SHUSTER. Mr. Chair, I claim the time in opposition to the amendment.

The Acting CHAIR. The gentleman from Pennsylvania is recognized for 5 minutes.

Mr. SHUSTER. Mr. Chairman, the amendment is a re-regulation of the airlines that was soundly defeated in the Transportation and Infrastructure Committee. It is a model of an airline to interline, which refers to agreements among airlines to carry each other's passengers. Most airlines already have interline agreements with other airlines, and the freedom to do so is important to preserving.

Putting all airlines unwilling into such deals will have unintended consequences. Customers will be punished and forced to bear the burden of the service fares of other airlines. The problems caused by this amendment would most likely fall in smaller communities that have few flights per day.

H.R. 4 includes provisions requiring air carriers to prominently disclose to passengers what services will be offered in the event of widespread disruption. The underlying bill contains a number of other consumer protections that are widely supported by stakeholders and Members alike.

Mr. Chair, I thank the gentleman for his input on this issue, but I urge my colleagues to oppose this amendment, and I reserve the balance of my time.

Mr. LIPINSKI. Mr. Chairman, I reserve the balance of my time.

Mr. SHUSTER. Mr. Chair, I yield such time as he may consume to the gentleman from Washington (Mr. Larsen).

Mr. LARSEN of Washington. Mr. Chairman, I rise in opposition to the amendment offered by the gentleman from Illinois (Mr. Lipinski).

There is no doubt that time and time again, the airlines have a lot of work to do in the realm of customer service. With little competition in the U.S. airline industry, airlines are forced to compete on the quality of services they provide to consumers, yet, the industry has become the world's most profitable due in large part to countless ancillary fees they charge passengers.

I believe that more must be done to restore basic rights and fairness in air travel. However, the amendment, as drafted, does take a one-size-fits-all approach to customer service that may not be appropriate for every situation.

Before legislating prescriptive requirements for the airlines when passengers are displaced, I think the committee should hold additional hearings and study these issues more thoroughly. I hope we can agree on that.

A recent lesson learned was with the Department of Transportation tarmac delay rule, a rule with great intentions that had several unintended consequences, such as passengers becoming stranded overnight at diversion airports hundreds of miles from their destination. Congress had to mitigate some of these issues in the 2016 FAA extension.

When we are prescriptive on the customer service front, we have to be sure we are getting it right. But I do want to thank Mr. Lipinski for offering this amendment. I hope he will continue to work with the committee to perfect it, but I stand in opposition to it.

Mr. Chairman, I thank Ranking Member Larsen for his comments. I thank Chairman Shuster for his work on this bill. There are many good provisions in this bill, one that has to do with disclosure.

But it still does not give the flying public enough protection. That is why we need this amendment.

This amendment has been endorsed by the Consumers Union, Travelers United, the Consumer Federation of America, and Flyers Rights.

We expect when we buy a ticket on an airline that we will get that as quickly as possible. Glitches occur, but if it is something that is in the control of the airline, I think we should expect to be put on another airline to get to our destination as quickly as possible.

Mr. Chair, I ask my colleagues to support this amendment, and I yield back the balance of my time.

Mr. SHUSTER. Mr. Chair, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Illinois (Mr. Lipinski).

The question was taken; and the Acting Chair announced that the noes appear to have it.

Mr. LIPINSKI. Mr. Chair, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Illinois will be postponed.

AMENDMENT NO. 79 OFFERED BY MR. DENHAM

The Acting CHAIR. It is now in order to consider amendment No. 79 printed in part A of House Report 115–650.

Mr. DENHAM. Mr. Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of title V, insert the following:

SEC. 5 . FEDERAL AUTHORITY.

(a) In General.—Section 14501(c) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking ‘‘Paragraphs (2) and (3)’’ and inserting ‘‘paragraphs (3) and (4)’’;

(2) by redesignating paragraphs (2) through (5) as paragraphs (3) through (6) respectively;

(3) by inserting after paragraph (1) the following:

‘‘(5) as paragraphs (3) through (6) respectively;’’.

(b) Effective Date.—The amendments made by this section shall have the force and effect of law on the date of enactment of the Federal Aviation Administration Authorization Act of 1994 (Public Law 103–356).

The Acting CHAIR. Pursuant to House Resolution 839, the gentleman from California (Mr. Denham) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from California.

Mr. DENHAM. Mr. Chairman, real quickly, let me just explain what the
Mr. Chair, I yield 1 1/2 minutes to the gentleman from California (Mr. COSTA).

Now, this bill only deals with meal and rest—the same as that piece of it that was in 1994 where Congress, where this body actually reported out saying: “State economic regulation of motor carrier operations causes significant inefficiencies, increased costs, reduction of competition, inhibition of innovation and technology, and curtails the expansion of markets.”

This is about interstate commerce, making sure that you can drive a truck transporting goods from one State to another without having challenges going from a patchwork of States across the entire country. We want these professional drivers to be safe, meaning if you get tired, take a break. What we don’t want to do is say, at 2 hours, you need to pull over immediately—on the bridge, on the highway, wherever you are at, creating an unsafe condition.

Stop at the rest stop. Stop at the truck stop. Stop when it is convenient, when it is safe, and when you are tired.

We want to give these professional drivers flexibility in interstate commerce. That was in 1994. That was the law of the land until the U.S. Court of Appeals for the Ninth Circuit reconstituted and changed some of these motor carrier laws. The amendment and the Federal Standard only apply to interstate commerce. That is what you do in your own State is up to your State.

But interstate, going across State lines, which the Constitution enumerated to the Federal Government in Article I, section 8, clause 3 of the Commerce Clause. Interstate hours of service regulations would continue to be regulated by the States. But this has already been proven by the U.S. Department of Transportation who wrote the rule that this is the safest way for interstate commerce.

Mr. Chair, I yield 1 1/2 minutes to the gentleman from California (Mr. COSTA).

Mr. COSTA. Mr. Chairman, I thank the gentleman from California for yielding.

I rise today in support of this amendment offered by Mr. DENHAM, Mr. CUellar, and myself. Trucking companies and truck drivers are the backbone of our Nation in terms of transportation, and certainly, much of the San Joaquin Valley that I represent. Agricultural products, fruits, nuts, and vegetables that are put on American’s dinner tables every night are grown in the San Joaquin Valley, and they provide an important part of our sustenance.

Many of these truckers have one or two trucks, and they are literally small-business people. Sadly, because of the recent court decisions that were made, our colleagues, under both of this amendment, these companies that operate across State lines have been exposed to unfair litigation that have been costly, and I know of cases where major motor carriers have gone out of business because of this.

The amendment would clarify that when operating across State lines, meals and rest break requirements will be governed by Federal law, not a patchwork of conflicting State laws. That just makes good common sense. This is consistent with action taken by the Congress—as was noted—in 1994, to provide uniform rules across the country for safety purposes.

Some of my colleagues have claimed time limits saying this amendment would overturn protections like minimum wage and vacation. This amendment in no way impacts minimum wage or vacation, or those issues that have been raised in this fashion. It is simply not true.

This amendment, I believe, is prosafety, proworker, and proeconomy. The fact is, we have been dealing with this issue for a number of years, and it is time that we finally avoid the confusion and strengthen this measure out.

I urge my colleagues to support this amendment.

Mr. DeFAZIO. Mr. Chair, I rise in opposition to the amendment.

The Acting Chair. The gentleman from Oregon is recognized for 5 minutes.

Mr. DeFAZIO. Mr. Chair, I yield myself 2 minutes.

Mr. Chair, I offered a narrow fix for this in what was true interstate commerce because of the potential confusion that would increase hours of service and State hours of service, and that was rejected.

This is an incredibly broad preemption. It is not as stated. For instance, just heard you have to pull over, no matter where you are. No. If you don’t take your rest break, you have to be paid, but you don’t have to stop and pull over.

Beyond that, this would preempt paid rest breaks, paid meal breaks, paid sick leave, paid family leave, payment for time detailed at a loading dock, payment for anything other than a 4 hours worked. This meal and rest break is very reasonable, when you consider that truck drivers can be subject to 14 hours of on-duty time.

This amendment would not only preempt California’s law, but would also preempt laws in 21 other States and territories that guarantee meal and rest breaks.

This amendment is further harmful as it includes broad preemption language, as Mr. DeFAZIO stated, that would prohibit State and local governments from enacting laws that “impose any additional obligation on motor carriers.” This preemption would attack State minimum wage laws, sick leave laws, family leave laws, and other laws that protect truck drivers’ pay and benefits.

Mr. Chair, States should be allowed to set these important standards for truck driver working conditions as they see fit for the health and safety of their workers and for our citizens. Mr. Chair, I ask my colleagues to oppose the Denham amendment, and I include in the RECORD letters of opposition from the Teamsters, American Association for Justice, Truck Safety Coalition and others, and the National Employment Law Project.

TEAMSTERS LETTER OPPOSING DENHAM AMENDMENT REGARDING TRUCK DRIVER WAGE AND BENEFIT LAWS

This week, the US House of Representatives will consider legislation to reauthorize funding for the Federal Aviation Administration (FAA). The trucking industry is trying to hijack that bill. They want to insert language which takes away almost any protection truck drivers are granted under state law.

This includes destroying the right to paid sick leave, paid vacations, FMLA, state guarantees of a lunch or rest break during a shift, and worse.

The language states the following: “A State, political sub-division of a State or political authority of 2 or more States...
may not enact or enforce a law, regulation, or other provision having the force and effect of law prohibiting-employees whose hours of service are subject to regulation by the Secretary under section 31502 from working to the full extent permitted or at such times as permitted under such section, or imposing any additional obligations on motor carriers if such work is performed exclusively work only within their home state, from state protections. Included in these protections is meal and rest break laws that allow truck drivers to take a meal break and a rest break after driving for a certain number of hours. In most cases, these breaks occur after a 10-hour sleep period. They are no more than a ten-minute rest or a half hour lunch and often only occur when an employee works a full day, still allowing the employer the flexibility to determine when and how these breaks are provided.

What happens if that driver needs to take extended state-protected FMLA? Taking time off under state FMLA laws would mean that driver is not working to the "full extent permitted" under the minimal federal rules, so they lose any state protections guaranteeing them the right to go to the doctor. What if a state decides that a truck driver should be paid while they wait in line for hours on end to drop off their load? Well, that's an additional obligation being put on the employer, and that won't be allowed either!

The House must include this anti-safe-ty, anti-worker provision in the FAA bill. This amendment provides a sweeping exemption for motor carrier drivers from being covered by State and local wage and hour laws, including meal and rest break laws, paid sick leave, jury duty, disability and medical leave, and even worker's compensation laws. It should be noted that the Federal government has 50 policy on many of these protections including sick leave, maternity leave, or family leave meaning, that if these workers are exempt from coverage under State law, and there is no Federal law, they are left without any protections. In addition, the amendment prohibits any additional obligations on motor carrier employers—whether the employee is entitled to receive the current current unsustaintionable models of driver compensation and also pre-emptively stop any future reforms to improve driver wages and working conditions at the State and local level.

This is a clear violation of states' rights. This amendment would eliminate each state's ability to protect their workers and citizens, an area which has historically been recognized as part of a state's police powers. Under the 10th Amendment, there has always been a presumption against preemption of state laws that protect the welfare, safety and health of the public, including a state's labor laws. It has been adopted. Congress would be overturning hundreds of state laws that have provided its workers, including truck drivers, with benefits such as paid sick leave, jury duty, disability and medical leave, and workers' compensation laws. Congress would be overturning hundreds of state laws that have provided its workers, including truck drivers, with benefits such as paid sick leave, jury duty, disability and medical leave, and workers' compensation laws. States. Some of the state laws that would be impacted by this overly broad amendment are: minimum wage, sick pay, jury duty, disability, medical leave, and even worker's compensation laws. If this Denham amendment is adopted there will be no remedy and thus no incentive for trucking companies to allow drivers to take breaks, creating a serious health and safety issue. It has been noted that these breaks are not mandatory and are instead at the discretion of the individual driver. By eliminating the incentive for trucking companies to follow the law and allow their drivers to take breaks, this amendment would result in a greater likelihood of crashes due to fatigue. Nearly 4,000 people die in large truck crashes each year and driver fatigue has been a consistent and critical important for highway safety. Companies to follow the law and provide their workers protections on the books which would immediately be wiped out by this amendment, including laws in CA, CO, CT, DE, IL, KY, ME, MA, MN, NE, NV, NH, NY, ND, OR, RI, TN, VT, WA, WY, and WV.

If preempting meal and rest break laws in twenty states was not bad enough, the new Denham amendment is broader, preempting state employment and labor laws in ALL 50 States. Some of the state laws that would be impacted by this overly broad amendment are: minimum wage, sick pay, jury duty, disability, medical leave and even worker's compensation laws. If this Denham amendment is adopted there will be no remedy and thus no incentive for trucking companies to allow drivers to take breaks, creating a serious health and safety issue. It has been noted that these breaks are not mandatory and are instead at the discretion of the individual driver.

Under Federal law there is no available remedy to a worker if a trucking company chooses to break the law and refuse a worker time off under the agreed upon minimum rate. Instead, companies would be allowed to only pay drivers for the time they spend driving, despite the fact that drivers are required to spend a great deal of time performing non-driving duties in the fulfillment of their employment such as pre and post trip inspections, maintenance and loading and unloading.

The amendment would also overturn state laws that require workers to be paid for all hours worked at the agreed upon minimum rate. Instead, companies would be allowed to only pay drivers for the time they spend driving, despite the fact that drivers are required to spend a great deal of time performing non-driving duties in the fulfillment of their employment such as pre and post trip inspections, maintenance and loading and unloading.

The amendment would preempt state law that limits the number of hours a regulated driver may work including state disability discrimination and workers' compensation provisions where an employer has discretion to return a driver to work with limited work hours following an accident or illness. Moreover, the amendment would eliminate the right to take any leave under state versions of the family and medical leave act or to avail reasonable accommodation to provide an employee time off of work for prayer or religious practice under state religious discrimination laws.

The amendment applies retroactively: If wiping out worker and truck drivers' existing rights weren't bad enough, this amendment applies retroactively and would therefore wipe out lawsuits, settlements, and judgments won by truck drivers for employment violations going back to 1994. That's 23 years of jurisprudence and judgments that held trucking companies accountable for breaking state and local labor laws and violating workers' rights. The retroactivity provision is an affront to states' rights and state courts.
Hon. MEMBERS OF THE HOUSE,

We write to remind you that the reauthorization legislation being considered by the House under section 31502 from working to the full extent permitted or at such times as permitted under such section, or imposing any additional obligations on motor carriers. This amendment would deny truck drivers, including many who never leave that state, from taking the lunch break and/or a rest break which they are granted under state law. In most cases, these breaks are no more than a ten-minute rest break or a half hour break for lunch. They often only occur when an employee works a full day and the employee has flexibly determined to take the breaks. Twenty states have versions of this lunch break in the books which would immediately be upended, including laws in CA, CO, CT, DE, IL, KY, ME, MA, MN, NE, NV, NH, NY, ND, OR, RI, NJ, VT, WA, and WV.

In addition to being bad policy, Congress has not had a single public hearing on this issue and disregarded the analysis of its merits. This fundamental change to surface transportation policy clearly falls within the jurisdiction of a surface transportation agency, but it was rejected during the last highway bill. It has no place in any legislation reauthorizing the FAA.

We urge you to continue to reject any language overturning state protections for truck drivers as you consider FAA reauthorization legislation. We greatly appreciate your support for protecting American workers and look forward to working with you to safeguard these important state laws.

Sincerely,
The International Brotherhood of Teamsters; American Association for Justice; Owner-Operator Independent Drivers Association; Advocates for Highway and Auto Safety; Truck Safety Coalition; Road Education Safety; Parents Against Tired Truckers; Citizens for Reliable and Safe Highways; Center for Auto Safety; Consumer Federation of America; Federal Law Enforcement Officers Association; SMART-TD (UTU); K & A Injury Care; Trauma Foundation.

NATIONAL EMPLOYMENT LAW PROJECT

Vote ‘NO’ on Denham Amendment to H.R. 4

Congressman Denham has introduced an amendment to the Federal Aviation Administration Authorization Act, (FAAAA) that would prohibit states from enacting or enforcing any law or regulation that imposes on intrastate carriers any obligation beyond that covered in the so-called ‘hours of service’ regulations under federal law.

The regulations that the States, political sub-division of a State, or political authority of 2 or more States may not enact or enforce a law, regulation, or other provision having the effect of law prohibiting employees whose hours of service are subject to regulation by the Secretary under section 31502 from working to the full extent permitted or at such times as permitted under such section, or imposing any additional obligations on motor carriers. While it specifically overrules state rest and meal breaks provisions, its broad language would reach even further and deprive truck drivers of protections of a wide range of state and local labor standards that have protected them for decades.

The bill represents an enormous overreach by the federal government and overrules decades of court precedents confirming that truck drivers are entitled to basic minimum and prevailing wages, paid sick days, and to be properly classified. It would carve truck drivers out of traditional workplace protections and deny them the opportunity for workers’ compensation and workers’ compensation as well as more recent standards that states and localities, have seen fit to afford their residents.

This big government overreach is the latest phase of the corporate ‘preemption’ strategy, backed by industry front groups like ALEC and conservative donkeys like the Koch Brothers, that seeks to go over the heads of state and local governments to roll back a wide range of broadly popular worker protections. This sweeping rollback would reverse eighty years of worker protection laws and leave truck drivers more vulnerable than ever to long hours and abusive working conditions.

Here are some examples of how the law would affect millions of truck drivers across the country:

Workers’ compensation and truck safety. Truck drivers have the highest number and rate of fatal occupational injuries of any occupation in the United States. They also have the highest rate of all occupations for non-fatal serious injuries and illnesses. Yet this amendment would deny workers’ compensation benefits to all drivers and demand states to establish safety and hazardous cargo controls, under the guise of providing uniform federal law. Minimum wage. At a time when Congress has kept the federal minimum wage frozen at just $7.25 since 2009, more and more states have been stepping in to fill the void. Currently, 31 states and more than 40 localities have approved minimum wage increases above the current federal level of $7.25, affecting millions of workers. But, the amendment would strip truck drivers of these minimum wage protections.

Independent contractor abuses. Worker misclassification is a pressing issue for truck drivers across the country, and across the country, courts and administrative agencies are finding that state laws, that truck drivers have been illegally treated as independent contractors by the companies. The amendment would reverse these decisions and allow companies to continue to violate the law.

Paid family leave and paid sick days. Currently, the District of Columbia, 9 states (Connecticut, California, Massachusetts, Oregon, Vermont, Arizona, Washington, Rhode Island and Maryland) and dozens of local jurisdictions have paid family leave and/or paid sick leave for workers. And California, New Jersey, New York and Washington State provide paid family leave to workers in those states. The amendment would take away that benefit from truck drivers in some of the highest trucking-dependent states in the country.

Mr. DEFAZIO. Mr. Chairman, may I inquire as to how much time remains on each side?

Mr. Chairman, the gentleman from Oregon has 2 minutes remaining. The gentleman from California has 1 minute remaining.

Mr. DENHAM. Mr. Chairman, let me just say, Mr. DEFAZIO has said this is very broad. It is very, very succinct. Title 49, section 31502 is the law. The regulation is 40 CFR 395.

This is very, very tight compared to 1994, when the Democrats had control of the House, the Senate, and the Presidency. Mr. DeFazio, thankfully, supported workers by opposing any broad measure dealing with all of these different issues. Now we are just dealing with meal and rest breaks only.

Mr. Chairman, I yield the balance of my time to the gentleman from Texas (Mr. CUELLAR) on this very bipartisan measure.

Mr. CUELLAR. Mr. Chairman, again, overall, I want to thank Chairman SHUSTER and the ranking member for bringing the FAA bill in. But I also support the Denham-Costa amendment because, again, it is a narrow fix on this, and it is only dealing with the interstate itself.

Again, this is a bill that we want to provide some sort of uniformity on. And that is all we are asking for is uniformity. If it crosses State lines, we are asking for that type of uniformity. Again, in the industry, those drivers cross State lines multiple times per day.

So I would ask that you support the Denham-Costa amendment.

Mr. DEFAZIO. Mr. Chairman, I yield 30 seconds to the gentleman from Virginia (Mr. MCEACHIN).

Mr. MCEACHIN. Mr. Chairman, I thank my friend for yielding.

Mr. Chairman, this amendment seeks to preempt important State-level protections that help ensure truck drivers are treated fairly and that they are able to do their jobs safely.

This language would not just erase existing meal and rest break requirements for truckers, it would affect all workers and local workers, with adverse implications for everything from workers’ compensation to the minimum wage. Such changes would be deeply harmful, and I urge my colleagues to oppose them.

Mr. DEFAZIO. Mr. Chairman, I yield myself such time as I may consume.

If you simply pick up a load in the Port of Los Angeles and drive 10 miles, that is deemed interstate commerce.

The problem I was trying to solve with a narrow amendment version was to say if someone is coming in from Nevada, crosses the State line, there would be confusion. That is truly interstate commerce.

What would apply?

The Federal hours of service. State hours of service, et cetera. There could be a narrow fix to this issue. This is a preemption. If you read the law, basically, from working to the full extent permitted or at such times as permitted under such section, or imposing any additional obligations on motor carriers if such employees work to the full extent or at such times as permitted under such section.
So this would be a preemption in all 50 States of whatever additional conditions they have put in place. Many truck drivers are horribly abused already. We have done away with detention time, and we have put time limits on how long they can drive, for safety reasons. They are sitting at some warehouse facility for hours, earning nothing, unless we can have States with additional laws. If we aren’t going to have Federal detention time, maybe States can help with these problems. We do not want abused, tired truck drivers out on the road. We want them to be able to earn a living wage. I have met with drivers out of the port numerous times who are in these endless deals to theoretically buy their truck that they never get to buy, and some of them are not even taking home $100 a week and working many, many hours. We need to stop these abuses. This is only going to make things worse.

Mr. Chairman, I oppose this amendment, and I yield back the balance of my time.

Mr. DENHAM. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from California (Mr. DENHAM).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mr. DEFAZIO. Mr. Chair, I demand a recorded vote.

The Acting CHAIR. The question is on the amendment offered by the gentleman from California (Mr. DENHAM).

Mr. DEFAZIO. Mr. Chair, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from California will be postponed.

Mr. DENHAM. Mr. Chair, I yield the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from California (Mr. DENHAM).

VACATING DEMAND FOR RECORDED VOTE ON AMENDMENT OFFERED BY MR. BEYER

Mr. SHUSTER. Mr. Chair, I ask unanimous consent to withdraw my request for a recorded vote on amendment No. 67 to the end that the Chair put the question de novo.

The Acting CHAIR. The Clerk will re-designate the amendment.

The Clerk redesignated the amendment.

The Acting CHAIR. Is there objection to the request of the gentleman from Pennsylvania?

The Acting CHAIR. The question is on the amendment offered by the gentleman from Virginia (Mr. BEYER).

The amendment was rejected.

AMENDMENT NO. 61 OFFERED BY MISS GONZALEZ-COLON OF PUERTO RICO

The Acting CHAIR. It is now in order to consider amendment No. 61 printed in part A of House Report 115-650.

Miss GONZALEZ-COLON of Puerto Rico. Mr. Chairman, I have an amendment to the bill.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of title V, insert the following:

SEC. 5. STUDY.

(a) In General.—Not later than 6 months after the date of enactment of this Act, the Comptroller General of the United States shall begin a study of international air cargo services among the United States and Central American, South American, and Caribbean Basin countries that—

(1) analyzes the supply of and demand for air cargo transportation services among the United States and Central American, South American, and Caribbean Basin countries;

(2) analyzes the supply of and demand for air cargo transportation services between—

(A) the United States, Central American, South American, and Caribbean Basin countries; and

(B) Africa and Europe;

(3) identifies the busiest routes in terms of cargo capacity of air services;

(4) identifies any air carrier or foreign air carrier hubs in Central American, South American, and Caribbean Basin countries at which a significant amount of air cargo is sorted, handled, or consolidated for transportation to or from the United States;

(5) identifies any air carrier or foreign air carrier hubs in the United States at which a significant amount of air cargo is sorted, handled, or consolidated for transportation to or from Central American, South American, and Caribbean Basin countries;

(6) identifies any significant gaps in the air cargo services or cargo air carrier networks—

(A) among the countries described in paragraph (2)(A);

(B) between such countries and Africa; and

(C) between such countries and Europe; and

(7) assesses the possible impact of the establishment of an air carrier hub in Puerto Rico at which air cargo is sorted, handled, or consolidated for transportation to or from the United States, including the impact on—

(A) the employment rate and economy of Puerto Rico;

(B) domestic and foreign air transportation of cargo;

(C) United States competitiveness in the air transportation of cargo;

(D) air cargo operations at other airports in the United States; and

(E) domestic air carrier employment.

(b) REPORT.—Not later than 12 months after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study described in subsection (a).

(c) DEFINITION.—The term “Caribbean Basin countries” has the same meaning given the term “Caribbean Basin country” in section 501 of the Food for Peace Act (7 U.S.C. 1737).

The Acting CHAIR. Pursuant to House Resolution 839, the gentlewoman from Puerto Rico (Miss GONZALEZ-COLON) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentlewoman from Puerto Rico.

Miss GONZALEZ-COLON of Puerto Rico. Mr. Chairman, I rise today in support of H.R. 4 and, of course, the amendment and the sponsoring today. I want to thank Chairmen Shuster and LoBiondo for their support and guidance, and I urge that this amendment must be adopted as part of this reauthorization bill.

Mr. Chairman, I reserve the balance of my time.
Mr. LARSEN of Washington. Mr. Chairman, I claim the time in opposition, but I do support the amendment.

The Acting CHAIR (Mr. ROGERS of Kentucky). Without objection, the gentleman is recognized for 5 minutes.

The Acting CHAIR. The amendment requires the U.S. Government Accountability Office, or the GAO, study air cargo traffic in the Caribbean, including an assessment and data collection. This data and assessment are needed to help assess Puerto Rico’s role as a cargo hub for international traffic. I look forward to seeing what the GAO reports.

Therefore, I support this amendment, and I urge my colleagues to support it.

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

1615

Miss GONZÁLEZ-COLON of Puerto Rico. Mr. Chairman, this bill will provide data that is important for the due recognition in terms of the capabilities of the island for the near future, and I hope this bill will pass and give Puerto Rico the opportunities we need to fulfill the opportunities in the region and the States.

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

The Acting CHAIR. The question is on the amendment offered by the gentlewoman from Puerto Rico (Miss GONZÁLEZ-COLON).

The amendment was agreed to.

AMENDMENT NO. 84 OFFERED BY MRS. COMSTOCK

The Acting CHAIR. It is now in order to consider amendment No. 84 printed in part A of House Report 115-450.

Mrs. COMSTOCK. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 287, after line 10, insert the following:

SEC. 51501. Establishment of Office of Spaceports.

(a) Establishment of Office.—Not later than 90 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall identify, within the Office of Commercial Space Transportation, a centralized policy office to be known as the Office of Spaceports.

(b) Purpose.—The purpose of the Office of Spaceports shall be to support, promote, and enable infrastructure improvements at Federal Aviation Administration-licensed spaceports in the United States.

(c) Functions.—The Office of Spaceports shall—

(1) support licensing activities for launch sites;

(2) develop and implement policies that promote infrastructure improvements at licensed public launch sites;

(3) provide technical assistance, guidance, and support to public spaceports;

(4) promote United States licensed spaceports within the Department; and

(5) strengthen the Nation’s competitiveness in launch infrastructure and increase resilience for the Federal Government and commercial customers.

(d) Reauthorization.—In carrying out the functions assigned in subsection (c), the Secretary shall recognize the unique needs and distinctions of spaceports that—

(1) launch to low Earth orbit;

(2) are involved in suborbital launch activities;

(3) are located at federal facilities;

(4) are designated as critical infrastructure by the Secretary of Homeland Security;

(5) are managed and operated by educational institutions;

(6) are designated as public spaceports; and

(7) are designated by a State or local governmental entity.

(e) Definitions.—In this section—

(1) the term ‘spaceport’ means a launch site that is licensed by the Federal Aviation Administration and meets the criteria established by the Secretary of Transportation;

(2) the term ‘public spaceport’ means a launch site that is licensed by the Federal Aviation Administration and is owned or operated by a State or local governmental entity, including public subdivisions of a State or local government.

(2) Technical and Conforming Amendment.—The table of chapters of title 51, United States Code, is amended by adding at the end of subtitle V the following:

"CHAPTER 515—OFFICE OF SPACEPORTS"

"Sec. 51501. Establishment of Office of Spaceports.

"(a) Establishment of Office.—Not later than 90 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall identify, within the Office of Commercial Space Transportation, a centralized policy office to be known as the Office of Spaceports.

(2) Purpose.—The purpose of the Office of Spaceports shall be to support, promote, and enable infrastructure improvements at Federal Aviation Administration-licensed spaceports in the United States.

(c) Functions.—The Office of Spaceports shall—

(1) support licensing activities for launch sites;

(2) develop and implement policies that promote infrastructure improvements at licensed public launch sites;

(3) provide technical assistance, guidance, and support to public spaceports;

(4) promote United States licensed spaceports within the Department; and

(5) strengthen the Nation’s competitiveness in launch infrastructure and increase resilience for the Federal Government and commercial customers.

(d) Reauthorization.—In carrying out the functions assigned in subsection (c), the Secretary shall recognize the unique needs and distinctions of spaceports that—

(1) launch to low Earth orbit;

(2) are involved in suborbital launch activities;

(3) are located at federal facilities;

(4) are designated as critical infrastructure by the Secretary of Homeland Security;

(5) are managed and operated by educational institutions;

(6) are designated as public spaceports; and

(7) are designated by a State or local governmental entity.

(e) Definitions.—In this section—

(1) The term ‘spaceport’ means a launch site that is licensed by the Federal Aviation Administration and meets the criteria established by the Secretary of Transportation;

(2) the term ‘public spaceport’ means a launch site that is licensed by the Federal Aviation Administration and is owned or operated by a State or local governmental entity, including public subdivisions of a State or local government."
established under subchapter I of chapter 471 of title 49, United States Code, and the program established under chapter 511 of title 51, United States Code;

(2) Federal investments in space infrastructure should enable partnerships between Federal agencies with spaceports to modernize and enable expanded 21st century spaceport infrastructure, especially multi-modal networks needed for robust space transportation that support national security, civil, and commercial launch customers;

(3) States that have made investments to build, maintain, operate, and improve capabilities for national security, civil, and commercial customers should be commended for their infrastructure contributions to both Federal and non-Federal launch sites, and encouraged through a variety of programs and policies to pursue these investments in the national interest.

(b) E L I T E  S T A T E S .—In reviewing funding options, the Comptroller General shall distinguish between spaceports that are funded by users and those that are not.

(4) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to Congress a report containing results of the study conducted under paragraph (1).

The Acting CHAIR. Pursuant to House Resolution 839, the gentlewoman from Virginia (Mrs. COMSTOCK) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentlewoman from Virginia.

MODIFICATION TO AMENDMENT NO. 84 OFFERED BY MRS. COMSTOCK

Mrs. COMSTOCK. Mr. Chairman, I ask unanimous consent that my amendment No. 84 be modified in the manner that I have placed at the desk.

The Acting CHAIR. The Clerk will report the modification.

The Clerk read as follows:

Modification to amendment No. 84 printed in part A of House Report 115-650 offered by Mrs. COMSTOCK:

Page 287, after line 10, insert the following:

SEC. 51501. Establishment of Office of Spaceports.

(a) Establishment of Office.—Not later than 90 days after the date of enactment of this Act and every 2 years thereafter, the Secretary of Transportation shall submit to Congress a report that—

(1) evaluates the Federal Government’s national security and civil space launch demands and the needs of the United States and international commercial markets;

(2) proposes policies and programs designed to ensure a robust and resilient orbital and suborbital spaceport infrastructure to serve and capitalize on these launch opportunities;

(3) reviews the development and investments made by international competitors in foreign spaceports;

(4) makes recommendations on how the Federal Government can support, encourage, promote, and facilitate greater investments in infrastructure at public spaceports licensed by the Federal Aviation Administration and launch sites; and

(b) Functions.—The Office of Spaceports shall—

(1) develop policies that promote infrastructure improvements at licensed launch sites;

(2) coordinate and authority assistance and guidance to licensed launch sites;

(3) promote United States licensed spaceports within the Department; and

(4) support licensing activities for launch sites.

(c) Recognition.—In carrying out the functions assigned in subsection (b), the Secretary shall recognize the unique needs and constraints of spaceport facilities that—

(1) launch to orbit; and

(2) are involved in suborbital launch activities.

(d) Director.—The Associate Administrator for Commercial Space Transportation of the Federal Aviation Administration shall designate a Director of the Office of Spaceports.

(e) Definitions.—In this section:

(1) Spaceport.—The term ‘spaceport’ means a launch site that is licensed by the Federal Aviation Administration.

(2) Public spaceport.—The term ‘public spaceport’ means a launch site that is licensed by the Federal Aviation Administration, and is owned or operated by a State or local governmental entity, including political subdivisions of a State or local government.

(3) Technical and conforming amendment.—The table of chapters of title 51, United States Code, is amended by adding at the end of subchapter IV the following:

"515. Office of Spaceports, etc. (51501)."

(f) Report on National Spaceports Policy.—

(1) Findings.—Congress finds the following:

(A) the need to leverage and coordinate infrastructure investments with State and local governments;

(B) Federal investments in space infrastructure should enable partnerships between Federal agencies with spaceports to modernize and enable expanded 21st century spaceport infrastructure, especially multi-modal networks needed for robust space transportation that support national security, civil, and commercial launch customers;

(C) States that have made investments to build, maintain, operate, and improve capabilities for national security, civil, and commercial customers should be commended for their infrastructure contributions to both Federal and non-Federal launch sites, and encouraged through a variety of programs and policies to pursue these investments in the national interest.

The Federal Government, led by the Secretary of Transportation, should seek to promote the growth, resilience, and capabilities of this space infrastructure through policies and partnerships with State and local governments.

(2) Report.—Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall submit to Congress a report that—

(A) evaluates the Federal Government’s national security and civil space launch demands and the needs of the United States and international commercial markets;

(B) proposes policies and programs designed to ensure a robust and resilient orbital and suborbital spaceport infrastructure to serve and capitalize on these launch opportunities;

(C) reviews the development and investments made by international competitors in foreign spaceports;

(D) makes recommendations on how the Federal Government can support, encourage, promote, and facilitate greater investments in infrastructure at public spaceports licensed by the Federal Aviation Administration and launch sites; and

(E) considers and makes recommendations about how spaceports licensed by the Federal Aviation Administration can fully support and enable the national space policy.

(3) Updates to the report.—Not later than 3 years after the date of enactment of this Act and every 2 years thereafter, the Secretary shall—

(A) update the previous report prepared under this subsection; and

(B) submit the updated report to Congress.

(4) Consultations required.—In preparing the report required by subsection (4)(A), the Secretary shall consult with individuals including—

(A) the Administrator of the National Oceanic and Atmospheric Administration;

(B) the Administrator of the National Aeronautics and Space Administration; and

(D) interested persons at spaceports, State and local governments, and industry.

(d) Report on Space Transportation Infrastructure Matching Grants.—

GAO STUDY.—The Comptroller General of the United States shall conduct a study regarding spaceport activities carried out pursuant to chapters 589 and 511 of title 51, United States Code, including—

(1) an assessment of potential mechanisms to provide Federal support to spaceports, including—

(A) the appropriation to leverage and coordinate infrastructure investments with State and local governments;

(2) coordination of potential funding options, including funds that may be collected from launch providers or launch customers; and

(3) any necessary changes to improve the spaceport application review process.
VerDate Sep 11 2014 04:32 Apr 27, 2018 Jkt 079060 PO 00000 Frm 00104 Fmt 4634 Sfmt 0634 E:\CR\FM\A26AP7.044 H26APPT1lotter on DSKBCFDHB2PROD with HOUSE

(2) CONSULTATION.—In carrying out the study described in paragraph (1), the Comptroller General shall consult with sources from each component of the launch process, including interested persons in industry and government officials at the Federal, State, and local levels.

(3) USER-FUNDED SPACENETS.—In reviewing the provisions of this Act, the Comptroller General shall distinguish between spaceports that are funded by users and those that are not.

(4) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to Congress a report containing results of the study conducted under paragraph (1).

Mrs. COMSTOCK (during the reading). I ask unanimous consent that the modification be considered as read.

The Acting CHAIR. Is there objection to the request of the gentlewoman from Virginia?

There was no objection.

The Acting CHAIR. Is there objection to the original request of the gentlewoman from Virginia?

There was no objection.

The Acting CHAIR. The amendment is modified.

Mrs. COMSTOCK. Mr. Chairman, my bipartisan amendment reflects several policy recommendations that have been proposed in various forms over the last several years, including Representative BRIDENSTINE’s Space Renaissance Act.

State spaceports have become increasingly important elements of our national space launch infrastructure, with States like Virginia, Florida, and Alaska contributing hundreds of millions in infrastructure improvements to launch sites to better support NASA, DOD, and commercial launch.

State spaceports like the Mid-Atlantic Regional Spaceport at Wallops Island in Virginia, which launches Orbital ATK’s Antares and Minotaur rockets, have provided new, low-cost capabilities for NASA, Defense, and commercial users, while also improving resiliency and responsiveness. The recent NASA Reauthorization Act, which was supported by the House Science Committee by an overwhelmingly bipartisan vote last week, included language urging NASA to fully leverage such State spaceport investments to meet infrastructure demands to support national missions.

As we now consider this FAA Reauthorization Act, it is also important to note that the FAA currently plays a critical role in licensing and working with these spaceports as they grow their infrastructure and capabilities to support a variety of missions. This amendment will help recognize the important role of these spaceports to our national launch infrastructure, establish a centralized policy office that will coordinate licensing, policy, and technical support for spaceports, as well as direct two important reports—one by the Secretary of Transportation and another by GAO—to address policy issues for spaceports in our growing launch market.

The amendment is supported by a bipartisan group of my colleagues from Virginia, Maryland, and Florida and is supported by Virginia Space, Space Florida, and the National Association of Spaceports, among others.

I urge my colleagues to support this bipartisan amendment, and I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Chairman, I claim the time in opposition, even though I support the amendment.

The Acting CHAIR. Without objection, the gentleman is recognized for 5 minutes.

There was no objection.

Mr. LARSEN of Washington. Mr. Chairman, I would like to thank Chairman Shuster and Ranking Member DeFazio for their hard work, and also Mr. Larsen as well.

I have to confess that mentally in my mind I have a list of Republicans I wish wouldn’t run for office again, but I am proud and happy to say that, Mr. Shuster, you are not on that list. I just want to congratulate you on your good work on this bill, not only on this bill, but in the past on a lot of issues that affect not only the constituents in your district, but also people across this country. Thank you for your service.

I was hoping that I might come to the floor today to talk about ways that we might prevent terrorists and criminal organizations from registering aircraft in the United States. There is a Department of Transportation Inspector General report that is well known to Members here that basically lays out the case for more closely scrutinizing the registration of U.S. aircraft. They came up with a few glaring examples that I will mention here.

Recently, it was discovered that Houthi, through a front person, also from Lebanon, registered an aircraft here in the United States with no landing permit. In addition, we had another aircraft registered through the FAA through Wells Fargo Bank, which we understand was located in Tripoli International Airport in Libya, with no landing permit, just hours before the U.N. Security Council met to approve a no-fly zone over that country.

Similarly, we had an aircraft owned by the brother of Ghana’s president but registered by the Bank of Utah, which mysteriously appeared in Tehran, Iran, in 2014, bearing an American flag emblem. This occurred, obviously, in the midst of U.S. and international sanctions. Prohibiting the travel of U.S. aircraft to Iran was the law at that point. The FAA could not explain who was operating the plane or who owned it, and the lack of transparency and accountability in the FAA’s registration system is a serious national security threat.

Now, there was a time when Democrats and Republicans could work on amendments like that and they would

H3680 CONGRESSIONAL RECORD — HOUSE April 26, 2018

SEC. 15. INSTALLATION OF OVERFLIGHT NOISE MITIGATION.

To reduce the impact of overflight noise on local communities, the Administrator of the Federal Aviation Administration shall ensure that no cooperative group of community members identifies a source of aircraft noise, the Administrator to identify and facilitate opportunities for the air carriers to retrofit aircraft with devices that mitigate noise, including vortex generators.

The Acting CHAIR. The amendment to House Resolution 839, the gentleman from Massachusetts (Mr. Lynch) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Massachusetts.

Mr. LYNCH. Mr. Chairman, I would like to thank Chairman Shuster and Ranking Member DeFazio for their hard work, and also Mr. Larsen as well.

I have to confess that mentally in my mind I have a list of Republicans I wish wouldn’t run for office again, but I am proud and happy to say that, Mr. Shuster, you are not on that list. I just want to congratulate you on your good work on this bill, not only on this bill, but in the past on a lot of issues that affect not only the constituents in your district, but also people across this country. Thank you for your service.

I was hoping that I might come to the floor today to talk about ways that we might prevent terrorists and criminal organizations from registering aircraft in the United States. There is a Department of Transportation Inspector General report that is well known to Members here that basically lays out the case for more closely scrutinizing the registration of U.S. aircraft. They came up with a few glaring examples that I will mention here.

Recently, it was discovered that Houthi, through a front person, also from Lebanon, registered an aircraft here in the United States with no landing permit. In addition, we had another aircraft registered through the FAA through Wells Fargo Bank, which we understand was located in Tripoli International Airport in Libya, with no landing permit, just hours before the U.N. Security Council met to approve a no-fly zone over that country.

Similarly, we had an aircraft owned by the brother of Ghana’s president but registered by the Bank of Utah, which mysteriously appeared in Tehran, Iran, in 2014, bearing an American flag emblem. This occurred, obviously, in the midst of U.S. and international sanctions. Prohibiting the travel of U.S. aircraft to Iran was the law at that point. The FAA could not explain who was operating the plane or who owned it, and the lack of transparency and accountability in the FAA’s registration system is a serious national security threat.

Now, there was a time when Democrats and Republicans could work on amendments like that and they would
be accepted. I am still mystified as to where the opposition came from.

Also, public health and safety demands that the FAA take immediate steps to mitigate the impact of concentrated flight paths which come in and out of major airports around the country. They have got a new system called a NextGen RNAV system that concentrates the flights over very narrow strips of neighborhoods and in the areas adjacent to those airports. And we can do a lot, Mr. Chairman, to mitigate that damage. But that is not in this bill.

What I am here to talk about is retrofitting aircraft with noise mitigation devices known as vortex generators. These devices are lightweight and divert wind from the vents on the underside of an aircraft's wings to significantly reduce noise during descent. European carriers such as Lufthansa, British Airways, and Air France have already adapted their older Airbus aircraft to use vortex generators, and new models now come equipped with them. My amendment, which is cosponsored by several of my colleagues on the Congressional Quiet Skies Caucus, would ensure that American air carriers are following suit.

I urge my colleagues on both sides of the aisle to support this amendment.

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

Mr. SHUSTER. Mr. Chairman, I reluctantly rise in opposition to the amendment.

The Acting CHAIR. The gentleman from Pennsylvania is recognized for 5 minutes.

Mr. SHUSTER. Mr. Chairman, I thank my friend and, actually, my classmate, Mr. LYNCH. You, myself, and Joe WILSON are the last of the special election eight that came in 2001, so with me leaving, it will just be up to you and Joe WILSON. But I appreciate work you have done.

I appreciate the intent of your amendment. Again, I reluctantly oppose it because of my high regard for you and the work you have done here. I might add too that what you are talking about, the registration—your amendment, I am familiar with it; I think it might have had some unintended consequences. But I also believe that what they do in Oklahoma City at the registry would put some language in this bill to change that process out there. I intend to go out and see it firsthand, because there are problems out there with the way they operate out there in Oklahoma City. Again, I understand what you are talking about.

But I do rise, reluctantly, to oppose the amendment. The amendment would require the FAA to undertake a very unclear task. I believe, facilitating opportunities for air carriers to install noise reduction devices. If you turn the House floor with an FAA bill, the number one amendment that we have—many, many amendments that we have deal with noise. So it is a problem out there. But the air carriers do have an incentive to, again, operate and reduce the noise of their aircraft, and each new generation of aircraft continues to reduce the noise.

I know that in Connecticut, I believe, Briggs & Stratton has a facility up there. United Technologies, and they were talking about a jet engine that will reduce noise by as much as 70 percent. Again, technology. A lot of smart people are out there trying to figure out innovative ways to reduce noise on these aircraft. Having the FAA involved in these air carrier business decisions, I believe, would stifle the innovation and would set back that development.

But again, I thank the gentleman for his leadership. I am well aware of the issue. I at this point would urge my colleagues to oppose the amendment.

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

Mr. LYNCH. Mr. Chairman, I yield such time as he may consume to the gentleman from Washington (Mr. LARSEN).

Mr. LARSEN of Washington. Mr. Chairman, I rise to support the amendment offered by the gentleman from Massachusetts.

It would direct the FAA to engage and cooperate with airlines to identify and facilitate opportunities for them to retrofit their aircraft with devices that mitigate noise. Air traffic noise is an extremely important issue to those who live in communities surrounding our airports. This noise can be destructive to the well-being of the residents of these communities. This amendment would go a long way toward mitigating future noise issues around our airports.

I support this amendment and ask my colleagues to do the same.

Mr. LYNCH. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Massachusetts (Mr. LYNCH).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. LYNCH. Mr. Chair, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Massachusetts will be postponed.

Mr. Lynch. It is now in order to consider amendment No. 88 printed in part A of the House Report 115-650. Ms. MENG. Mr. Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 267, after line 10, insert the following:

SEC. 1630. GLOBAL-SCALE PROBABILISTIC CONVECTION GUIDANCE.

The Administrator of the Federal Aviation Administration shall develop global-scale probabilistic convection guidance capability.
from both the FAA and NOAA, and, unfortunately, the brevity of this amendment and the lack of details results in a vague mandate that may distract the FAA and NOAA from their ongoing efforts. If the intent is to improve forecasting efforts, then let's not distract them further and give them the tools they are currently involved in.

For these reasons, I urge all my colleagues to oppose the amendment, and I yield back the balance of my time.

Ms. MENG. Mr. Chair, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from New York (Ms. MENG).

The amendment was rejected.

AMENDMENT NO. 96 OFFERED BY MR. ZELDIN

The Acting CHAIR. It is now in order to consider amendment No. 96 printed in part A of House Report 115-650.

Mr. ZELDIN. Mr. Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 267, after line 10, insert the following:

SEC. 1. MANDATORY USE OF THE NEW YORK NORTH SHORE HELICOPTER ROUTE.

(a) PUBLIC COMMENT PERIOD.—

(1) IN GENERAL.—The Administrator of the Federal Aviation Administration shall provide notice of, and an opportunity for, at least 60 days of public comment with respect to the regulations described in subsection (a)(1) that require public comment period and public hearing with respect to the New York North Shore Helicopter Route and work on replacing it with a true all-water route over the Atlantic Ocean.

This amendment also requires the FAA to hold public hearings on the North Shore Helicopter Route in the communities impacted by this flawed route and open up a public comment period so the people who live with aircraft noise season after season can have a voice.

The FAA has, for years, ignored my constituents and the law since long before I was even in Congress. By continuing to extend the North Shore Helicopter Route, the acting administrator, under the Federal Aviation Act of 2010, represents everything that is wrong with the current FAA's North Shore Helicopter Route, which is common sense that aircraft departing New York City bound for airports is completely surrounded by water, so it is reasonable to require the FAA to use all-water routes to reduce those impacts.

This amendment directs the FAA Administrator to offer a public comment period and public hearing with respect to the New York North Shore Helicopter Route and would then be required to review the applicable regulations related to the route and assess the noise impacts on communities and the availability of alternative or supplemental routes to reduce those impacts.

I oppose it on the grounds that it is really not good policy to legislate on noise in a piecemeal fashion, addressing each region and each airport one by one. That is not the best way to address air traffic noise. The community has been aware of this issue for some time and certainly of the occasionally unreasonable exposure to helicopter noise reported by residents in urban areas.

The Aviation Subcommittee held a roundtable on this in October of 2011 to explore this issue, and perhaps it is time to re-up that roundtable to get some movement on this issue.

Further, I have concern about possible unintended consequences of legislative proposals that could lead to the redistribution of aircraft noise. Although well-intentioned, such proposals have social justice ramifications and often can end up distributing noise over socially economically disadvantaged communities. We have to make sure that noise is distributed equitably if we are going to make these decisions.

I would be happy to work, and I think on our side we would be happy to work with the gentleman and the cosponsors to try to address these concerns by talking directly with the FAA, but I have to oppose taking the solution towards a legislative resolution.

I ask my colleagues to oppose it, and I yield back the balance of my time.

Mr. ZELDIN. Mr. Chair, I rise in opposition to this amendment. First off, with respect to my colleague on the other side of the aisle, it is very important for my constituents to have a voice.

What is important to note here is that this route was extended by the FAA in the Federal Register in the middle of a weekend. No one told me. No one told any of the local governments. There was no public hearing. There were no public comments accepted. Actually, the FAA, in this case, went out of their way to ensure that my constituents had zero voice whatsoever. That is under the current Federal law.

Mr. Chairman, I yield as much time as he may consume to the gentleman from Pennsylvania (Mr. SHUSTER), the chairman of the Transportation and Infrastructure Committee.

Mr. SHUSTER. Mr. Chairman, I thank the gentleman for yielding and rise in support of his amendment.

Again, this amendment does address the concerns of the people on Long Island. The gentleman pointed out, this was put in place without public comment, without talking to the folks that live and have to live under these
overflights, so I applaud him for his efforts and commitment to his constituents on this issue. Again, he has worked tirelessly for the last two Congresses on this issue and been a tremendously effective advocate.

I thank the gentleman for his continued leadership, and I thank him for his amendment and encourage Members to support Mr. ZELDIN’s amendment.

Mr. ZELDIN. Mr. Chairman, I thank the chairman for his support of this amendment, for doing everything in his power to make sure that my constituents have a voice, that they are heard, that they are represented, that they are able to provide their public comments, that they are allowed to have a hearing with the FAA. It really is very much appreciated by the residents of my district.

And to my colleagues, Congresswoman GRACE MENG, Congressman Stotzzi, for everyone on the other side of the aisle who is showing leadership in supporting this effort. It is much appreciated. I believe that this has literally jammed through, in the Federal Register, without all sorts of not just courtesies provided, but worse, actually muzzling the voice of the people that they couldn’t even share any—any of their comments whatsoever.

Summer after summer, the quality of life of East End residents has suffered due to the persistent issue of this noise. The FAA and Department of Transportation have sole jurisdiction over our routes that have impacted these communities, but from the route’s planning to its continued use, they have flat out ignored the residents directly affected. I am urging all my colleagues to vote “yes” on this amendment.

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

The Acting CHAIR. The question is on the amendment offered by the gentleman from New York (Mr. ZELDIN).

The amendment was agreed to.

Amendment No. 97 offered by Mrs. LAWRENCE

The Acting CHAIR. It is now in order to consider amendment No. 97, printed in part A of House Report 115–650.

Mrs. LAWRENCE. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

SEC. 543. STUDY ON DIVERSITY OF CYBERSECURITY WORKFORCE OF FAA.

(a) STUDY.—Not later than 1 year after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with the National Academy of Sciences to conduct a study on the diversity of the cybersecurity workforce of the Administration in order to develop recommendations to increase the size, quality, and diversity of such workforce, including cybersecurity researchers and specialists.

(b) REPORT TO CONGRESS.—Not later than 180 days after completion of the study conducted under subsection (a), the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of such study.

The Acting CHAIR. Pursuant to House Resolution 839, the gentlewoman from Michigan (Mrs. LAWRENCE) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentlewoman from Michigan, Mrs. LAWRENCE. Mr. Chairman, I rise today to offer an amendment that will direct the Administrator of the Federal Aviation Administration, FAA, to enter into an agreement with the National Academy of Sciences to conduct a study on the diversity of the cybersecurity workforce of the FAA in order to develop recommendations to increase the size, quality, and diversity of such workforce.

Every day, Federal departments and agencies across our Nation face a barrage of cybersecurity attacks that threaten our national and economic security. An attack in 2006 forced the U.S. Federal Aviation Administration to shut down one of its air traffic control systems and another attack in 2007 that possibly involved malicious hacking and phishing targeted 75 airports in the United States in 2013. Now, in recent years, the FAA has taken concrete steps to improve cybersecurity protection mechanisms; however, Congress needs to ensure that the FAA has the ability and resources to implement cybersecurity protocols across all segments of the National Airspace System.

The mission of the FAA is “to provide the safest, most efficient air transportation system in the world,” and one of the five values of the agency to execute on that mission includes, in their vision statement: “People are our strength. Our success depends on the respect, diversity, collaboration, and commitment of our workforce.”

According to CyberSeek, a national program of National Institute of Standards and Technology in the Department of Commerce, in 2017, the U.S. employed nearly 800,000 people in cybersecurity positions. However, that same report goes on to add that approximately 350,000 jobs remain open in the cybersecurity industry. To ensure that FAA continues to safeguard the world’s safest and most productive aviation sector, Congress needs to ensure that the FAA has all of the tools necessary to ready its workforce.

According to the FAA 2015 Performance and Accountability Report, the agency has over 45,000 employees who have diverse educational and career backgrounds. So when we look at our air traffic controllers, researchers, maintenance specialists, safety inspectors, and mechanical and electrical software engineers, innovative solutions to national cybersecurity challenges will come from a diversity of perspectives.

That is why my amendment will study the needs of the existing cybersecurity workforce of the FAA, and help identify and address any gaps that may exist. It is my amendment that is the size, quality, and diversity of such workforce at the FAA keep pace with the rapid technological advancements in the aviation sector.

I want to thank Chairman SHUSTER for his leadership and emphasis on skills development and training.

Mr. Chairman, I urge my colleagues to support this amendment, and I reserve the balance of my time.

Mr. SHUSTER. Mr. Chairman, I claim the time in opposition, although I do not oppose the amendment.

The Acting CHAIR. Without objection, the gentleman from Pennsylvania is recognized for 5 minutes.

There was no objection.

Mr. SHUSTER. Mr. Chairman, I thank the gentlewoman for offering this amendment. It is a good amendment. The cybersecurity workforce will play a greater role in the aviation industry in the years ahead.

Mr. Chairman, I encourage all of my colleagues to support Mrs. LAWRENCE’s amendment, and I yield back the balance of my time.

Mrs. LAWRENCE. Mr. Chairman, I thank my colleague on the other side of the aisle for his support.

Skilled trained workforce is one of the greatest challenges we have in America in supplying a workforce that is going to address the skilled needs of our workforce. If we don’t address it and be proactive, it is going to be creating a challenge not only to filling jobs, but creating the workforce that will get the job done.

Mr. Chairman, I urge my colleagues to pass this amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentlewoman from Michigan (Mrs. LAWRENCE).

The amendment was agreed to.

ANNOUNCEMENT BY THE ACTING CHAIR

Mr. Chairman, I pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments printed in part A of House Report 115–650 on which further proceedings were postponed, in the following order:

Amendment No. 42 by Mr. DEFAZIO of Oregon.

Amendment No. 60 by Mr. ROHRABACHER of California.

Amendment No. 63 by Mr. KING of Iowa.

Amendment No. 78 by Mr. LIPINSKI of Illinois.

Amendment No. 79 by Mr. DENHAM of California.

Amendment No. 87 by Mr. LYNCH of Massachusetts.

The Chair will reduce to 2 minutes the minimum time for any electronic vote after the first vote in this series.
ANNOUNCEMENT by the Acting CHAIR

The Acting CHAIR (Mr. COLLINS of Georgia). The Chair advises all Members to stay close to the floor. The next series of votes will be a 2-minute vote. Please stay close to the floor.

AMENDMENT NO. 62 OFFERED BY MR. ROHRABACHER

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from California (Mr. ROHRABACHER) on which further proceedings were postponed and on which the noes prevailed by voice vote. The Clerk will redesignate the amendment. The Clerk redesignated the amendment as above recorded.

The Acting CHAIR. A recorded vote has been demanded.

The vote was taken by electronic device, and there were—ayes 192, noes 223, not voting 13, as follows:

(Roll No. 155)

AYES—192


Not voting—13

Black  Blackburn  Carson (IN)  Gowdy  Kuster (NY) 

Mrs. CAROLYN B. MALONEY of New York. Misses CORREA, KHIUEN, and SERRANO changed their vote from “aye” to “no.”

So the amendment was rejected.

The result of the vote was announced as above recorded.

Mr. CONAWAY, Mrs. JENKINS of Kansas, MERRICK, HILL, GOODLATE, STEWARD, BRADY of Texas, COHEN, GOHMERT, and GRAVES of Georgia, changed their vote from “aye” to “no.”

Mrs. CAROLYN B. MALONEY of New York. Misses CORREA, KHIUEN, and SERRANO changed their vote from “no” to “aye.”
Mr. ADHERHOLT changed his vote from "no" to "aye." So the amendment was rejected.

The result of the vote was announced as above recorded.

AMENDMENT NO. 81 OFFERED BY MR. KING OF IOWA

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Iowa (Mr. KING) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered. This is a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 172, noes 243, vote on the amendment offered by the gentleman from Iowa (Mr. KING) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The result of the vote was announced as above recorded.

Mr. ADERHOLT changed his vote from "no" to "aye." So the amendment was rejected.

The result of the vote was announced as above recorded.

AMENDMENT NO. 81 OFFERED BY MR. KING OF IOWA

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Iowa (Mr. KING) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered. This is a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 172, noes 243, vote on the amendment offered by the gentleman from Iowa (Mr. KING) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The result of the vote was announced as above recorded.

Mr. ADERHOLT changed his vote from "no" to "aye." So the amendment was rejected.

The result of the vote was announced as above recorded.
Mr. NORCROSS changed his vote from ‘aye’ to ‘no.’
**AMENDMENT NO. 8 OFFERED BY MR. LYNCH.**

**The Acting CHAIR.** The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Massachusetts (Mr. Lynch) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will redesignate the amendment. The Clerk redesignated the amendment.

**RECORDED VOTE**

**The Acting CHAIR.** A recorded vote has been demanded. A recorded vote was ordered.

The Acting CHAIR. This is a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 187, noes 227, not voting 14, as follows:

[Roll No. 160]

**AYS—187**

Adams, Aguilar, Barragán, Bass, Beatty, Bera, Bishop (GA), Blumenauer, Blunt, Rochester, Bonos, Boyle, Brendan F., Brady (PA), Brown (MD), Brownley (CA), Buchowski, Capuano, Carabajal, Carcieri, Cartwright, Castor (FL), Chu, Cindy, Cicilline, Clark (MA), Clarke (NY), Clay, Clyde, Clyburn, Cohen, Connolly, Correa, Cortez, Crowley, Cummings, Davis (CA), Davis, Danny F., De Lauro, DelBene, DelBene, DeSaulnier, DeSaulnier, Deutch, Dingell, Doggett, Donovan, Doyle, Michael F., Ellison, Enako, Espaillat, Eddy, C. (NY), Evans, Fitzpatrick, Foster, Frankel (FL), Fugate, Gabhard, Gallego (NOT VOTING—13)

Black, Blackburn, Carson (IN), Gowdy, Kuster (NH), Neum 

ANNOUNCEMENT BY THE ACTING CHAIR

**The Acting CHAIR (during the vote).** There is 1 minute remaining.

So the amendment was agreed to. The result of the vote was announced as above recorded.

Mr. EVANS changed his vote from "no" to "aye." The amendment was rejected.
roll call vote No. 156, "no" on roll call vote No. 157, "no" on roll call vote No. 158, and "no" on roll call vote No. 159. Mr. COLLINS of Georgia, Acting Chair of the Committee on House Administration, asked for its immediate consideration in the Committee on House Administration. And for other purposes, as amended, to be considered. The motion was agreed to by voice vote.

Mr. SHUSTER, Mr. Chairman, I move that the Committee do now rise.

Accordingly, the Committee rose.

The Speaker pro tempore: The text of the concurrent resolution on the floor.

The result of the vote was announced as follows:

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore. The question is on the motion offered by the gentleman from California (Mr. ROYCE) that the House suspend the rules and pass the bill, as amended.

This is a 5-minute vote.

The Clerk reads the title of the bill. The Speaker pro tempore. The question is on the motion offered by the gentleman from California (Mr. ROYCE) that the House suspend the rules and pass the bill, as amended.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 410, nays 2, not voting 16. (Roll No. 161)

Mr. COOK changed his vote from "aye" to "nay".

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.

The Clerk reads the title of the bill. The Speaker pro tempore (Mr. COOK). The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Authorizing the Printing of “United States Capitol Grounds: Landscape Architecture Frederick Law Olmstead’s Design for Democracy” as a House Document

Mr. HARPER. Mr. Speaker, I ask unanimous consent that the Committee on House Administration be discharged from further consideration of House Concurrent Resolution 118, and ask for its immediate consideration in the House.
Grounds: Landscape Architect Frederick Law Olmstead’s Design for Democracy”, prepared by the Office of the Architect of the Capitol, shall be printed as a House document under the direction of the Joint Committee on Printing.

(b) Style; Binding.—The book described in subsection (a) shall be printed in such style, form, and with such binding as the Joint Committee on Printing may direct, in consultation with the Clerk of the House of Representatives and the Secretary of the Senate.

(c) Number of Copies.—In addition to the usual number of copies, there shall be printed for the use of the Architect of the Capitol the lesser of—

(1) 5,000 copies of the book printed under this section; or

(2) such number of copies of the book as does not exceed a total production and printing cost of $400,000.

The concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

MOMENT OF SILENCE FOR THE VICTIMS AND HERO OF WAFFLE HOUSE MASS SHOOTING

(Mr. COOPER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. COOPER. Mr. Speaker, I rise today with members of the Tennessee delegation and with the Congressional Black Caucus to honor the victims of a deadly mass shooting at a Waffle House in Antioch, Tennessee, early on the morning of Sunday, April 22.

The four young, promising lives that were lost were Joe R. Perez, DeEbony Groves, Tauren C. Sanderlin, and Akilah DaSilva.

Fortunately, James Shaw, Jr., was also in the restaurant to confront the shooter and to take away his weapon with his bare hands, probably saving the lives of 16 other people.

Let us honor all of the victims and our hero, James Shaw, Jr., with a moment of silence.

CONGRATULATING THE DELAWARE ACADEMY HIGH SCHOOL GIRLS’ VARSITY BASKETBALL TEAM

(Ms. TENNEY asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. TENNEY. Mr. Speaker, I rise today to recognize, along with my colleague Congressman John Faso, an outstanding group of young women from Delaware Academy in Delhi, New York. The Delaware Academy Girls’ Varsity Basketball team won this year’s New York State Class D Basketball Championship. It was an intense game with a last 3-point shot from Logan Bruce that carried the team into overtime.

The game finally ended in the first overtime with Delaware defeating Franklinville with a score of 54–51. This is Delaware Academy’s first basketball State title and the first State title in any of the women’s and girls’ sports. The Delaware team, known as the Bulldogs, has 14 superior talented athletes:

First, the three-point shot, which was made by Logan Bruce, Olivia Wakin, Kaitlyn Fink, Brenna Gioffe, Julia Burns, Aileen Nealis, Hannah Baxter, Anna Post, Reagan Brachcy, Meredith Mable, Caroline Grace, Celia Schnabel, Sophia Wakin, and eighth grader Sylvia Liddle.

Mr. Speaker, I wanted to have my colleagues join me in congratulating this outstanding, talented group of women and their coaches: Todd Bruce, A.J. Mucciaro, and Tom Glidon, on becoming New York State champions for the first time.

As a former starting center for my high school girls’ basketball team, I am just so proud to say: Go, Bulldogs.

DEMOCRATS HAVE A BETTER DEAL ON HEALTHCARE

(Mr. HOYER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. HOYER. Mr. Speaker, this week, Democrats are highlighting our “Better Deal” that we are offering the American people.

One area where this Republican Congress has given the American people a bad deal is healthcare. Because of their repeated attempts to repeal and undermine the Affordable Care Act, uncertainty has plagued our health insurance markets, leading insurers to flee and premiums to go up.

Republicans included in their tax law a provision that will take coverage away from 13 million people and hike premiums by more than 10 percent annually.

The Trump administration is also making every effort, Mr. Speaker, to unravel vital consumer protections that is the Republican approach, unfortunately, to healthcare: higher costs, lower coverage, and, yes, an age tax, and a return to the days when insurers could deny coverage based upon preexisting conditions.

Democrats are offering a better deal: stabilizing markets, bringing down premiums, making prescription drugs more affordable, and protecting Medicare and Medicaid, which are the Republicans’ next targets.

NATIONAL PRESCRIPTION DRUG TAKE BACK DAY

(Mr. CARTER of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CARTER. Mr. Speaker, today I rise to recognize the National Prescription Drug Take Back Day on April 28.

In the 30 years I served as a community pharmacist, I saw prescription drugs save lives. However, I have also seen these same drugs, coupled with addiction, ruin careers, ruin families, and eventually ruin lives. Today, 144 people die in the United States every day from prescription painkiller overdose.

Prescription drugs have become the target of theft and abuse, and it is critical that we do everything we can to combat the epidemic of disposing of unused medications. That is why I encourage you to go through your medicine cabinets, find any unused prescription medications, and bring them to your closest take-back location.

The DEA website allows you to easily search the closest collection site. By disposing of your unused medications, you are saving lives in your community.

Again, National Prescription Take Back Day is April 28.

GLOBAL YOUTH SERVICE DAY

(Mr. PAYNE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PAYNE. Mr. Speaker, last weekend was the 30th anniversary of Global Youth Service Day. I spent Saturday morning at the Community FoodBank of New Jersey to meet with around 50 young people who had volunteered their day to serve others.

Of course, young people have always been great leaders, but with social media and other technologies connecting people like never before, the power of diverse young minds coming together has taken on a new dimension.

Young people are comparing notes across the country and around the world, and they are doing something to change the course of history. Young people are leading marches, they are running for office, and they are putting their minds and bodies to the service of others.

Mr. Speaker, I ask my colleagues to join me in honoring the Community FoodBank of New Jersey and the young people across this country who participated in the 2018 Global Youth Service Day.

HONORING THE LIFE OF WILLIAM ALLEN “AL” NEWMAN

(Mr. NORMAN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. NORMAN. Mr. Speaker, William Allen Newman, 64, received his reward in Heaven on February 15, 2018, after a brief illness.

He was the loving husband for 43 years of Lucia Woodward Newman. He was born on February 24, 1953, in Sumter and was a son of the late Lonnie
Cullen Newman, Sr., and Frances Pollard Newman.

Al attended Bethesda Church of God where he was the bass player for the praise team. He also played in the band known as “Chief Complaint.”

Al was the administrator of Northwoods Senior Living, which was a ministry for people with chronic or similar illnesses. He spent his life in ministry serving others.

He graduated from Southern Methodist College with a degree in Christian ministries. He graduated from Wilson Hall in 1971. He spent his life working with the visually handicapped, mentally challenged, and the underprivileged, trying to make a difference in their lives.

Join me in welcoming William Allen Newman into Heaven.

FINANCIAL LITERACY MONTH 2018

(Mrs. BEATTY asked and was given permission to address the House for 1 minute.)

Mrs. BEATTY. Mr. Speaker, I rise in support of Financial Literacy Month, which is celebrated every year in April.

Whether it is purchasing your first car, getting a job, going to college, starting a family, or even saving for retirement, it is imperative that Americans of all ages have the capacity to make sound financial decisions. That is precisely what I have been fighting for these last two decades.

In the Ohio Statehouse, I successfully spearheaded legislation requiring all public high school students to complete a financial literacy class prior to graduation. Now I am proud to continue this important work in the Halls of Congress.

Working with the JumpStart Coalition and serving as the co-chair of the House Financial and Economic Literacy Caucus, I had the opportunity to recentralize and honor students during Financial Literacy Day on the Hill.

Mr. Speaker, I am asking all of our colleagues, Democrats and Republicans, to join us in Financial Literacy Month.

NATIONAL SMALL BUSINESS WEEK

(Mr. FITZPATRICK asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. FITZPATRICK. Mr. Speaker, as a member of the Small Business Committee, I am proud to stand with owners and entrepreneurs in Bucks County, Pennsylvania, who embody the spirit of American enterprise.

As such, and in honor of National Small Business Week, beginning Sunday, I am proud to recognize two small businesses in my district that have recently achieved significant milestones in their respective industries.

Crossing Vineyards and Winery of Washington Crossing, Pennsylvania, was named a top 50 Irish-owned small business and will be honored at the Irish Small Business 50 Awards in Philadelphia.

Additionally, Sabre Systems of Warrington was recently contracted by the United States Air Force to develop cutting-edge antenna technology that would be more difficult to detect, further strengthening our military at home and abroad.

I am proud of these local small businesses and so many others in my district, Susan, do our part as elected officials to enable them to thrive and succeed in our diverse and global economy.

HONORING THE LIFE OF JENNIFER RIORDAN

(Ms. MICHELLE LUJAN GRISHAM of New Mexico asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. MICHELLE LUJAN GRISHAM of New Mexico. Mr. Speaker, I rise today to honor Mrs. Jennifer Riordan, who tragically lost her life on Southwest Airlines flight 1380 on April 17.

Mrs. Riordan was an incredible leader and an advocate in our community who loved out loud. I join her family and loved ones in celebrating her life and her commitment to building strong and loving communities.

Through her work at Wells Fargo and her philanthropic efforts, she was able to reflect the positivity of her beaming smile onto every community she touched. Her devotion to serving others made our city a better place and is loved out loud. I join her family and loved ones in celebrating her life and her lasting legacy and an example to all of us.

Our hearts break for her family and for everyone who had the good fortune of being in her presence.

I want to extend my heartfelt condolences to Mrs. Riordan’s husband, Michael, and her two children, Averie and Joshua.

I hope that we can all honor Mrs. Riordan’s memory by embodying her personal philosophy: be kind, loving, caring, and sharing.

NATIONAL PRESCRIPTION DRUG TAKE BACK DAY

(Mr. LA MALFA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LA MALFA. Mr. Speaker, April 28 is National Prescription Drug Take Back Day.

This is an opportunity to dispose of those expired or excess drugs that you may have in your home so that they are properly disposed of instead of ending up in a landfill, waterway, or, more importantly, the hands of children or other dangers that could affect people’s health negatively.

For information about that, check with the U.S. Department of Justice, the Drug Enforcement Agency, or your local police or pharmacy to look for the information for where you should take your excess, expired prescription drugs so we don’t have a health risk, the endangerment of our children, or risk it ending up in the wrong place in the environment.

Again, April 28 is National Prescription Drug Take Back Day. Please participate.

BURN PITS CAUCUS

(Mr. RUIZ asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. RUIZ. Mr. Speaker, while serving our country, many of our brave men and women were exposed to large plumes of black smoke and cancer-causing toxins from the burning of waste, chemicals, and plastics in burn pits.

Now veterans from across the country who have no other risk factors are developing terminal cancer, leaving their families to wonder why, families of heroes. As such, and in honor of National Prescription Drug Take Back Day, I hope that we can all honor Mrs. Riordan’s memory by embodying her personal philosophy: be kind, loving, caring, and sharing.

HONORING THE LIFE OF PASTOR B.R. DANIELS, JR.

(Mr. VEASEY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. VEASEY. Mr. Speaker, I rise today to commemorate Pastor B.R. Daniels, Jr.’s 25th pastoral anniversary at the First Greater New Hope Baptist Church in Fort Worth, Texas.

A native of Fort Worth, Pastor Daniels attended Oscar Dean Wyatt High School. After graduating high school, he answered the call of duty and enlisted in the United States Army, where he faithfully served his country for 8 years. Pastor Daniels was honorably discharged in 1992 at the rank of Sergeant E-5.

In early 1993, when the First Greater New Hope Baptist Church was in search of a new pastor, Reverend Daniels was called to occupy the pulpit. The congregation knew right away that they had the right man for the job.

After 25 years, Pastor Daniels has certainly left his mark not only on the church but the community as well. He has started this caucus because bureaucratic red tape at the VA and the DOD is denying our veterans the answers they deserve and the care they need.

We can’t afford to wait. I urge every Democratic and Republican alike to join the Congressional Burn Pits Caucus and start fighting for our veterans to get the care they need and deserve.

NATIONAL SMALL BUSINESS WEEK

(Mr. FITZPATRICK asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. FITZPATRICK. Mr. Speaker, as a member of the Small Business Committee, I am proud to stand with owners and entrepreneurs in Bucks County, Pennsylvania, who embody the spirit of American enterprise.

As such, and in honor of National Small Business Week, beginning Sunday, I am proud to recognize two small businesses in my district that have recently achieved significant milestones in their respective industries.

Crossing Vineyards and Winery of Washington Crossing, Pennsylvania, was named a top 50 Irish-owned small business and will be honored at the Irish Small Business 50 Awards in Philadelphia.

Additionally, Sabre Systems of Warrington was recently contracted by the United States Air Force to develop cutting-edge antenna technology that would be more difficult to detect, further strengthening our military at home and abroad.

I am proud of these local small businesses and so many others in my district, Susan, do our part as elected officials to enable them to thrive and succeed in our diverse and global economy.

HONORING THE LIFE OF JENNIFER RIORDAN

(Ms. MICHELLE LUJAN GRISHAM of New Mexico asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. MICHELLE LUJAN GRISHAM of New Mexico. Mr. Speaker, I rise today to honor Mrs. Jennifer Riordan, who tragically lost her life on Southwest Airlines flight 1380 on April 17.

Mrs. Riordan was an incredible leader and an advocate in our community who loved out loud. I join her family and loved ones in celebrating her life and her commitment to building strong and loving communities.

Through her work at Wells Fargo and her philanthropic efforts, she was able to reflect the positivity of her beaming smile onto every community she touched. Her devotion to serving others made our city a better place and is loved out loud. I join her family and loved ones in celebrating her life and her lasting legacy and an example to all of us.

Our hearts break for her family and for everyone who had the good fortune of being in her presence.

I want to extend my heartfelt condolences to Mrs. Riordan’s husband, Michael, and her two children, Averie and Joshua.

I hope that we can all honor Mrs. Riordan’s memory by embodying her personal philosophy: be kind, loving, caring, and sharing.

NATIONAL PRESCRIPTION DRUG TAKE BACK DAY

(Mr. LA MALFA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LA MALFA. Mr. Speaker, April 28 is National Prescription Drug Take Back Day.

This is an opportunity to dispose of those expired or excess drugs that you may have in your home so that they are properly disposed of instead of ending up in a landfill, waterway, or, more importantly, the hands of children or other dangers that could affect people’s health negatively.

For information about that, check with the U.S. Department of Justice, the Drug Enforcement Agency, or your local police or pharmacy to look for the information for where you should take your excess, expired prescription drugs so we don’t have a health risk, the endangerment of our children, or risk it ending up in the wrong place in the environment.

Again, April 28 is National Prescription Drug Take Back Day. Please participate.

BURN PITS CAUCUS

(Mr. RUIZ asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. RUIZ. Mr. Speaker, while serving our country, many of our brave men and women were exposed to large plumes of black smoke and cancer-causing toxins from the burning of waste, chemicals, and plastics in burn pits.

Now veterans from across the country who have no other risk factors are developing terminal cancer, leaving their families to wonder why, families of heroes. As such, and in honor of National Prescription Drug Take Back Day, I hope that we can all honor Mrs. Riordan’s memory by embodying her personal philosophy: be kind, loving, caring, and sharing.

HONORING THE LIFE OF PASTOR B.R. DANIELS, JR.

(Mr. VEASEY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. VEASEY. Mr. Speaker, I rise today to commemorate Pastor B.R. Daniels, Jr.’s 25th pastoral anniversary at the First Greater New Hope Baptist Church in Fort Worth, Texas.

A native of Fort Worth, Pastor Daniels attended Oscar Dean Wyatt High School. After graduating high school, he answered the call of duty and enlisted in the United States Army, where he faithfully served his country for 8 years. Pastor Daniels was honorably discharged in 1992 at the rank of Sergeant E-5.

In early 1993, when the First Greater New Hope Baptist Church was in search of a new pastor, Reverend Daniels was called to occupy the pulpit. The congregation knew right away that they had the right man for the job.

After 25 years, Pastor Daniels has certainly left his mark not only on the church but the community as well. He has started this caucus because bureaucratic red tape at the VA and the DOD is denying our veterans the answers they deserve and the care they need.

We can’t afford to wait. I urge every Democratic and Republican alike to join the Congressional Burn Pits Caucus and start fighting for our veterans to get the care they need and deserve.
April 26, 2018

CONGRESSIONAL RECORD—HOUSE

H3691

QUITER SKIES

(Ms. LEE asked and was given permission to address the House for 1 minute.)

Ms. LEE. Mr. Speaker, I want to comment very briefly on the Federal Aviation Reauthorization Act, which provides long-term stability for our Nation’s aviation community and critical investments in U.S. airports. I have many, many issues in my district that this bill, hopefully, will address.

Airplane noise is an issue that directly affects my constituents in the East Bay. I have convened meetings with Federal and local stakeholders to come up with a regional solution to airport noise in the bay area.

This bill will help us make progress to address noise pollution and ensure that residents can live under quiet skies. It would establish a pilot program for the Department of Transportation to give grants of up to $2.5 million to six airports for noise mitigation projects. That is so important.

Also, I am pleased to see that the bill includes language that would require the FAA to partner with higher education institutions to assess the health effects of white noise.

While these changes may not reduce airplane noise immediately, we are moving in the right direction. I look forward to working with the FAA to ensure my constituents affected by airplane noise are addressed in a timely fashion. This legislation is critical legislation to help support America’s innovation in aviation technology and will ensure quieter skies for all.

DEA NATIONAL PRESCRIPTION DRUG TAKE BACK DAY

(Ms. KAPTUR asked and was given permission to address the House for 1 minute.)

Ms. KAPTUR. Mr. Speaker, I rise today to call attention to National Prescription Drug Take Back Day this Saturday, April 28.

While prescription opioids may be a short-term, safe treatment for extreme pain management, misuse and addiction can become a tragic side effect and are extremely common, unfortunately. Ohio is second in our nation in opioid overdose deaths per capita.

According to the National Survey on Drug Use and Health, 6.4 million Americans abused controlled prescription drugs in 2015. About half of the people over the age of 12 who misused prescription pain relievers obtained the drugs from a friend or relative.

Americans of sound mind and body must do more to reduce this number and mitigate misuse by taking action. Please join your fellow citizens in participating in National Prescription Drug Take Back Day this Saturday, April 28. Proper disposal of drugs can save lives.

Remember that you can go to a collection site any day of the year to deposit unused or extra pills and prescription drugs. Get rid of them. You can find a collection site near you by visiting takebackday.dea.gov.

Do your part to prevent accidental poisoning misuse and overdose today. Your vigilance matters.

HONORING THE LIFE OF ADRIAN MURFITT

(Mr. KIHUEN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. KIHUEN. Mr. Speaker, today, I rise to remember the life of Adrian Murfitt, who went to Las Vegas on October 1 for the Route 91 festival.

Adrian had a love for fishing. He would spend months on a commercial fishing boat to catch and sell fish. When it was not fishing season, he would repair appliances, tinkers with cars, and spend time with his friends.

Adrian was a very hard worker and decided to reward himself for a successful fishing season by traveling to Las Vegas. He loved to listen and sing country music with a voice that friends described as “beautiful.”

He enjoyed his two dogs, Laika and Paxson, and always made sure to spend time with them. Adrian had many friends who remember him as being silly and goofy and wanting to make people laugh, no matter what.

I would like to extend my condolences to Adrian Murfitt’s family and friends. Please know that the city of Las Vegas, the State of Nevada, and the whole country grieve with you.

MEDITICARE FOR ALL

(Mrs. CAROLYN B. MALONEY of New York asked and was given permission to address the House for 1 minute.)

Mrs. CAROLYN B. MALONEY of New York. Mr. Speaker, it is a true privilege to join my colleague and good friend Representative ELLISON and other members of the Progressive Caucus to say that healthcare should be a right for everyone in the United States of America.

I have proudly cosponsored the Medicare for All legislation for many years because I don’t believe a person’s economic status should have any bearing whatsoever on their ability to access quality and affordable healthcare.

The Affordable Care Act took us a long way toward that goal, and I am so proud of that vote. I am proud to join all of the Members here who are supporting it and to fight back against attacks from the Republican majority and the White House to dismantle it.

But we can’t just play defense. We have to move toward ensuring greater access to coverage, greater affordability, stronger consumer protections, and higher quality healthcare services. That is why this bill is so important, and I think its time has come.

What Medicare for All would provide is universal coverage for everyone. This is something we should be taking up right now. I am proud to join my colleagues who are supporting it.

RECOGNIZING THE LIFE AND SERVICE OF TIQUE LEE CAUL

(Mr. DeSAULNIER asked and was given permission to address the House for 1 minute.)

Mr. DeSAULNIER. Mr. Speaker, I rise today to recognize the life and service of a longtime Antioch, California, resident and friend, Ms. Tique Lee Caul.

Tique was a single mother, worked full-time, attended classes at Laney College, and served as a volunteer with Habitat for Humanity. She was a trailblazer and a woman who wore many hats. She also sat on multiple boards, including Toastmasters and Black Women Organized for Political Action.

She was a true stalwart of our community, active with volunteers in many efforts. She enjoyed supporting others in their personal transformation and goal attainment.

A mother of five beautiful children, a successful realtor, Tique was a shining light until the very end. She will be sincerely missed by her family, friends, everyone who knew her, and our community.

BETTER DEAL VERSUS RAW DEAL

(Mr. CICILLINE asked and was given permission to address the House for 1 minute.)

Mr. CICILLINE. Mr. Speaker, almost 2 years ago, Presidential candidate Donald Trump said: “We are going to win so much, you are going to get tired of winning.” It has been 16 months since Republicans took control of the White House and Congress, and the only people who are winning are the wealthy and well connected. The rest of America is getting a raw deal.

The Republicans have failed to make healthcare more affordable. They have failed to invest in rebuilding our crumbling infrastructure. They failed to lower the cost of living for working families, and they failed to drain the swamp. The rigged system that they promised to tear down is now bigger and stronger than ever before. The wealthy and well connected are making out like bandits while working people are asked to sacrifice more and more each day.

It doesn’t have to be this way. Democrats are offering a better deal: a better deal to deliver better jobs, better wages for a better future; a better deal to raise incomes, lower the cost of living, and make sure the economy works for all Americans, not just those at the very top.

Let’s give the American people a better deal than the raw deal they are getting from the Republicans.
MEDICARE FOR ALL
The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2017, the gentleman from Minnesota (Mr. ELLISON) is recognized for 60 minutes as the designee of the minority leader.
Mr. ELLISON. Mr. Speaker, today we are going to talk about Medicare for All, the importance of making sure that every American, regardless of income, can get the healthcare that they need. That will be our topic over the course of the hearing.
So I would like to invite to the podium to kick off our discussion the gentleman from California, Mr. Ro KHANNA, a distinguished gentleman from the Golden State of California who has been a leader on economic justice, and justice in general.
Mr. Speaker, I yield to the gentleman from California (Mr. KHANNA).
Mr. KHANNA. Mr. Speaker, I thank the distinguished gentleman from Minnesota for his leadership on so many issues, particularly on healthcare and the fight for Medicare for all.
I rise today to share a heartbreaking story. We do not understand what is at stake in this fight.
Sarah Fay Broughton was a young woman in San Jose, California. Sarah was going to work with special needs kids. At the age of 20, she came down with what she thought was a simple sinus infection. Such a condition is usually managed by a primary care physician and an ordinary specialist. However, Sarah did not receive treatment because she could not afford health insurance.
Six months before she fell ill, Sarah applied for Medi-Cal, California's Medicaid system, but her paperwork kept getting lost. The county was so overwhelmed that her family went through three different caseworkers trying to get medical coverage, but each time they were told to start over. Like more than 28 million Americans without any healthcare, for Sarah, getting sick meant facing crippling medical bills and bill collectors.
So she ignored the pain, only going to the emergency room when it became too much to bear. By that point, the simple sinus infection had grown powerful, spreading to her brain, swelling it, and causing irreversible damage. It was simply too late. On the day Sarah passed away, her family received a letter saying that her Medi-Cal coverage had been approved. She was doing everything right, but the system failed her. Her life was cut short because the wealthiest country in the world has not yet prioritized healthcare.
The question is: Should a young woman who is 20 years old die of a simple sinus infection in the United States of America? If we care about the lives of people like Sarah, if we believe that healthcare is a basic right, then it is long past time to have Medicare for All. Every American should be guaranteed decent, basic healthcare from the day they are born.
This is not a political issue. This is a moral issue. It is an issue of human decency. It is an issue to make sure we don't have people who have simple conditions like Sarah be denied the care they deserve.
That is why I am so proud of my colleague KEITH ELLISON for leading the call for Medicare for All. I am proud to serve on the task force and encourage my colleagues to join him, PETER WELCH, and other voices in bringing to this country Medicare for All.
Mr. ELLISON. Mr. Speaker, I want to thank the gentleman again for his comments about statistics. We can talk about the way the program is going to work. We can talk about all these things. But there is nothing that can replace the precious life of the young woman whom you talked about. She had people who loved her. She had people who knew her. She had everything to look forward to.
She just needed her society, her community, to step forward for her and to help her. And because we don't have the kind of healthcare system we could have, we weren't there for her. But in her memory, we have to be able to make it right for the young people and the people who are still with us. In her memory, we will fight for Medicare for All.
I thank the gentleman. Would the gentleman like to make any final comments?
Mr. KHANNA. Mr. Speaker, I appreciate the gentleman saying that. I had a conversation with the community, and people just feel: what a tragic loss. So, if there are things we can do here under your leadership and as elected Representatives, I hope we will—and we will—take seriously the consequence of the failure in our healthcare policy.
Mr. ELLISON. Mr. Speaker, I would like to invite to share a few remarks the gentleman from the great State of Vermont. As you can see from the list of speakers, we have tremendous geographic diversity: California, Vermont. But we have one thing in common: we need a healthcare system that works for everybody.
Mr. Speaker, I yield to the gentleman from Vermont (Mr. WELCH), my good friend.
Mr. WELCH. Mr. Speaker, I thank the gentleman very much for yielding.
We have the wealthiest country in the world, we have the healthcare system that is the most expensive in the world, and we have more costs and more people not covered than is at all necessary. The fact is, we have had as a goal in this country, since the Presidency of Harry Truman, a goal that all our citizens be covered and have access to healthcare.
And that dream made a solid step forward when Lyndon Baines Johnson was the President and Congress, on a bipartisan basis, passed Medicare, which provided healthcare protection for all Americans 65 and older and provided Medicaid for low-income children and families. We made a second step forward, unfortunately not on a bipartisan basis, with the passage during the Obama administration of the Affordable Care Act. That extended coverage to millions of Americans who otherwise never would have had access to care. It also made some significant improvements in how we prioritize healthcare.
We are continuing with that battle. Those are two solid steps forward. Medicare and Medicaid passed in the Johnson administration and the Affordable Care Act during the Obama administration. Yet we are still spending more than we have ever before. The outcomes that are not the best and, in fact, in many cases, are not even in the top ten. So we are spending the most and getting the least.
The program for healthcare that has the most popularity in this country among Republicans, among Democrats, and among Independents is Medicare. The reason: all of us pay into the Medicare fund, and then when we are eligible at 65, we are all covered. It is simple and fair. It is a program. It is financed by taxpayers, and taxpayers are the beneficiaries of that program itself. It makes sense. It has the confidence of the American people.
It also puts us in a position to try to control costs, not at the expense of throwing 24 million people off of the healthcare rolls, which is what would have happened had the repeal of the Affordable Care Act been passed; but by bringing down, for instance, the cost of prescription drugs, where something that was costing $7.50 suddenly cost $1,500 per pill because the owner bought a company and then had a monopoly power and stuck it to the consumers.
I believe we should strive to get Medicare for every single citizen in this country. Would there be hard questions that we have to address? Sure. There are. But what we have now with this fractured system is young girls who, because they don't have access to healthcare, because the bureaucracy takes so much time to see if she is eligible for Medicaid, or Medi-Cal in the case of this young girl, they don't get access to care, and the tragedy of that situation is that this young woman lost her life.
Had there been healthcare where the parents weren’t terrified about what that bill would be, about how they might have to take out a second mortgage, about how they would be bearing the burden of escaping the clutches of big doctors, that person would have been able to get to a doctor in time to get limited care that would have taken care of what, at that point, was a very limited challenge.
So I thank my colleague (Mr. ELLISON) for convening this here tonight. And the goal that I believe we should have in this country is to have a healthcare system where everybody is covered and everybody helps pay for that system and is about affordable, quality care where the emphasis is on the patient and on the taxpayer.
By the way, this is not about making government run the healthcare. That is
the important thing to remember. If you are on Medicare or Medicaid or ObamaCare, you get to pick your doctor, you get to pick your hospital. This is about having the security of a system that works for you regardless of your income, regardless of your job status, or your migration. It works in all the other industrialized countries of the world; it can work here.

By the way, the cost is starting to kill us. If we don’t start dealing with the cost of healthcare, it doesn’t matter whether it is the taxpayer who is footing the bill, the employer who is footing the bill on behalf of his or her employees, or the individual trying to reach into his or her pocket to pay. We have got to bring these costs down, and an organized system without a broken market, I think, is the way to go.

Mr. Speaker, I thank Mr. ELLISON very much, and I applaud him for his work.

Mr. ELLISON. Mr. Speaker, let me thank my colleague from Vermont for his comments. And if I can ask him a quick question.

If we are already paying the most in the world per capita, why aren’t we getting the healthcare outcomes?

Mr. WELCH. That is really a good question. But that example about that pill going from cost $7.50 to $1,500 means that the owner of that pill—and Martin Shkreli is the guy who did it; he is down, talking about risk over the market and then just make people who absolutely have to have that medication pay through the nose, and more than they can afford. That is an example.

We have all of these stops along the way where private profit is the motive. The market is about profit; it is not about having a system that is going to work and be affordable. I think that is a big reason.

Mr. ELLISON. That is a big reason. I want to thank the gentleman for his work. Let’s keep working on this.

Mr. Speaker, we are talking about Medicare for All tonight, H.R. 676. Mr. John Conyers carried the bill all these years, and I’d like to thank him.

But we are carrying the fight forward. It is important to note from the onset that I recognize, the Progressive Caucus recognizes, the Affordable Care Act made important steps, critical steps, more people covered, and we must continue to fight for it.

We have to protect the Affordable Care Act. We have to do what we can to defend it. There are people in our Congress who want to just get rid of it. But the truth is, it actually helped many people. It helped bring coverage to people who hadn’t had it. It helped bring real answers for families that needed it.

But we can look further down the line. We can think about a system in which everybody pays and everybody benefits. We could look forward to a system like that. We can look to a Medicare for All-styled system where we can say healthcare is a right for everybody.

This is not something that should surprise anyone. Education is guaranteed for everyone. Every schoolkid in America can go to a public school in the United States.

Fire services—you don’t have to pay a separate contract to get the fire department to put out your fire. If you live in the city and there is a fire, you can call them, and they will help you. They are paid out of the taxes that we all pay. The police department, public works—we have systems in our society now that we pay for through our taxes and other sorts of things that we do to afford these services. Healthcare, I believe, is a service that we should look at in a similar light.

A Medicare for All system would decrease overall cost of healthcare for a multitude of reasons, but most importantly, because it would allow the government to negotiate decreases in the cost of care with service providers.

I think that my good friend, PETER WELCH, had an excellent example when he came to prescribe drugs. There is a company called CorePharma that hiked the price of a DARAPRIM pill from $1 to $13.50 and watched revenues climb.

In 2015, CorePharma sold the rights to DARAPRIM to Turing, which raised the price to $750. So in a system like that, of course, whatever somebody can make more money doing, they are going to do. And yet, we don’t have any real controls to make sure that they don’t do it. It is the kind of thing that we have to step forward and address.

In 2012, for example, the average cost of coronary bypass surgery was more than $73,000 in the United States, but it was less than $23,000 in France. France has got their workers’ unions don’t deny that—$75,000 for a coronary bypass surgery in the United States; $23,000 in France.

A Medicare for All single-payer system would lower administrative costs and nearly eliminate spending for competitive advertising, which doesn’t really bring health to anyone. The U.S. spends about 18 percent of its GDP on healthcare, while Canada spends about 11½ percent on healthcare.

The United Kingdom, Britain, England, spends about 8 percent of its GDP on healthcare. Germany and France spend about 11 percent. We spend substantially more, and yet, we do not have the best outcomes in the world. We have not looked at this system and whether it is working for the American people.

I just make this point because we really could join the rest of the world and have more affordable, more effective healthcare. It is not only countries like Germany, France, and Canada that spend less and get better outcomes than the United States. It is also New Zealand, Norway, Denmark, Sweden, all have systems that are similar in style, and they cover more people and the people benefit from that.

Our systems like Medicaid and Medicare are some of the most popular systems out there. People tend to like it. Now, I am not saying they are trouble-free, but anybody who thinks there is some program made by human beings that is going to be absolutely perfect all the time, of course, they are going to fight about it.

But I guarantee you, I spent plenty of time in Montreal, Canada, Calgary, and I tell you, for all the Americans down south of the border who complain about Canadian healthcare, Canadians kind of like their healthcare. They don’t want to switch with us; neither do the people in England. We need A Better Deal, and we can have one if we were to move forward.

Taiwan has a healthcare system that also is similar to Canada, New Zealand, Norway, and Denmark. We can do better than we are doing right now, and we should.

As I mentioned before, Medicaid and Medicare are popular. They are problems where people believe in a healthcare system that is a system that we benefit from as a government of, by, and for the people, and millions of our constituents, from birth until death, benefit, and they support people with disabilities, having children, pregnant women, and seniors. They are wildly popular, and they actually have pretty low administrative costs and essential to the stability of our country. It also makes sense that we can also must also support Medicare for All single-payer. Both a Harvard-Harris poll from 2007 and a 2018 Kaiser Family Foundation poll found that the majority of Americans support a single-payer healthcare system funded by the government. Yet some folks in this body want to actually cut Medicaid. They want to cut—they want to drain funds from the Medicare trust fund.

The fact is Americans over this country, they think that many of our programs, whether it be the VA or Medicare or Medicaid, actually help a lot of people. These programs are popular, and yet, we continue to have to fight to protect them every day.

What if we just move forward instead so that more people can benefit from a program like a Medicare-style program? An expanded Medicare for All will create millions of good jobs. It is a program that would bring more people in; therefore, we need more healthcare professionals to cover folks, more nurses, more doctors, more nurse anesthetists, more folks to keep folks healthy, even more exercise professionals because we know that in a good, solid, single-payer system, we would put an emphasis on preventative care and try to make sure people stay well, stay healthy.

I just make this point because we really could join the rest of the world and have more affordable, more effective healthcare. It is not only countries like Germany, France, Canada that spend less and get better outcomes than the United States. It is also New Zealand, Norway, Denmark, Sweden,
good for people. A single-payer system would lift the significant financial burden from businesses that currently fund the healthcare insurance for their employees and would largely eliminate the financial burden of illness, a leading cause of bankruptcy, and debt sent into collection.

Even with the Affordable Care Act, which substantially helped 28 million people, or about 9 percent of the Nation, still remain uninsured. I am grateful for the Affordable Care Act. It made substantial advances, but we still can do better.

A single-payer system is not just about ensuring that no person is uninsured. It is also about making sure that nobody is underinsured. Many people are underinsured. They face costs associated with their insurance that they just can’t afford to handle, and that is also a substantial problem.

Uninsured individuals are less likely to obtain healthcare when they need it. They skip doctor visits, they avoid filling prescriptions, and they are more likely to end up in medical debt. We can have a system that can help us avoid those costs. Medical debt is one of the leading causes of personal bankruptcy in the United States.

If we were to set up a system that was focused more on health and wellness where we all could pay and then receive the benefit, it would make our society stronger, better financially and physically.

Now, Medicare for All would actually help reduce income inequality. One of the problems that society wants to fix now is that we have really historic record inequality. The rich and the top 1 percent are far more wealthy relative to the rest of their countrymen and women than has been the case since the Great Depression, since the Gilded Age. You probably have to go back to the time when the Great Gatsby was written to actually see the level of inequality that we see today and marks the society that we live in.

In fact, we are facing these record levels of inequality, a single-payer system can also help level the playing field and help working people make a better go at this economy. Medicare for All would make sure that everyone would have the same access and level of care, regardless of their income, their job, or the community that they live in. A Medicare for All system would mean that people would be able to cover their medications, cover their bills. It would mean that they would be able to get what they needed.

And if you compare this, what if we had a system—what if we did healthcare the way we do education, that everyone can have a private—it is a private system and you couldn’t go unless you could pay? The bottom line is that what we would end up with is a system that would be very unequal, educationally speaking. It would undermine our productivity. It would weaken our society.

If we were to have a Medicare for All system that would help make sure that everybody had a basic health benefit, and it didn’t matter whether you had a job at the moment or not, didn’t matter whether you—where you lived, then it would provide a platform for economic prosperity in the marketplace where we all could work.

This would also make our society more equal when it comes to opportunity for people of color and racial minorities. Black and Hispanic Americans are more likely to be uninsured than others. The study showed a direct link between being uninsured and a higher mortality rate.

By the way, when people have died with a higher mortality rate, they don’t just die. Often, they end up in the ER, which is one of the most expensive places to treat somebody. But what if they actually had the treatment that they needed, they had a regular doctor, they had the treatments they needed, they had ways to keep themselves healthy? African Americans and indigenous peoples have lower life expectancy than White Americans, experiencing higher rates in most major causes of death: infant mortality, trauma, heart disease, and diabetes. Much of this is just related to the fact that access is not evenly distributed, and, therefore, the disproportionate impact is on people with the lower income.

Rates of unemployment are higher among African-American men and women and Hispanic White counterparts, and job loss is more prevalent among minority groups. Getting employer-based coverage is not easy if you work a few part-time jobs you have to piece together rather than a solid full-time job.

So what do people do when that happens? You go without healthcare or you have gaps in your healthcare coverage, especially if you live in a State where things like expanding Medicaid are not working. If you are a governor and your state legislature doesn’t want to expand Medicaid, then the chances that you are going to experience these gaps in coverage and be uninsured are higher, and consequently, people’s health outcomes are worse.

The U.S. healthcare system is ranked, when we look at it, among the worst among countries with advanced economies, despite the fact that we are among the ones that spend the most on healthcare. We have more equality based on people’s different racial backgrounds, if we want more opportunity for all, regardless of their race but based on income, and we want to make sure that this is a country where a middle class person, a working class person can do better, then the fact stands true that we have got to move to a Medicare for All style system.

Now, Medicare for All style system and drug pricing—very important topic because it is one of the only countries in the world that doesn’t in some way regulate the cost of prescription drugs. We talked a little bit about this before, using the examples of DARPRIM, but it just seems to me that if we were to move to a system, a Medicare for All style system, an expanded better system, we could find ourselves in a situation where Americans could actually start affording their drugs. While prescription drugs are not covered by Canada’s system, there are price controls for medications, so prescription drugs are often cheaper than they are in the U.S.

We have a drug pricing crisis in this country. Americans know it. They live it every day. The worried parent struggling to pay their kid’s insulin, a senior living on a fixed income who takes arthritis medication, and millions of working people who have to take medication at some point or another in their life, they know that we have a system that is uncontrolled and out of control.

In a recent Kaiser Family Foundation poll, over 50 percent of the people said they were concerned that a prescription drug price crisis would be one—should be one of the President’s and Congress’ top priorities. This should come as no surprise to us.

A majority of Americans are using prescription medication. For too many folks, people have to choose between paying their bills and getting the medicine that their family needs.

In fact, 92 percent of Americans support the Federal Government negotiating lower drug prices for folks on Medicare part D. It’s a very unfortunate program where it is written into the law that we cannot negotiate drug prices. This is an outrageous thing, and for people dedicated to free-market principles, the fact that you couldn’t negotiate a price seems extremely ironic to me. It seems more like crony capitalism than free market.

Eighty-six percent of Americans support requiring drug companies to release information on how they make their drug prices. I think, while that is certainly something that we should know, it is not particularly difficult to figure out. They price based on as much as they can get. And 78 percent of surveyed Americans support lifting what drug corporations can charge for drugs for illnesses like cancer.

□ 1845

We must continue to fight to protect the ACA and fight for Medicare for All as a solution. We should, and we could, begin to tackle so many of our Nation’s problems if we had a shot at good health and stable healthcare.
here, other than some people want to benefit while other people actually suffer.

There is an important debate going on in our country. There is an important conversation that we are having in communities all over. I hope that all across the United States, in church basements, synagogue basements, mosques, Quaker meeting rooms, VFW halls and union halls, in lodges and coffee shops all across America, wherever people gather, folks will get together and discuss our healthcare future as Americans.

There is a better way, and I think that it is right in front of us.

I was speaking about this issue with somebody who told me: Well, Keith, I mean, look, how are we going to pay for this?

I thought that was an interesting question, given that we just passed a Republican tax bill that carved about $1.5 trillion out of the system over the next 10 years. Some people have estimated it is even higher than that. Nobody was particularly worried about how we are going to pay for that. But the question is still a legitimate question. We do have to pay for things.

I try to look at the fact that about two-thirds of all the healthcare spending now is public spending, we are two-thirds of the way there now. We need to figure out how it is we are going to come up with the rest. People will see the healthcare expenditures that they are already making be able to be part of how we will pay this. But the other part is a legitimate question.

I think that we can set out a system of a payroll tax or, perhaps, a tax on Wall Street trades. There are a number of things that we can do. And we also can squeeze costs out of the system.

We know that simply because you have got multiple insurance companies, multiple payers, that there is rampant waste in the system; and if we were to squeeze it out and we get efficiencies, we would be able to lower costs in the system. If we could control costs better, we would be able to have a world-class system, as other countries have, with excellent health outcomes and be able to still pay for it. It is not beyond our reach.

I can tell you that it has often been said that single-payer systems have long waiting lines. Well, not according to the data. One grant from the Commonwealth Fund looks at what percent of adults can get a same-day doctor’s appointment when they are sick, counting systems like Canada, the United Kingdom, and the rest. And the fact is that in New Zealand, Germany, Australia, and the United Kingdom, people can get same-day doctor visits at a higher rate than in the United States. It is not the case that you have to wait so long in every system.

Of course, the U.S. system will be an American system. We will design it for our own purposes. But it simply is not true that a single-payer system will have longer waiting lines. It is just not the case. People will say this, but it is not true.

The fact is that we need to have the debate. We need to have the discussion. We need business to say: Well, what would it mean to me if I didn’t have to pay health insurance out of my business expenses?

Individuals have to ask: What would it mean if they never had to pay for save insurance, things like that, if they could get eyes, ears, other types of coverages that they need, what would it mean if these things were possible? How would it impact our economy? Would it free people and allow them to be more creative and more innovative?

We have seen our country see a decline in small business development first in startups. Is this in part because people are locked into debt in jobs just so they can have insurance? I think there is certainly a possibility there.

At the end of the day, we have got to have a dialogue about how we can better serve the American people. Other countries around the world are doing it, and it is time for us to move forward in this direction, too.

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

HONORING THE LIFE AND LEGACY OF FIRST LADY BARBARA PIERCE BUSH

The SPEAKER pro tempore. Under the Speaker’s announced policy of January 3, 2017, the gentleman from Texas (Mr. CULBerson) is recognized for 60 minutes as the designee of the majority leader.

GENERAL LEAVE

Mr. CULBerson. Mr. Speaker, I ask unanimous consent that all Members participating tonight may have 5 legislative minutes as the designee of the majority leader.

Mr. Speaker. Mr. Speaker, I thank the Chair for his generous material on the topic of this Special Order.

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

There was no objection.

Mr. CULBerson. Mr. Speaker, it is my privilege tonight to pay tribute to the life of a great Texan and a great American: Barbara Pierce Bush.

Mr. Speaker, I have the privilege to yield to the gentleman from Texas (Mr. BURGESS), my colleague.

Mr. BRUGESS. Mr. Speaker, I thank the gentleman for yielding, and I thank the gentleman for calling this Special Order hour to honor the life and legacy of his constituent, Barbara Pierce Bush, whom we lost last week. I am certainly proud to stand with my colleague from Texas to honor the life and the legacy of our former First Lady Barbara Bush.

From Rye, New York, to west Texas, to the West Wing, Mrs. Bush served her family and her country with integrity, strength, and grace. She, indeed, was a member of the Greatest Generation and spent her life in service to others.

It is incredible to reflect. She was only the second woman in our Nation’s history to be both the wife and the mother of a United States President. Mrs. Bush joined Abigail Adams as an exclusive club of those who have advised our Nation’s Chief Executives long before they reached the Oval Office.

In her capacity as First Lady, Mrs. Bush used her influence to enact positive change. Although her name was never on a ballot, the American people chose Mrs. Bush as a leader and as a role model.

Just yesterday, the Energy and Commerce Health Subcommittee marked up more than 50 bills that offer solutions to what is currently a significant crisis in our country dealing with deaths caused by opioids, a devastating epidemic of patients with literally every neighborhood in our Nation. Combating this crisis requires not only legislation, but compassion and understanding.

But years ago, in her work to help the most vulnerable, Mrs. Bush epitomized such compassion. I actually mentioned this at the start of yesterday’s markup in committee. A significant part of Mrs. Bush’s legacy will always be her simple embrace of a child with HIV/AIDS at a clinic at a time when the illness was not well understood and, I dare say, the illness was feared by most people in the country.

This simple act, this simple embrace, to just reach out and pick up a child at an HIV/AIDS clinic, helped to destigmatize HIV/AIDS in American culture. It was a seemingly small, but a powerful, gesture in 1989.

Then Mrs. Bush paved the way for acceptance of patients with HIV/AIDS, their families, and they were moved out of the shadows and could begin to look at treatment options. The world is vastly different today for the patient with HIV/AIDS because of that simple act of compassion evidenced by Mrs. Bush.

As Congress now considers how best to end the opioid crisis and other human dignity issues before us, I hope we can remember and follow Mrs. Bush’s unwavering dedication to always do what is right.

I am certainly proud to join my fellow Texan from Houston honoring his constituent tonight and expressing our condolences to former President George H.W. Bush and the rest of the Bush family and celebrating the wonderful life of former First Lady Barbara Pierce Bush.

Mr. CULBerson. Mr. Speaker, I thank the gentleman for those remarks.

Barbara Bush and George H.W. Bush do exemplify all of the greatest character traits that made the Greatest Generation. Mrs. Bush joined Abigail Adams in an country what it is. It has been a privilege to represent the Bush family and to succeed George H.W. Bush in Congress, who was followed by Bill Archer.
I succeeded Bill Archer. He was chairman of the Ways and Means Committee. He succeeded George H.W. Bush. The Bush family is revered nationwide and admired and revered by all of us in Texas.

Mr. Speaker, I am pleased to be joined tonight by my colleague from Dallas.

I yield to the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON) to honor the life of Barbara Bush.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I want to express my appreciation for the leadership of Representative CULBERSON in setting this special time to give recognition to Mrs. Bush.

We honor the life and legacy of First Lady Barbara Pierce Bush, a great Texan and a great First Lady, a remarkable woman.

For her 92 years on this Earth until her taking her last breath on April 17, she displayed the finest example of radiant elegance, abundant courage, and brilliant intellect. When the news of her death was announced, people from every political party, religious faith, background, color, and creed mourned her with the Bush family.

She was the differences that are all too often exploited and gave us a living example of goodness that can bring people together as human beings. During times of trouble in the administration of both her husband and her son in Washington, she remained a beacon of hope, standing firm against the most horrific of storms. Even those who violently disagreed with the policies of both Presidents found comfort in the wisdom and compassion of Mrs. Bush.

I always admired Mrs. Bush’s charisma, her true patriotism, and the leadership she demonstrated in advocating for stronger literacy programs.

As our Nation’s First Lady, Mrs. Bush made sure our young people were better off. She maintained her commitment to charitable causes and passion for service.

She was a strong advocate for both civil and women’s rights and policies during her husband’s administration, which spoke volumes to her character and the legacy she leaves behind.

Four living Presidents, including her husband and her son, paid homage to Barbara Bush at the memorial service in Houston.

All of us are better people for having known and admired Barbara Bush. She has been a source of inspiration to me, as I know she has been to my colleague from Dallas and the millions of Americans.

People from all over the world poured into Houston to celebrate her life and to pay tribute to her as she lay in repose at St. Martin’s Episcopal Church, people from all walks of life.

As my colleague, Dr. BURGESS, said, she, in a very simple gesture, with a patient who was ill with HIV, broke down the stigma that people felt, the fear people felt that HIV might be contagious. Barbara Bush just acted instinctively, as she always did, with courage and compassion, in hugging that young man that was ill and demonstrating to the world that no one needed to fear people who were ill with HIV. And now that disease has been contained and rolled back. It is a treatable condition.

She devoted her life to, as my colleague from Dallas said, helping those who were less fortunate.

Barbara Bush was born in 1925, June 8, in New York City. As my colleague, Dr. BURGESS said, she was one of only two women in American history who was both a wife and a mother to a United States President. She was the wife of the 41st President, George H.W. Bush; and mother to the 43rd President, George W. Bush.

Barbara was only 18 years old when she married George Herbert Walker Bush in 1945. They had six children together over the course of their marriage.

As First Lady, she is best remembered for her untiring advocacy for universal literacy, and she founded the Barbara Bush Foundation for Family Literacy.

As their engagement announcement in the newspaper in December of 1943, George wrote to his darling Barbara: "I love you, Precious, with all my heart. And to know that you love me means my life. How often I have thought about the immeasurable joy that will be ours some day, how lucky our children will be to have a mother like you."

This letter was released shortly after her passing.

She was an extraordinary woman, an inspiration to all of us.

Mr. Speaker, I now yield to the gentlewoman from Texas (Mr. OLSON). I am honored to be joined tonight by my colleague from the 22nd District of Texas.

Mr. OLSON. Mr. Speaker, I thank my dear friend from Texas Seventh, JOHN CULBERSON, for hosting this Special Order. And that is a special word, "Special Order," because this is a very special lady, Barbara Bush.

Her husband, George H.W. Bush, and Barbara Bush were both native Texans, but they got there as fast as they could. The President embraced Texas right off the bat. He became involved in the oil and gas industry, black gold, Texas tea in those days. His wife, Barbara, became the epitome of a Texas woman, a straight shooter, what you see is what you get; black, white, no gray; family, family, family; love, love, love.

I will share two stories about her and her husband that show how much they loved life and what a great sense of humor they both had.

First of all, in 2000, their oldest son, George W. Bush, was elected to become our 43rd President. Only two families in our country’s history had a woman who had a husband and a son elected to the White House: the Adams family and the Bush family.

Remember all this controversy, hanging chads, Florida, Florida, Florida. Texans were just not enamored with George Bush was elected our President. Naturally, the reporters were excited. They approached our First Lady and said:
Mr. BRADY of Texas. Mr. Speaker, I rise today to honor the life of Barbara Bush. Our country mourns the loss of a truly incomparable First Lady.

For many of us, Barbara Pierce Bush is the original “thousand points of light” by her urging, her applauding, and, at times, insisting that we should all live up to higher standards when it comes to family, honor, and duty.

Barbara Bush deserves to be honored because of her dedication to making our world a better place, specifically, through her work as an advocate for adult and child literacy. The Barbara Bush Foundation for Family Literacy, the leading advocate for family literacy in America, will continue her great work to give children and parents the skills they need for a brighter future.

I had the honor of representing Texas A&M at College Station when the George H.W. Bush Presidential Library was dedicated. It is a remarkable library in so many ways, as is President Bush and the First Lady.

But it was, to me, remarkable how much time and access the President and Barbara Bush gave to the young people of College Station and the region, bringing in leaders from around the country and the world; having deep discussions about freedom, about faith, about family, about leadership and service, all the things that made the Bush family so special.

One time, early on a Saturday morning, I was driving up to College Station to interview our applicants for West Point and the Naval Academy and the Air Force and Merchant Marine. We were doing it at the Corps of Cadets Center at Texas A&M. It was really early on a Saturday morning.

So we were up 290, and I am not really paying attention. I look up and I see something in front of me, and I notice the license plate says: “Read 1.” I thought, Read 1; that is amazing.

"Mrs. Bush, in your heart of hearts, your wildest dreams, did you think one of your sons could become our President, hold the same office that your husband had for 4 years?"

Barbara, being straight-talking Barbara, smiled and I am paraphrasing: Yes, sir. My boys watched their dad achieve the highest office in the world. They knew what it took. It took determination, focus, friends, faith. My sons saw that in their father. They knew what it would take, and so, yes, I thought one of my sons could become our President.

Of course, then she gave the coup de grace, the classic Barbara Bush. She said: ‘I have to be honest with you, though. I thought it would be my smart son,” meaning Jeb Bush, not George W.

That comment was done out of true love, and that is what Barbara Bush was all about.

One other story about the President and their family. President Bush, as he got older, loved to skydive, Bush 41. When he turned 90, he skydived in Kennebunkport. He had pretty bad Parkinson’s. He couldn’t walk. When he landed, he kind of fell over and did what my son Jeb calls a ‘face-plant.’

Friends up there told me that Barbara was on our President for days before the jump saying: ‘Do not do this. You are 90 years old. Don’t jump out of a plane.’

But President Bush had said, when he turned 85, he would do it when he was 90. He kept his word.

You see the video. Barbara came down there, hugged him, kissed him, picked him up, loved him.

Back at the house, it wasn’t quite the same. Apparently, she said over and over: ‘You old man. I told you not to jump out of a plane. Look at your face. Your face is all cut up. Never ever do it again. It won’t happen.’

Of course, the President smiled and said, ‘I love you,’ and then moved on.

The next story about their love, their true love, came from their photographer back home in Houston, Texas. This man has been with the family for at least 40 years. The Bushes come in every year for a big camera shoot.

The photographer told me: ‘I moved her up to the left, had her squat down, to the right, back, left, over and over and over,’ a true workout for any human being, but especially a woman who is 90 years old.

And then he started laughing and said, ‘Our President and his wife are still in love.’

How did he know that? At least 10 times during the course of that shoot, as our first couple walked in front of our President, she would stop and say, ‘Stop that, George. Stop that, Stop that, George.’

We all know what President Bush was doing with his beloved wife: He was saying ‘I love you’ in the way that only Naval aviators can say.

That love resulted in a marriage for 73 years. And while Barbara left us last week, that love is still going strong.

The President and his beloved Barbara Bush, and the entire Bush family, on behalf of the 850,000 Texans I work for in Texas 22, thank you, thank you, thank you for your example, your life, your patriotism, your love, and your family.

The world is a better place because of Barbara Bush. God bless her.

Mr. Speaker, I thank my friend for yielding.

Mr. CULBERSON. America is a far better place because Barbara Bush lived. She has been an inspiration to all of us.

George H.W. Bush has been a leader in Texas. He started out his career as the Houstonian. Party chairman and was elected to Congress in 1966, and a new district was created on the west side, the Seventh District. When George Bush came into this House Chamber, he was assigned to the Ways and Means Committee. He served on the Ways and Means Committee for two terms. Then he ran for the United States Senate in 1970, and he ran against Lloyd Benson in that race, and then he moved on to become the United Nations Ambassador.

Then George Bush’s successor in Congress, Bill Archer, who was elected in 1970, went on to become chairman of the Ways and Means Committee. Chairman Archer served there from 1970 to 2001, when it was my privilege to succeed Bill Archer. And I joined the Appropriations Committee. Right now, I chair a subcommittee.

The United States is very, very fortunate in that another Texan has stepped up to serve as chairman of the Ways and Means Committee, Congressman KEVIN BRADY, who joins us here tonight. He represents the Woodlands and the Eighth Congressional District.

As chairman of the Ways and Means Committee, he has successfully passed the largest tax cut in American history, which is already doing remarkable things to rejuvenate the American economy and to restore immense prosperity to this Nation coast to coast, something in which both George 41 and Barbara Bush are immensely proud of.

Mr. Speaker, I now yield to the gentleman from Texas (Mr. BRADY). We are honored to have him join us tonight in celebrating the life of Barbara Bush.
So as we drive past her—I may have been pushing the speed limit a bit—I noticed that famous white hair, and it was Mrs. Bush driving up to the library on a Saturday morning for some work or the other, probably focused on family literacy.

The Bush family is simply adored in Texas, and especially in the Houston region, for so many reasons.

I had a chance, as Congressman CULBERSON, to talk about, to be able to follow on the Ways and Means Committee, the seat that President Bush once held, that Chairman Archer once held, and now that I have the privilege to hold. So I always feel like I have a duty to uphold his standards, his legacy, his commitment to honor and duty on our committee as well.

When I won the seat on the Ways and Means Committee, President Bush reached out to say: Congratulations. Come down and visit.

Then, when I was fortunate enough to succeed now Speaker PAUL RYAN to chair the committee, his office called again and said: Come down. The President wants to visit about Ways and Means issues.

So I got a chance to visit with Mrs. Bush and the President, my good friend Chase Untermeyer, and others. We talked about tax reform and trade issues and Social Security and Medicare. At times, we focused on the thick of things in those discussions, and that is my last memory of being able to visit with her in person.

Anyone who didn’t leave a conversation with her better than when you started it wasn’t paying attention to the conversation.

So we are blessed. It is a remarkable legacy she leaves for her family, for Texas, for the United States and, really, for the whole world. So, surely, Heaven is a better place. Mrs. Bush joined her Saviour, pearls and all.

Heaven rejoiced as Mrs. Bush joined her Saviour, pearls and all.

So, surely, the whole world. So, surely, Heaven is a better place. Mrs. Bush joined her Saviour, pearls and all.

Whereas, in 1991, Barbara Bush and other advocates worked for the passage of the National Literacy Act of 1991, which created the National Institute for Literacy and permitted the use of other public property as evening literacy centers for adults;

Whereas after leaving the White House, Barbara Bush continued to support a broad range of important organizations and causes, including AmeriCares, the Mayo Clinic Foundation, the Leukemia Society of America, the Ronald McDonald House, and the Boys & Girls Club of America;

Whereas three primary schools and two middle schools in Texas have been named for Barbara Bush, and a bus elementary school in Mesa, Arizona, the Barbara Bush Library in Harris County, Texas, and the Barbara Bush Children’s Hospital at Maine Medical Center in Portland, Maine.

Whereas Barbara Bush shares the rare distinction with Abigail Adams of being both a wife to, and mother of, a President of the United States, and is also the mother of a Governor of Florida and a Governor of Texas;

Whereas Barbara Bush was a truly great American, First and Second Lady of the United States, literacy advocate, author, mother, and “Ganny”;

Whereas Barbara Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas, in 1991, Barbara Bush and other advocates worked for the passage of the National Literacy Act of 1991, which created the National Institute for Literacy and permitted the use of other public property as evening literacy centers for adults;

Whereas, in January of 1983, Barbara Bush was married to George Bush, the entire Bush family—husband, wife, according to Jenna.

Whereas Chester, New York; and Laubach Literacy Action;

Whereas as Second Lady of the United States, she was a role model for women, and she was a role model for all Americans.

Whereas Barbara Pierce became engaged to George Herbert Walker Bush while she was a student at Vassar College in New York City; and

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas Barbara Pierce was born on June 8, 1925, in New York City;

Whereas Barbara Pierce became engaged to George Herbert Walker Bush and, while awaiting his return from combat during World War II, she helped fund the war effort by working at a nuts and bolts factory in Port Chester, New York;

Whereas Barbara Bush was a prime example of the prodigiousness of the Bush family. She was the daughter of a governor and a senator, and worked with Dr. Louis Sullivan to help raise $10 million for the library’s first capital campaign;

Whereas Barbara Bush was married to President George H.W. Bush for 73 years, and together they had 2 daughters, 4 sons, 17 grandchildren, and 8 great-grandchildren; and

Whereas Barbara Pierce married George Bush, the second son of Barbara Pierce Bush, in June 1977, and worked with him on a daily basis for 5 years.

Mr. Speaker, I include in the RECORD a resolution honoring the life of First Lady Barbara Bush.

RESOLUTION
Honoring the life of First Lady Barbara Bush
Whereas Barbara Pierce was born on June 8, 1925, in New York City;

Whereas Barbara Bush was a prime example of the prodigiousness of the Bush family. She was the daughter of a governor and a senator, and worked with Dr. Louis Sullivan to help raise $10 million for the library’s first capital campaign;

Whereas Barbara Pierce became engaged to George Herbert Walker Bush and, while awaiting his return from combat during World War II, she helped fund the war effort by working at a nuts and bolts factory in Port Chester, New York;

Whereas Barbara Bush was married to President George H.W. Bush for 73 years, and together they had 2 daughters, 4 sons, 17 grandchildren, and 8 great-grandchildren; and

Whereas Barbara Pierce married George Bush, the second son of Barbara Pierce Bush, in June 1977, and worked with him on a daily basis for 5 years.

Whereas Barbara Bush Children’s Hospital at Maine Medical Center in Portland, Maine;

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas Barbara Bush Children’s Hospital at Maine Medical Center in Portland, Maine;

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.

Whereas Mrs. Bush brought to the table that incredible blend of being a woman who was strong but compassionate, loved her family, stunningly protective of her family, yet steel-willed when she needed to, she didn’t suffer fools well when they were doing things that she didn’t like, but did it with grace and dignity in ways that all of us should try to aspire to do it.
Again, thank you, Barbara Bush, for all that you did. I know her family grieves, but it is a bittersweet grief, knowing that a life lived really well for 92 years is something to be very proud of.

Mr. CULBERSON. Mr. Speaker, I thank Chairman CONAWAY very much for his comments.

When Barbara and George lived in the Midland-Odessa area early in their marriage is when they lost their daughter, Robin. Robin, of course, is an unimaginable and unbearable loss to lose a child. But Robin was carried away by leukemia, and the Bushes devoted much of their lives to raise money for leukemia research, to defeat that terrible disease, to raise awareness of the disease, to give hope to others; because when they lost Robin in 1953, there wasn’t really anything the doctors could do.

It is a great tribute to them both that they were so heavily involved in helping to raise money for cancer research to fight leukemia through the Texas Medical Center. MD Anderson, one of the greatest cancer hospitals in the world, is located in the Texas Medical Center on the edge of my district, and I have the privilege as the chairman of a subcommittee on Appropriations to spearhead record increases in funding for the National Institutes of Health to help fight childhood cancers like leukemia. The Bushes were an integral part of that. They have done immeasurable good in so many ways and touched so many lives and inspired so many people all over the United States and throughout Texas.

I know that all of us in the Texas delegation, all of us across the country, are praying for the Bush family and share in their grief. But we also have the sure knowledge that Barbara Bush is in a better place; that she has been reunited with her daughter, Robin, and that she was at peace.

Mr. Speaker, we are honored tonight to be joined by my colleague from Houston, Congresswoman SHEILA JACKSON LEE, who joins us here tonight to pay tribute to the life of this remarkable and extraordinary First Lady, Barbara Bush.

Mr. Speaker, I yield to the gentlewoman from Texas (Ms. JACKSON LEE).

Ms. JACKSON LEE. Mr. Speaker, I thank my colleague from Houston for yielding to me. I would like to address all of us on the floor tonight as my fellow Texans. That was a favorite of George W. Bush, the son of Barbara Bush, when he would greet us during his Presidency, which I had the privilege of being here in the United States Congress, and he would always greet me as his fellow Texan, and how proud we are to be able to call President George H.W. Bush and the extended family, and his wonderful First Lady, the matriarch, the first girlfriend, if you will, and also the first lady, and especially now when she was the memorial, the first man that she kissed. How proud we are to call both of them our fellow Texans.

Now we are standing here today to mourn Barbara Pierce Bush. And as I do that, let me, first of all, acknowledge President George H.W. Bush, and wish him a speedy recovery for him to regain his strength; for all of us, to pay our respects on that day.

But again, they are one of America’s greatest families, although Barbara Pierce Bush would never acknowledge that by her attitude or the way she addressed people. She was just Mrs. Barbara Bush, a very humble but strong and firm and straightforward First Lady.

Barbara Bush was a descendant of the 14th President of the United States, Franklin Pierce, the wife of the 41st, George Herbert Walker Bush; and the mother of the 43rd, George W. Bush.

Of course, she finds her place in history for many, many reasons; but, of course, we have to start with the fact that there was only one other woman who was both the wife and the mother of a President of the United States, Abigail Adams. So that is a very high-ranking and honorable place to be.

Barbara Bush, the widely admired and fiercely loyal wife, mother, and grandmother, was born in Rye, New York, but she got to Texas as soon as she could. She met a dashing young George Bush in Greenwich, Connecticut, at a school dance when she was 16 and he was a year older. What an amazing story. In fact, what an amazing love story.

Three years later, Barbara Bush married and their love lasted for 73 years. I remember, as we mourned her last weekend, over and over again, the commentators would say, 73 years of marriage. That, alone, is a historic tribute to integrity and to the beauty of both of them. And, of course, they were married until she departed in death.

George and Barbara raised their family from west Texas to Houston. Of course, we know that he was a war hero and a remarkable set of action that he saw in World War II, and a miraculous recovery from when his plane fell, and, as well, miraculous in the fact that he survived; but, more importantly, the actions that took place as he pursued the enemy. He truly was a hero as well.

On a personal note, I want to offer my tribute from my husband, Dr. Barbara Bush was plainspoken, but she had that wonderful white hair, pearl necklace and earrings. And so many in Houston, on the day of both her funeral and as well the day that we viewed her remains at St. Martin’s Episcopal, as she lied in repose, she was there, and we wore wearing pearl necklaces that were able to say she is someone that we admired, not for those external things, but for the goodness of her heart.

She was an early supporter of the civil rights movement, the equal rights movement, and we repeated over and over again that very famous story of her going to an AIDS clinic and picking up a baby and hugging and touching those individuals who were HIV infected, to let the world know that they needed love and comfort, and that we needed to fight for the cure and to recognize the humanity of those who are suffering from HIV/AIDS.

Certainly she loved literacy, and that became one of her major efforts, and that is where, during her time in Houston, I would see her—often with her son Neil Bush—efforts dealing with literacy.

Her work and dollars came to places way beyond where she might expect them. Certainly a lot of work on literacy was done in my congressional district.

Barbara Bush raised more than $1 billion for literacy and cancer charities. And as my colleague has indicated, it was both in tribute and in recognition of the devastation of childhood cancer, leukemia, which she lost her firstborn to.

Barbara Bush recognized that education was the key that unlocked the door of human potential, and so her foundation, again, as I indicated, focused on family literacy. I have met people who, through her literacy program, were able to restore their lives and to secure employment because they were then able to move forward because they learned to read. And they learned to read after they finished all of their education. She understood the value of that.

As they came back to Houston, we were delighted to call them Houstonians, and as well we recognize what a valuable couple they were to us. And anything you asked them to do, from being with the Texans and supporting them and rooting them on and being with the Astros or the Rockets or the Texans and supporting them, they were there.

I always am amazed at the breadth and depth of Barbara Bush; how many people she touched, how many people loved her, how many people stood in line just to pay their respects.

We know her book with her dog, Millie, and her puppies, written during the House years, was a best seller, as were her other books. And all of it was donated to charity.

We also realize that as she and her husband ended their service—and, by the way, she was by my side for being there representative in China for being the CIA director, for being the Congressperson that previously overlapped the 18th Congressional District. Many of my constituents were his constituents, and so we have had a full circle of their wonderful service to this Nation.

On a personal note, I want to offer my tribute from my husband, Dr.
Elwyn C. Lee, because as a young man growing up, it was the Bush family who helped him go to Andover and opened his eyes to go to the same school that Mr. Bush, H.W. Bush, went to, and his years of finishing high school.

We had not met yet, we received a gift from the Bushes. We just couldn’t even imagine it, that they would even remember us. We sent them an invitation, they remembered, and they provided us with a very special gift.

They are very, very special people, and I speak in present tense because her spirit continues to thrive, and we are reminded of the charity, the love, and the standard bearer that she was for what gets made about America.

We know that she is survived by her husband, their children—George, Jeb, Neil, Marvin, and Dorothy—and that, as has always been said, she will join her firstborn Robin at her final resting place.

It is important to pay tribute to such a wonderful American, such a wonderful woman, and to be able to thank her for teaching us and to remind us what is important in life, and it is family, friends, and faith.

Thank you, Mrs. Barbara Pierce Bush. May you rest in peace, but let it be known that we will never forget your spirit, your strength, and what you did for America, and you gave it to us straight: Family, friends, and faith.

Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I rise in remembrance of Barbara Pierce Bush, the matriarch of one of America’s great families, and former First Lady of the United States.

Barbara Bush was a descendant of the 14th President of the United States, Franklin Pierce; the wife of the 41st, George Herbert Walker Bush; and the mother of the 43rd, George W. Bush.

Barbara Bush, the widely admired and fiercely loyal wife, mother, and grandmother, was born June 8, 1925 in Rye, New York.

Barbara Pierce met the dashing young George W. Bush in Greenwich, Connecticut at a school dance when she was 16 and he was a year older.

Three years later Barbara Pierce married her sweetheart and their love lasted for 73 years, until she was departed from her beloved by death.

George and Barbara raised their family mainly in West Texas, where they settled after the end of World War II and where the future President went into the oil business.

Barbara Bush was a plainspoken woman who was instantly recognizable with her signature white hair, pearl necklaces, and earrings.

Mrs. Bush was an early supporter of the Civil Rights Movement, Planned Parenthood, the Equal Rights Amendment, and was a tireless champion of many charitable causes, especially literacy.

Barbara Bush raised more than $1 billion for literacy and cancer charities.

Barbara Bush recognized that education was the key that unlocked the door of human potential.

Literacy was Barbara Bush’s special cause, which led her to establish the Barbara Bush Foundation for Family Literacy.

Shortly after the end of her husband’s presidential administration, the Bush Family returned to Texas, and all Houstonians were lucky to call her and her husband, George H. W. Bush, the 41st president, our neighbors and dear friends.

Barbara Bush’s books include an autobiography and one about post-White House life.

Her children’s book about their dog, Millie, and her puppies written during her White House years was a best seller, as were her other books.

In 2001, when George W. Bush took office, Barbara Bush became the only woman in American history to live to see her husband and son elected president.

Barbara Bush lived a full life and will be remembered in American history, alongside only Abigail Adams, for the impact her life had on this country.

Barbara Bush is survived by her husband and their children George, Jeb, Neil, Marvin, and Dorothy. She will join her first born, Robin at her final resting place.

I ask the House to observe a moment of silence in memory of Barbara Pierce Bush, the Former First Lady of the United States.

Mr. CULBERSON. Mr. Speaker, I thank my colleague from Houston for joining us tonight to honor the life of this great woman, Barbara Pierce Bush, who, as we mentioned, was a national leader in literacy, focused her efforts as First Lady on building literacy in the United States, and, in fact, in a televised event, an event that really, I think, symbolizes how Barbara Bush is and how big her heart was and the way she treated everyone that she met.

It was an event celebrating the bicentennial of the Constitution where Barbara Bush met a man named J.T. Pace, who was a 63-year-old son of a sharecropper, who had only recently become literate and able to read.

And he was scheduled to read the Constitution’s preamble out loud in front of a large audience, Barbara Bush instinctively understood that he was very, very nervous. She quietly slipped up alongside him and asked if she could help him read it out loud while standing next to him.

Mr. Pace was very grateful and said, yes, of course. And soon they went up on stage together and began reading out loud the preamble of the Constitution.

As Barbara Bush detected that Mr. Pace became more comfortable in reading in public, she continued to lower her voice until only his voice could be heard. And he suddenly realized that he was reading the preamble to the Constitution in front of this huge audience on his own.

Well, it brought tears to his eyes because Barbara Bush had stood alongside him, understood his fear and anxiety, had lifted him up, and given him the confidence that he needed to complete the task, and allowed Mr. Pace to find his own voice.

She was a extraordinary woman, and I feel humbly every day to represent the Bushes, to be their Congressman, to follow in his footsteps, to follow in her footsteps, and to do my very best to live up to the very high standards that they set for all of us as Americans, and especially as public servants.

Every day that I have this privilege, I remember the standard that she set for all of us, the standards that she set for her family.

Her granddaughter, Jenna Bush Hager, explained why her Ganny was given the nickname “The Enforcer.” Jenna explained that there were a few simple rules that her grandmother followed: Treat everyone equally; don’t show up on anyone’s door; use your voice for good; and read all the great books.

Barbara loved her family more than anything else on Earth. As she liked to tell people repeatedly: In the end, when all the dust is settled, when all the crowds are gone, the things that matter most are faith, family, and friends.

She was abundantly blessed. In fact, her most prized possession was a painted cow, because when her husband, George, saw that Barbara had swooned over the painted cow statues installed around Houston in 2001, he decided to do the same with the former President. He paced a warehouse full of colorful works of cows painted by local artists with his longtime chief of staff Gene Becker. President Bush could not decide which one his wife would like best.

So he bought a blank one, and, as he expected, Mrs. Bush turned it into a family art project.

They had the white cow placed on the lawn of the family seaside home in Kennebunkport, Maine, and in the years since, she and George had each of their 5 children, 17 grandchildren, and 8-and-counting great-grandchildren decorate the cow with handprints and autographs, and it became her most prized possession because it symbolized their entire family and their deep bond of love and affection for each other.

As Barbara Bush taught that humor, wit, and grace were the best accessories that a woman could wear. Jenna Bush Hager shared that her Ganny embodied uniqueness and authenticity, from her mismatched Keds, her pearl earrings, to her snow white hair.

Barbara Bush always stressed the importance of internal beauty because, as she said, your looks will fade, but your kind words and the way you make people feel will be remembered by people forever, and you are measured by the love of those around you and how you have loved them.

Her family members stated that she was the glue that held them all together. In a eulogy by her son Jeb, he stated that his mom was his first and most important teacher. She taught him to, “sit up, look people in the eye, say please and thank you, quit whining and stop complaining, and eat your brocoli.”

The little things that she taught turned into bigger life lessons. “Be
kind, always tell the truth, never discourage anyone. Serve others, treat everyone as you would want to be treated, and love your God with all your heart and all your soul.”

At Barbara’s funeral, Jeb Bush told a story about the time his mother was in the hospital. He said that his father, in Jeb’s opinion, probably got sick on purpose just so he could go visit Barbara.

When George went into her room, he had a breathing mask over his face, a hospital gown. His hair was uncombed—in fact, standing straight up—and as he walked into Barbara’s hospital room and held her hand, Barbara opened her eyes, took one look at him, and said, “My God, George, you are devastatingly handsome.”

She kept her sense of humor and her perspective and her joy and love for her family right to the end.

When Jeb asked her how she felt about dying, Barbara stated that she knew that Jesus was her Lord and savior. She said she did not want to leave her husband, but she knew she would be in a beautiful place.

We know that Barbara is now reunited with her daughter Robin, who passed away when she was 3 due to leukemia. And as George W. Bush said at the end of his mother’s life, although “Laura, Barbara, Jenna, and I are sad, our souls are settled because we know hers was.”

We are all blessed as Americans, we are certainly blessed as Texans, as Houstonians, to be neighbors, to be friends, to have known this great good woman and this extraordinary family, the Bush family, that has exemplified everything that has made America great: integrity, duty, courage, commitment, self-reliance, religious faith, devotion to family, the benefits of hard work, and remembering that your good name is your most valuable possession worth more than all the gold and silver in the world.

And truly by that measure, the Bushes are the wealthiest people on Earth, and we are all so very fortunate to have known them, to have learned from them, to be inspired by them, as I continue to be every day as the Congressman from the Seventh District of Texas.

Every day that I represent this extraordinary district and these amazing people, I am so thankful and I am so proud of my work on their behalf, because we are all abundantly blessed to have had Barbara Bush as First Lady, as a role model and a mentor, but we know that she is in a better place and is reunited with her daughter Robin. And as George W. said: We are all sad for the loss, but our souls are settled because we know hers was.

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

Mr. HENSLERLING. Mr. Speaker, I am humbled to honor former First Lady Barbara Bush—Barbara Bush had unparalleled style and grace. Not only was she our First Lady, but a fiercely loyal wife, mother, grandmother, and great-grandmother.

As a fellow Texan, I am proud of her leadership for our country and her unparalleled commitment to childhood literacy. Her leadership while in the White House was impactful and her work for her foundation has helped countless children. I had the pleasure of meeting Mrs. Bush on a few occasions and am saddened to hear of her passing.

While she may no longer be here with us on earth, we can be certain she is with our Heavenly Father—her memory will continue to live in the hearts and minds of the American people.

HONORING THE LIVES OF SERGEANT NOEL RAMIREZ AND DEPUTY TAYLOR LINDSEY

The SPEAKER pro tempore (Ms. TENNEY). Under the Speaker’s announced policy of January 3, 2017, the Chair recognizes the gentleman from Florida (Mr. YOHO) for 30 minutes.

Mr. YOHO. Mr. Speaker, I rise this evening with a saddened heart to honor Sergeant Noel Ramirez and Deputy Taylor Lindsey of the Gilchrist County Sheriff’s Office, who tragically lost their lives in the line of duty on April 19, 2018, in a senseless, evil, and cowardly act, with complete disregard and respect for law enforcement officers and life itself.

While I no longer represent Gilchrist County here in Congress, my wife, Carolyn, and I were two of our veteran businesses there. It is the epitome of an idyllic American town that espouses the values of America, God, country, and family. Our thoughts are with the entire community as we recover from this tragedy.

Sergeant Ramirez was born on June 30, 1988, in Brooklyn, New York. After graduating high school in Puerto Rico with honors, he began his career in law enforcement. During his service to the people of Gilchrist County, he played an active role in recruiting new members to the Gilchrist team to grow what he liked to call “the family” in the Gilchrist County Sheriff’s Office.

He was a medalist in the First Responder Games in both basketball and weight lifting, but more importantly than that, he was a loving and dedicated father and husband.

He is survived by his wife, Gigi; their two children, Rami and Zoey; along with his parents and family.

Deputy Taylor Lindsey was born on June 30, 1992, in Gainesville, Florida, and graduated from Gainesville High School. Deputy Lindsey joined Gilchrist County Sheriff’s Office in 2013, where he began his lifelong dream to be a law enforcement officer.

From a young age, he wanted to be a local police officer, and he couldn’t say “p-trol” so he called it “P-trol,” and he went on to fulfill that dream. He worked there for 3 years.

While quiet at first, he was quick to laugh, and those who worked with him can tell you a favorite Taylor Lindsey story.

Deputy Lindsey is survived by his parents, his family, and his girlfriend, Kristin Hite.

John 15:13 reminds us there is no greater love than to lay down one’s life for their friends. Both officers gave the ultimate sacrifice and epitomized the meaning of service before self. Our lives and our community, our State and, in fact, our Nation are better because of their service.

Rest easy, gentlemen. We now have your watch.

Madam Speaker, I yield back the balance of my time.
from 81 witnesses. We have done our homework. We have heard directly from those who are impacted the most. We also had not one amendment from my Democratic colleagues to the Nutrition Title during the committee mark-up.

It is a sad legislative process when not only do critics dismiss the 21 hearings, but they also fail to engage in the constructive amendment process to improve the bill where they see shortcomings. Republican Members acted to improve the bill, introducing 20 amendments in committee.

Let me address work requirements and job training. And, clearly, I think we can all agree that putting individuals on a path to prosperity, helping them get better access to what I like to call skills-based education, is the best way to assist an individual, to assist a family to achieve food security. I am hard-pressed to find anyone who would disagree with that.

Much has been made by some about work requirements, though. These work requirements have been on the books as a part of SNAP and, previously, the Food Stamp program since 1971, even though some States chose to waive them for many able-bodied adults who did not have dependents at home. In other words, some States have been circumventing work requirements.

I like to say it as circumventing providing access to opportunity for the people who are the most vulnerable, the people who need it most, the people who are living under financial stress. Some States have been circumventing those work requirements for adults who are working and don’t have children for years.

H.R. 2 strengthens and streamlines these work requirements for able-bodied adults. These folks are work capable. This bill also makes a historic investment in Employment and Training, and also an existing law, the Workforce Innovation and Opportunity Act, that this body, in a bipartisan manner a number of years ago, passed as a reauthorization to the Workforce Investment Act.

By coupling these work requirements with job training activities, we can encourage a pathway out of poverty and, quite frankly, a pathway to long-term self-reliance.

While education and training and the Workforce Innovation Opportunity Act already exist, H.R. 2 provides States with a significant investment: tools and options to move people forward, to provide people an opportunity for upward mobility.

Upward mobility really is the American Dream. It is a dream of opportunity. And for too long, many have not had those tools within reach. H.R. 2 does some tremendous improvements to be able to restore that pathway to opportunity. For some people, it may be for the first time in their lifetime. This isn’t about burdening the States. It is about helping SNAP recipients. Those are people—our neighbors, our friends, our relatives—who are living in difficult, challenging financial times. Some of it is long term, may be living in poverty for generations—intergenerational poverty. But for many people, it is the result of bad luck or bad planning. Whether it is unemployment or underemployment, these individuals deserve an opportunity to move forward and to move upwards.

It is about helping SNAP recipients climb the economic ladder and closing the skills gap. We know that the skills gap, Madam Speaker, is all too real for so many Americans who wake up in the morning and are wondering how they are going to make ends meet, how they are going to pay bills.

They see the job openings that are there, estimated to be close to 6 million today and growing, the number of jobs. I am not talking about jobs that require 4 years of college, or 2 years, or anything like that. These are jobs that largely require skills-based education.

It may be a matter of supportive employment, which, by the way, H.R. 2 supports, where you can actually start earning a paycheck by going to work to be trained through apprenticeships, supportive employment. These are jobs that require maybe a certification, some experience or on-the-job training. All that can lead to pathways to greater opportunity.

It is about giving the opportunity to poor people, the people who are living in challenging circumstances, folks that you would consider poor. It gives them the opportunity that they deserve to achieve not just food security, but economic prosperity.

These new changes only apply to able-bodied adults who do not have children or dependents with disabilities. For children, it is for those under the age of 6. Therefore, the vast majority of SNAP recipients, children, the elderly, the disabled, pregnant women, or disabled children or dependents with disabilities, will not be impacted by these changes.

People ages 18 to 59 who are able-bodied deserve a pathway to upward mobility, Madam Speaker. We don’t provide them that today. But with these changes with the farm bill, with H.R. 2, we give them that hope, and we give them a pathway to upward mobility.

There are challenges for different groups. We are talking about able-bodied folks who may have been out of the workforce a number of years. We all know folks who fall into that category. They may be family and friends and neighbors. Certainly, as Members of Congress, we all have constituents who have folks in those age groups that have fallen on hard times or are struggling financially, and they need food security. We provide that with H.R. 2, the farm bill 2018. But more importantly, we provide them a pathway to opportunity through providing better access to more effective education and training.

We recognize the challenges. For those who are 18 to 29, and especially depending on their life circumstances, you are just working your way into the workforce, it is extremely challenging, and there are issues that are out there that may have to do with transportation. That is a fairly frequent one we hear from people. Certainly, the lack of work experience, of being able to leverage what skills they have are, unfortunately, impacted by what skills they don’t have—that skills gap.

With what we do with this farm bill, we are actually guaranteed—guarantees—guaranteeing a slot for each one of these individuals across the country, and we require case management. The case management that can be provided by those case managers helps people deal with those barriers that may be out there that stop people from making the most benefit out of the job training opportunities and the educational opportunities that will be provided.

We are not talking about creating and more bureaucracies. It is about working with any willing and able partner that is in this business today, all of those agencies—called One-Stop Centers or CareerLink offices under the Workforce Innovation Opportunity Act—that can help with this. It could be nonprofits.

One of my favorite nonprofits that does just tremendous workforce development is Goodwill. They provide case management, and they have helped—I think the last number I looked at in 2016, they assisted over 300,000 people, some of them with special needs, to be able to get the skills to be able to fill that skills gap.

And so we recognize the challenges of 18 to 29, but also let’s look at the other end of the spectrum of folks whom we consider work capable, 50 to 59.

□ 2000

It is very difficult if you lose your job during that age group, for many reasons, to be able to break back into the workforce. Sometimes employers are looking to hire folks a little younger who can pay a lower rate, or are unable to pay for the wisdom and experience, unfortunately. I think investing in that wisdom and experience is a good investment for employers, but many can be reluctant to do that.

So we know that those individuals also need some extra help of breaking back into the workforce. This bill does that. This bill provides them that opportunity to have to work 20 hours a week. It also can be working 20 hours, and you wouldn’t do the job training.

But for so many, helping them retool all that experience in that age group to be able to find a new opportunity, to be able to take all the experience that you have developed and break into that workforce, that group would benefit.

Madam Speaker, let me talk about categorical eligibility.

I know that some have also questioned the proposed changes to what is known as broad-based categorical eligibility. We actually eliminate that.
Under the current law, SNAP recipients are deemed eligible by qualifying for a noncash TANF or State-funded benefit. What does that mean?

Well, that means that if I hand you, literally, today—no matter what your income is or the needs of your family—if I provide you information and you exercise that information to call a SNAP hotline, an 800 number, that makes you eligible for SNAP benefits, even though your income may be very, very comfortable at supporting your needs and the needs of your family.

So, under this bill, categorical eligibility will remain for low-income households that are determined eligible for cash assistance or ongoing services such as child care, transit, counseling. They are still in place. They are a part of H.R. 2.

In short, SNAP recipients will continue to receive benefits as long as they meet the modernized asset test limits proposed in the bill. Those asset test limits, by the way, are modernized. They are brought into the 21st century. They have been around for decades, and they have prevented truly hungry people from experiencing food insecurity from being eligible for SNAP benefits.

For the first time, we have changed that so the most vulnerable, actually, are among the money and have some money. We are not going to punish them for having up to $2,000 in savings. It is a big change.

In terms of total assets, in the past, if your assets were $3,000, you were eligible for SNAP. Now, if you have $5,000, you take the rug right out from underneath you. We are going to take that to $7,000 and we are going to index it to inflation, Madam Speaker.

For those folks who have a person who is older adult, elderly, or a disabled person with a disability in the household, we are going to take that from $5,000 to $12,000.

For people who are struggling financially, paycheck to paycheck, right now what our government does under the current SNAP program is if you have a vehicle that is worth $4,650 or less, you are eligible. If it is $4,651 in value, you are not eligible. We pull the rug right out from underneath you. We take that to a $12,000 value, in terms of vehicles.

Why is that a problem? Because every dollar that is utilized inapropiately is what that happens under those scenarios—takes food out of the mouth of people who are truly eligible, truly food insecure, truly hungry. We need to dedicate ourselves to making sure that every dollar is used appropriately.

So, under this bill, categorical eligibility will remain for low-income households that are determined eligible for cash assistance or ongoing services such as child care, transit, counseling. They are still in place. They are a part of H.R. 2.

In short, SNAP recipients will continue to receive benefits as long as they meet the modernized asset test limits proposed in the bill. Those asset test limits, by the way, are modernized. They are brought into the 21st century. They have been around for decades, and they have prevented truly hungry people from experiencing food insecurity from being eligible for SNAP benefits.

For the first time, we have changed that so the most vulnerable, actually, are among the money and have some money. We are not going to punish them for having up to $2,000 in savings. It is a big change.

In terms of total assets, in the past, if your assets were $3,000, you were eligible for SNAP. Now, if you have $5,000, you take the rug right out from underneath you. We are going to take that to $7,000 and we are going to index it to inflation, Madam Speaker.

For those folks who have a person who is older adult, elderly, or a disabled person with a disability in the household, we are going to take that from $5,000 to $12,000.

For people who are struggling financially, paycheck to paycheck, right now what our government does under the current SNAP program is if you have a vehicle that is worth $4,650 or less, you are eligible. If it is $4,651 in value, you are not eligible. We pull the rug right out from underneath you. We take that to a $12,000 value, in terms of vehicles.

Why is that a problem? Because every dollar that is utilized inappropriately is what that happens under those scenarios—takes food out of the mouth of people who are truly eligible, truly food insecure, truly hungry. We need to dedicate ourselves to making sure that every dollar is used appropriately.

We don’t take all the efficiencies, certainly, out of the SNAP program. We actually retain two other categori- cal categories. One is based on cash assistance, but the bottom line, those other two categories, those two application processes, which are more efficient, absolutely—less paper work, that is not a bad thing—but at the same time, we know that with these folks’ incomes, and that they are SNAP eligible. We know that they are truly experiencing food insecurity.

Let me deal with reporting issues. The nutrition title has never been about waste, fraud, and abuse. We have never talked about the costs—we have looked at good policy—but, rather, providing good policy that provides the best food security for vulnerable individuals. That has been our goal, and that is what we have achieved with H.R. 2. The nutrition title has zero sum program funding, and the overall budget impact is neutral.

You hear all these outrageous claims. And I don’t know where this political rhetoric is coming from, although November is coming. Election time is bearing down upon us, I guess, because there are some in this Chamber for whom it is all politics now. They will throw hungry people under the bus for the purpose of politics in November.

We shouldn’t do that, Madam Speaker. This is work that we all need to be very serious about. I recognize that every bill can be improved. I was very disappointed that some of my colleagues on the other side of the aisle here offered no amendments during the markup process, because I believe that they have got some great ideas. I would hope that they would work with us when we bring this to the floor in a couple of weeks. We will continue to refine this.

There were some ideas that were mentioned, but more came in the form of criticisms and complaints during the hearing. There were some ideas that were put forward in serious thoughts as amendments. A number of them I would have supported. But we have opportunities to improve.

That said, to help with program integ- rity, there are also a number of provisions in the bill that will help combat waste and fraud.

Waste and fraud in this farm bill is estimated to be $700 million annually. Madam Speaker, do you know how many hungry children we could feed with that $700 million annually? That’s an estimated 198,000 children who could find food security and they could find greater opportunity as a result of that.

The impact that we could have with that $700 million would just be amazing, actually, and the amount of folks who are experiencing food insecurity could find food security and they could find greater opportunity as a result of that.

Why is that a problem? Because every dollar that is utilized inappropriately is what that happens under those scenarios—takes food out of the mouth of people who are truly eligible, truly food insecure, truly hungry. We need to dedicate ourselves to making sure that every dollar is used appropriately.

Let me be clear, though: we expect them to invest in that within the Supplemental Nutrition Assistance Program, or SNAP, in order to further address the needs of the hunger in our States experiencing food insecurity.

Today, we heard firsthand details from local law enforcement about alarming fraud that occurred in Jacksonville, Florida, related to SNAP. Unfortu- nately, some in this Chamber for whom it is all politics now. They will throw hungry people under the bus for the purpose of politics in November. Election time is bearing down upon us, I guess, because there are some in this Chamber for whom it is all politics now. They will throw hungry people under the bus for the purpose of politics in November.

There were some ideas that were mentioned, but more came in the form of criticisms and complaints during the farm bill markup in committee. It would have been better if it had been possible to put forward in serious thoughts as amendments. A number of them I would have supported. But we have opportunities to improve.

Again, as a strong supporter of nutrition assistance and ensuring those who are truly in need, this kind of activity is entirely unacceptable. We take measures. We incentivize States to be able to identify, stop, and recover that waste, fraud, and abuse. Again, we have them retain 50 percent of what they are able to get, but we require them to invest that back into making sure the food insecure people in our country—men, women, and children—do not go hungry. This kind of activity is entirely unacceptable and only under- scores the need for more accountability and modern reforms to the law.

Madam Speaker, if I could inquire as to how much time remains.
The SPEAKER pro tempore, the gentleman has 6½ minutes remaining.

Mr. THOMPSON of Pennsylvania. Madam Speaker, let me first deal with some of the rumor mongering that is happening within this Chamber.

One of the things I hear is that the nutrition title of the farm bill results in a significant number of individuals from receiving SNAP. Frankly, Madam Speaker, that is absolutely false. Actually, without this change, a significant number of families experiencing food insecurity will continue to not be eligible for the needed nutritional support they have, being food-insecure families.

The 2018 farm bill and nutrition title updates the archaic asset test that prevented hungry families from accessing SNAP for decades. In fact, Madam Speaker, many of these asset values have not been changed since the 1970s. We change them and we index them to inflation.

This update to the asset test will allow individuals and families experiencing food insecurity to have more in savings, assets, the value of their vehicle, without affecting their SNAP eligibility.

Additionally, for Active-Duty military households, SNAP’s income determination will, for the first time, provide an exclusion of up to $500 monthly of their basic housing allowance.

We have a number of folks serving Active-Duty who are military and joined late in life and came with a spouse and kids. It is very difficult for them to live on what the salary would be of an entry-level member of our military. This is the first time that we address that issue in this farm bill, H.R. 2, that will be on the House floor in a few weeks.

There is a criticism out there that the nutrition title creates an excessive and unneeded new government bureaucracy to implement the SNAP employment and training.

Madam Speaker, that is false. The farm bill nutrition title grants States the flexibility to provide services to best meet the needs of their State. While it provides an education and training slot for everyone who wants one, the States already have the springboard in place available through a combination of SNAP education and training, the Workforce Innovation and Opportunity Act, and State programs.

Under this proposal, States are granted the flexibility needed to provide services that best meet the needs of their States. There is no one-size-fits-all mandate. SNAP education and training leverages willing and able partners—I have mentioned many of those already this evening—One-Stop CareerLinks, community colleges, State human resources service. Also, local, State, and national employers, where the person who is food insecure and living in poverty could have the access to be able to do an apprenticeship. They could go to work and be trained through this program.

Finally, Madam Speaker, there are some who have said that more than a million people will come off SNAP over the next 10 years. It has been presented as a negative thing. We are talking about folks who will be coming off because they have achieved greater opportunity.

We are talking about some folks who perhaps are on there just because they took a SNAP pamphlet or called an 800 number. And if those folks are truly eligible, they just need to do the application; they show the income; they meet the asset requirements and will have SNAP. Those families, those kids, will not come off SNAP. They will have the Supplemental Nutrition Assistance Program.

Part of those, though, that I think the CBO talked about are folks who truly do have a higher income and are really not eligible for this program, and those folks will come off if they choose not to fill out the application or they fill out the application and they are not eligible. That is millions that that million-plus that CBO talked about that will be coming off SNAP, it is because they have gotten good jobs; it is because they have taken advantage of the education and training programs that we are now providing greater access to under this 2018 farm bill and, specifically, the Nutrition Title.

Helping our fellow citizens to be able to achieve greater opportunity, to achieve the American Dream, to prosper, to have a living wage, that is not a bad thing. That is something that we should celebrate.

Madam Speaker, we are going to bring this farm bill to the floor here in a couple of weeks. I hope all of my colleagues on both sides of the aisle will actually see what is in it. I look forward to the opportunity to read it, to actually see what is in it. I look forward to working with them to help in any way in terms of helping them with that process, and I look forward to successfully passing farm bill 2018 out of the House of Representatives in the weeks to come.

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

Mr. THOMPSON of Pennsylvania. Madam Speaker, I move that the House now adjourn.

Mr. LEWIS of Georgia (at the request of Ms. Pelosi) for today and April 27.

SENATE ENROLLED BILL SIGNED

The Speaker announced his signature to an enrolled bill of the Senate of the following title:

S. 477. An act to require reporting on acts of certain foreign countries on Holocaust era assets and related issues.

ADJOURNMENT

Mr. THOMPSON of Pennsylvania. Madam Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 8 o’clock and 17 minutes p.m.), the House adjourned until tomorrow, Friday, April 27, 2018, at 9 a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker’s table and referred as follows:

4689. A letter from the Under Secretary, Personnel and Readiness, Department of Defense, transmitting a letter on the approved retirement of Lieutenant General Joseph P. DiSalvo, United States Army, and his advancement to the grade of admiral, pursuant to 10 U.S.C. 1370(c)(1); Public Law 96-513, Sec. 112 (as amended by Public Law 104-106, Sec. 502(b)); (110 Stat. 290); to the Committee on Armed Services.

4690. A letter from the Under Secretary, Personnel and Readiness, Department of Defense, transmitting a letter on the approved retirement of Lieutenant General Kenneth E. Tovo, United States Army, and his advancement to the grade of lieutenant general on the retired list, pursuant to 10 U.S.C. 1370(c)(1); Public Law 96-513, Sec. 112 (as amended by Public Law 104-106, Sec. 502(b)); (110 Stat. 290); to the Committee on Armed Services.

4691. A letter from the Under Secretary, Personnel and Readiness, Department of Defense, transmitting a letter on the approved retirement of Lieutenant General Kenneth E. Tovo, United States Army, and his advancement to the grade of lieutenant general on the retired list, pursuant to 10 U.S.C. 1370(c)(1); Public Law 96-513, Sec. 112 (as amended by Public Law 104-106, Sec. 502(b)); (110 Stat. 290); to the Committee on Armed Services.

4692. A letter from the Under Secretary, Acquisition and Sustainment, Department of Defense transmitting a letter on the approved retirement of Lieutenant General Kenneth E. Tovo, United States Army, and his advancement to the grade of lieutenant general on the retired list, pursuant to 10 U.S.C. 1370(c)(1); Public Law 96-513, Sec. 112 (as amended by Public Law 104-106, Sec. 502(b)); (110 Stat. 290); to the Committee on Armed Services.

4693. A letter from the Director, Division of Labor, Longshore & Harbor Workers’ Compensation, Office of Workers’ Compensation Programs, Department of Labor, transmitting the Department’s final rule — Longshore and Harbor Workers’ Compensation Act: Maximum and Minimum Compensation Rates (RIN: 1240-AA06) received April 24, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 888); to the Committee on Education and the Workforce.

4694. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency’s final rule — Approval and Promulgation of State Plans for Designed Facilities and Toxic Air Contaminants: North Dakota; Control of Emissions from Existing Commercial and Industrial Solid Waste Incineration Units [EPA-R06-OAR-2017-0698; FRL-9796-58-Region 8] received April 25, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 888); to the Committee on Energy and Commerce.

4695. A letter from the Management Analyst, Office of the Comptroller, Bureau of Consular Affairs, Department of State, transmitting the Department’s final rule Secrecy of Fees for Consular Transcripts, Department of State and Overseas Consulates and Consulates [Public Notice 9640] (HIN: 1400-A071) received April 25, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Foreign Affairs.
4699. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting the annual report pursuant to Sec. 2(a) of the Senate’s Resolution of Advice and Consent to the Treaty with the United Kingdom Concerning Defense Trade Cooperation (Treaty Doc. 110–67) to the Committee on Foreign Affairs.

4697. A letter from the Assistant Attorney General, Department of Justice, transmitting the Department’s FY 2017 No FEAR Act report, pursuant to 5 U.S.C. 5301 note; Public Law 104-121 amended by Public Law 109-435, Sec. 604(f); (120 Stat. 3242); to the Committee on Oversight and Government Reform.

4700. A letter from the Chief, Branch of DFS, Fish and Wildlife Service, Department of the Interior, transmitting the Department’s Major final rule — Endangered and Threatened Wildlife and Plants; Removing the Black-Capped Vireo From the Federal List of Endangered and Threatened Wildlife [Docket No.: FWS-R2-ES-2015-0110; FWS-HQ-ES-2015-0033; 80 FR24210000; (RIN: 1018-HS79) received April 24, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

4701. A letter from the Chief, Branch of Listing Policy and Support, Fish and Wildlife Service, Department of the Interior, transmitting the Department’s final rule — Endangered and Threatened Wildlife and Plants; Removing Textual Descriptions of Critical Habitat Boundaries for Mammals, Birds, Amphibians, Fishes, Clams, Snails, Arachnids, Crustaceans, and Insects [Docket No.: FWS-HQ-ES-2015-0008; 80030(013); (RIN: 1018-BA11) received April 24, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

4702. A letter from the Secretary, Federal Trade Commission, transmitting the Fortieth Hart-Scott-Rodino Annual Report, pursuant to Sec. 7a of the Clayton Act, Hart-Scott-Rodino Antitrust Improvements Act of 1976; to the Committee on the Judiciary.

4701. A letter from the Deputy General Counsel, Office of General Counsel, U.S. Small Business Administration, transmitting the President’s final rule — Rules of Practice for Protests and Appeals Regarding Eligibility for Inclusion in the U.S. Department of Veterans Affairs Center for Verification and Evaluation Database (RIN: 3245-AG97) received April 24, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Small Business.

4702. A letter from the Reg. Dev. Coordinator, Office of Regulation Policy and Management, Office of the Secretary (OOG), Department of Veterans Affairs, transmitting the Department’s final rule — Revised and Streamline VA Acquisition Regulation to Adhere to Federal Acquisition Regulation Principles (VAAR Case 2014-V001) (RIN: 2900-AP50) received April 24, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Veterans’ Affairs.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. CHABOT: Committee on Small Business. H.R. 4743. A bill to amend the Small Business Act of 1958, the Community Reinvestment Act, the Credit Risk Management within the Small Business Administration, and for other purposes; with an amendment (Rept. 115–655); Referred to the Committee of the Whole on the state of the Union.

Mr. HENSARLING: Committee on Financial Services. H.R. 2212. A bill to require the appropriate Federal banking agencies to reissue regulations to specify that certain funds shall not be taken into account when calculating an institution’s ratio for custodial funds, and for other purposes; with amendments (Rept. 115–656); Referred to the Committee of the Whole House on the state of the Union.

Mr. HENSARLING: Committee on Financial Services. H.R. 5076. A bill to amend the Federal Deposit Insurance Act to extend the examination cycle for certain insured depositary institutions; with an amendment (Rept. 115–657); Referred to the Committee of the Whole House on the state of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. BERA (for himself, Ms. Kuster of New Hampshire, Mr. Schrader, Mr. Schneider, Miss Rice of New York, Mr. Delaney, and Mr. Peters): H.R. 5625. A bill to amend the Patient Protection and Affordable Care Act to align open enrollment periods for Exchange plans with the deadline for filing Federal income tax returns, and for other purposes; to the Committee on Energy and Commerce.

By Mr. COLLINS of Georgia (for himself, Mr. Lawrence and Mr. Lamborn): H.R. 5626. A bill to amend the Intercounty Adoption Act of 2000 to require the Secretary of State to certify any intercounty adoptions from countries which have significantly reduced adoption rates involving immigration to the United States, and for other purposes; to the Committee on Energy and Commerce.

By Mr. Huffman (for himself, Ms. Blumenauer, Mr. Ghiavva, and Ms. Wasserman Schultz): H.R. 5627. A bill to amend the Food Security Act of 1985 to improve the environmental quality incentives program, and for other purposes; to the Committee on Agriculture.

By Mr. McKinley (for himself, Mr. Tonko, Mr. Marino, and Mr. Cicilline): H.R. 5628. A bill to establish a demonstration program under which the Drug Enforcement Administration provides grants to certain States to enable those States to increase participation in drug take-back programs; to the Committee on Energy and Commerce.

By Mr. Norman (for himself and Mr. Gohar): H.R. 5629. A bill to amend the Federal Crop Insurance Act and Food Security Act of 1985 to enact reforms to farm subsidies and crop insurance programs; to the Committee on Agriculture.

By Mr. Cicilline (for himself, Mr. Nadler, Mr. Ellison, and Mr. Crowley): H.R. 5630. A bill to amend the Clayton Act to clarify that an acquisition that tends to create a monopoly violates the Clayton Act; to the Committee on the Judiciary, and in addition to the Committee on Energy and Commerce and the Workforce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. Crowley (for himself, Ms. Sánchez, Mr. Pocan, Mr. Ellison, Mr. Nadler, and Mr. Cicilline): H.R. 5631. A bill to prohibit employers from requiring employees to enter into covenants not to compete, and for other purposes; to the Committee on the Judiciary, and in addition to the Committee on Education and the Workforce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. Ellison (for himself, Mr. Nadler, Mr. Cicilline, and Mr. Crowley): H.R. 5632. A bill to prohibit agreements between employers that directly restrict the current or future employment of any employee; to the Committee on Education and the Workforce, and in addition to the Committee on Energy and Commerce, and the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Ms. Eshoo: H.R. 5633. A bill to repeal debt collection amendments made by the Federal Deposit Insurance Act of 2015, and for other purposes; to the Committee on Energy and Commerce.

By Mr. Gaetz (for himself, Mr. Swalwell of California, Mr. Rutherford, Mr. Taylor, Mr. Garrett, Mr. Raskin, Mr. Blumenauer, Mr. Joyce of Ohio, Mr. Buck, Mrs. Handel, Mr. Cururillo of Florida, Mr. Soto, Mr. Polis, Mr. Denham, Ms. Ros-Lehtinen, Mr. Sanford, Mr. Cicilline, Mr. Lee, Mr. Issa, Mr. Rohrabacher, Mr. Roy, Mr. McClintock, Mr. Hastings, Mr. Cohen, Ms. Titus, Ms. Lofgren, and Mr. Correa): H.R. 5634. A bill to increase the number of manufacturers registered under the Controlled Substances Act to manufacture cannabis for legitimate research purposes, to authorize health care providers of the Department of Veterans Affairs to provide recommendations to veterans regarding participation in federally-approved cannabis clinical trials, and for other purposes; to the Committee on Energy and Commerce, and in addition to the Committees on Energy and Commerce, and the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. Grottman: H.R. 5635. A bill to amend title XIX of the Social Security Act to impose restrictions under the Medicaid program with respect to opioid prescriptions, and for other purposes; to the Committee on Energy and Commerce.

By Mr. Hill (for himself and Mr. Bryce): H.R. 5636. A bill to designate additions to the Flatside Wilderness on the Ouachita National Forest, and for other purposes; to the Committee on Natural Resources.

By Mr. Latta (for himself, Mr. Resnick, Mr. Chadot, Mr. Turner,
Congressional Record — House

April 26, 2018

Pursuant to clause 7 of rule XII of the Rules of the House of Representatives, the following statements are submitted regarding the specific powers granted to Congress in the Constitution to enact the accompanying bill or joint resolution.

By Mr. BERIA: H.R. 5624. Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18 of the United States Constitution.

By Mr. BERA: H.R. 5625. Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3.

By Mr. COLLINS of Georgia: H.R. 5626. Congress has the power to enact this legislation pursuant to the following:

This bill is enacted pursuant to Article I, Section 7, Clause 2 of the United States Constitution.

By Mr. CICILLINE: H.R. 5630. Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3; Congress shall have the Power . . . "to regulate Commerce with foreign Nations, and among the several States, and with the Indian tribes."

By Mr. NORMAN: H.R. 5629. Congress has the power to enact this legislation pursuant to the following:

Article I, Section 7.

By Mr. CROWLEY: H.R. 5631. Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18 of the Constitution of the United States, which states:

"The Congress shall have the power . . . to regulate Commerce with foreign Nations, and among the several States . . . ."

By Mr. ELLISON: H.R. 5632. Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3; Congress shall have the Power . . . "to regulate Commerce with foreign Nations, and among the several States . . . ."

By Mr. ESHOO: H.R. 5633. Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3; Congress shall have the Power . . . "to regulate Commerce with foreign Nations, and among the several States . . . ."

By Mr. GROTHMAN: H.R. 5635. Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the Constitution of the United States.
H.R. 1057: Mr. Hanabusa.
H.R. 1212: Mr. Faso and Mr. Meehan.
H.R. 1299: Ms. Personal.
H.R. 1606: Mr. Butterfield, Mr. Cleaver, Mr. Scott of Virginia, Mr. Danny K. Davis of Illinois, Mr. Clay, Mr. Lewis of Georgia, Ms. Eddie Bernice Johnson of Texas, Mrs. Bratton, Mr. Jeffries, Ms. Bass, Mr. Richmond, Ms. Moore, Ms. Clarke of New York, Mr. Al Green of Texas, and Mr. Veasey.
H.R. 1239: Mr. Meehan.
H.R. 1270: Mr. Thompson of Pennsylvania.
H.R. 1316: Mr. Goodlatte.
H.R. 1318: Ms. Ros-Lehtinen.
H.R. 1465: Mr. Butterfield.
H.R. 1496: Mr. Larsen of Washington and Mr. Diaz-Balart.
H.R. 1498: Mr. Kuster of New Hampshire.
H.R. 1536: Mr. Gibson.
H.R. 1676: Mr. Espaillat.
H.R. 1683: Mr. Heck.
H.R. 1783: Mr. Khanna.
H.R. 1826: Ms. Sinema and Mr. Cook.
H.R. 1962: Mr. Lamb.
H.R. 1972: Mr. Westerman.
H.R. 2079: Mr. Carcassal.
H.R. 2156: Mr. Costa, Ms. Esty of Connecticut, and Mr. Hollingsworth.
H.R. 2152: Mr. Sessions.
H.R. 2309: Mr. Roybal-Allard.
H.R. 2315: Mr. Garamendi and Mr. Calfvert.
H.R. 2317: Ms. Rhyo, Mr. Veia, Mr. Higgin of New York, Mr. Curfle of Florida, Mr. Young of Alask, Mr. Thomas J. Rooney of Florida, Mr. King of Iowa, Mr. Walz, and Ms. Tittus.
H.R. 2319: Mr. Craram.
H.R. 2327: Mr. Gun.
H.R. 2345: Mrs. Comstock and Mr. Aguilar.
H.R. 2351: Mr. Engel.
H.R. 2392: Mr. Capuano.
H.R. 2417: Mr. Jackson Lee.
H.R. 2495: Mr. Aguilar.
H.R. 2566: Mr. Khanna, Ms. DeLauro, Ms. Jayapal, Mr. Smith of Washington, Mr. Carson of Indiana, Mr. DeSaulnier, Mr. Pocan, and Miss Rice of New York.
H.R. 2797: Mr. DesJarlais.
H.R. 2856: Mr. Coffman.
H.R. 2898: Mr. Forten.
H.R. 2920: Mr. Ferguson.
H.R. 2996: Mr. Curtis.
H.R. 3111: Ms. Lofgren.
H.R. 3303: Mr. LoBiondo.
H.R. 3331: Mr. Khanna and Mr. Fitzpatrick.
H.R. 3378: Mr. Banks of Indiana.
H.R. 3435: Mr. DelBene.
H.R. 3545: Mr. Hultoren.
H.R. 3596: Mr. Butterfield, Mr. Clyburn, and Mr. Coffman.
H.R. 3605: Ms. Shea-Porter.
H.R. 3642: Mr. Faso.
H.R. 3645: Ms. DelBene.
H.R. 3692: Mr. Curtis.
H.R. 3832: Mrs. Hartzler.
H.R. 3875: Mr. DeLauro.
H.R. 3894: Mr. McNerney.
H.R. 3931: Mr. Luetkemeyer.
H.R. 3980: Mr. Norcross.
H.R. 4098: Mr. Swalwell of California.
H.R. 4099: Ms. Fudge, Mrs. Napolitano, Mr. Lowenthal, Mr. Meehan, and Ms. Hanabusa.
H.R. 4229: Mr. Valadato and Mr. Good-Latte.
H.R. 4265: Mr. Smith of Washington.
H.R. 4379: Mr. Cummings.
H.R. 4426: Mr. McNerney.
H.R. 4505: Mr. Clarke of New York.
H.R. 4530: Mr. Swalwell of California.
H.R. 4635: Mr. Deutch, Mr. Bost, and Ms. Shea-Porter.
H.R. 4691: Mr. Bishop of Michigan.
H.R. 4695: Mr. Bishop of Michigan.
H.R. 4742: Ms. LoPresti.
H.R. 4747: Mr. Calvert.
H.R. 4890: Mr. Faso.
H.R. 4815: Mr. Johnson of Georgia, Mr. Clay, Ms. Bass, Mr. Hastings, Mr. Cleaver, Mr. Richmond, and Ms. Eddie Bernice Johnson of Texas.
H.R. 4819: Mr. Quigley, Mr. Holding, Mr. Sanford, Mr. Stewart, and Mr. Joyce of Ohio.
H.R. 4825: Mr. Ferguson.
H.R. 4841: Mr. Sessions.
H.R. 4946: Mr. Linskis and Mrs. Demings.
H.R. 4987: Mr. Fitzpatrick, Mr. Rodney Davis of Illinois, Mr. Denham, and Mr. Rutledge.
H.R. 4946: Mr. Mitchell.
H.R. 4955: Mr. Shimkus.
H.R. 5047: Miss Rice of New York.
H.R. 5121: Ms. Kaptur, Mr. Rouzer, Mr. Byrnes, Mr. Johnson of Georgia, and Mr. Kind.
H.R. 5129: Ms. Esty of Connecticut and Mr. Chadb.
H.R. 5132: Mr. Messier, Mr. Aguilar, Mr. Donovan, Mr. Allin, Mr. King of Iowa, Mr. Hollingsworth, Mr. Smith of Missouri, Mr. Meehan, Mr. Norcross, and Mr. Roe of Ten-
H.R. 5141: Mr. King of Iowa, Mr. Allen, Mr. Bra, Mr. Aguilar, Mr. Messenger, Mr. Quigley, Mr. Levin, Mr. Meehan, Mr. Young of Alas, Mr. Kinzinger, Miss Gonzalez-colon of Puerto Rico, Mr. Norman, Mr. Sean Patrick Maloney of New York, Mr. Abra-
H.R. 5171: Mr. O'Halleran.
H.R. 5191: Mr. Rutherford.
H.R. 5197: Mr. Kind.
H.R. 5199: Mr. Newhouse.
H.R. 5221: Mr. Russell.
H.R. 5241: Ms. Lofgren, Mr. Raskin, Mr. Tonko, and Ms. McCollum.
H.R. 5244: Mrs. Torres.
H.R. 5246: Mr. Dunn, Mr. Yoho, Mr. Thomas J. Rooney of Florida, and Mr. Diaz-Balart.
H.R. 5282: Ms. Kuster of New Hampshire, Mr. Gianforte, Mr. Rouzer, Mr. Banks of Indiana, Ms. Bonamici, and Mr. Serrano.
H.R. 5291: Mr. Lowenthal.
H.R. 5292: Mr. McGovern.
H.R. 5329: Ms. Michelle Lujan Grisham of New Mexico.
H.R. 5337: Mr. Delaney.
H.R. 5339: Mr. McGovern.
H.R. 5338: Ms. Michelle Lujan Grisham of New Mexico.
H.R. 5338: Mr. Deutch.
H.R. 5388: Mr. Evans and Mr. Simpson.
H.R. 5414: Ms. Jayapal and Mr. O’Rourke.
H.R. 5417: Mr. Brinsman.
H.R. 5512: Ms. Velázquez.
H.R. 5517: Mr. Ruppersberger, Mr. Schiff, Mr. Bacon, and Mr. Emmer.
H.R. 5526: Mr. Marchant and Mr. Sam Johnson of Texas.
H.R. 5547: Mr. Nunes and Ms. Hanabusa.
H.R. 5561: Mr. Clay.
H.R. 5572: Mr. Norman.
H.R. 5576: Mr. Huffman.
H.R. 5593: Mr. Vargas, Mrs. Torres, Mr. Khuen, Mr. Sahl, Mrs. Napolitano, Mr. Gomez, Ms. Michelle Lujan Grisham of New Mexico, Mr. Cardenas, Mr. Espaillat, Mr. Castro of Texas, Ms. Barragán, and Mr. Gallego.
H.R. 5606: Ms. Thompson, Mr. Quigley, Ms. Lofgren, and Mr. Lowenthal.
H.R. 5610: Ms. Lofgren and Mr. Galla-
H.R. 5612: Mr. González of Texas.
H. Res. 220: Mr. Poe of Texas.
H. Res. 274: Mr. Pallone and Mr. Díaz-Balart.
H. Res. 307: Mr. Graves of Georgia.
H. Res. 463: Mr. Smith of Washington.

H. Res. 763: Mr. DeSantis, Mr. Duncan of South Carolina, Mr. Hensarling, Mr. Barton, Mr. Shimkus, Mr. Barin, Mr. Norman, Mr. Mitchell, Mr. DesJarlais, Mr. Harris, Mrs. Wagner, Mr. Renacci, Mr. Mast, Mr. Lipinski, and Mr. Capuano.
H. Res. 774: Mr. Stewart and Mr. Crawford.

H. Res. 786: Ms. Barragán, Ms. Norton, Ms. Moore, and Mr. Emmer.
H. Res. 825: Mr. Raskin.
H. Res. 835: Ms. Wasserman Schultz, Mr. Fitzpatrick, Mrs. Torres, Mr. Diaz-Balart, Mr. Bergman, Mr. Rothfus, Mr. Duffy, and Mr. Engel.
H. Res. 848: Mr. Bergman.
The Senate met at 9:30 a.m. and was called to order by the President pro tempore (Mr. HATCH).

PRAYER
The Chaplain, Dr. Barry C. Black, offered the following prayer:

Let us pray.

Almighty God, who made the light to shine in the darkness, shine now in our hearts. Forgive us for our transgressions in thoughts, words, and deeds, as You cleanse us from all sin.

We thank You for Your many blessings, for music and laughter and poetry and color.

Lord, strengthen our Senators. Provide them with help in times of need, power for moments of weakness, and hope for the years to come. Lift our lawmakers above suspicion and fears so that they will be Your ambassadors of peace to our Nation and world.

We pray in Your mighty Name. Amen.

PLEDGE OF ALLEGIANCE
The President pro tempore led the Pledge of Allegiance, as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

RECOGNITION OF THE MAJORITY LEADER
The PRESIDING OFFICER (Mr. HELLER). The majority leader is recognized.

NOMINATIONS AND THE APPROPRIATIONS PROCESS
Mr. MCCONNELL. Mr. President, this week we confirmed yet another well-qualified nominee to the Federal bench. Now Kyle Duncan of Louisiana can get to work serving on the Fifth Circuit Court of Appeals. His qualifications are truly impressive, but his sterling reputation among colleagues and peers was an even greater testament to Mr. Duncan’s fitness. I am glad that the Fifth Circuit will benefit from his expertise.

Speaking of well-qualified nominees, the Senate will vote today on the President’s choice for Secretary of State. We will consider an outstanding nominee. Fortunately, we have the votes, and later today we will confirm Mike Pompeo as our Nation’s 70th Secretary of State.

We have been discussing Director Pompeo’s abundant qualifications all week. In a little over a year, the Senate has had two opportunities to assess his considerable qualifications.

Last January, a bipartisan super-majority of us saw fit to confirm him as CIA Director, and his performance in that role—exemplary by all accounts—has given us even more compelling cause to confirm him to serve as our chief diplomat.

He has earned the trust and the confidence of the Commander in Chief by providing top-notch counsel on critical issues and helping to lead ongoing efforts to lay the groundwork for negotiations aimed at denuclearizing the Korean Peninsula. Along the way, he deepened his reputation for fairness and discernment.

I am glad President Trump has nominated this distinguished leader to be America’s chief diplomat, and I am glad a bipartisan majority of Senators will vote to confirm him today.

It is just too bad that Director Pompeo’s confirmation process has offered such a prime example of the historical partisan obstruction that my colleagues across the aisle are visiting on the Senate. All fair observers agree that Mike is up to the job. Here is how the Washington Post—not known as a bastion of Republican thinking—titled their editorial, simply: “Confirm Mike Pompeo.”

But despite all this, Democrats on the Foreign Relations Committee also most took the unprecedented step of voting him out with an unfavorable recommendation. That attempt to play politics with our Nation’s security unfortunately failed. But even so, according to the Senate Historian, he became just the second Secretary of State nominee in recent memory to clear a committee by a margin of only one vote. The only other time that has happened in all of the Senate’s history was also at the hands of Senate Democrats during the Trump administration. Once they got here on the floor, they were also the only two Secretary of State nominees in history who needed cloture to receive confirmation votes.

Let me say that again. From the founding of the Republic until 2017, the Senate never required cloture to confirm a Secretary of State. Now we are at two, both in this administration. I guess Senate Democrats are in a history-making mood, because over the past 15 months, they have embarked on a partisan campaign to block, obstruct, and delay President Trump’s nominees that is, quite simply, without precedent in American history.

Let’s put things in perspective. In the first 2 years of the last 6 Presidencies combined—the first 2 years of the last 6 Presidencies combined—the Senate subjected nominees to a total of 24 cloture votes during the last 6 Presidencies during the first 2 years—24 cloture votes.

Add up President Carter’s first 2 years, President Reagan’s first 2 years, and so on, through Presidents Bush, Clinton, Bush, and Obama and there are 24 total cloture votes on nominees. For President Trump? There are 88 and counting, just 15 months into his term. By the end of the day, it will be 90—90 cloture votes on nominees. This is partisan obstruction elevated to an art form, and every one of us has seen it firsthand.

It is not just high-profile nominations. Scores of unobjectionable choices for all kinds of posts have languished on the Senate calendar. It took
months and months and several deadly accidents to persuade Senate Democrats to stop obstructing a fully qualified nominee to lead the Federal Railroad Administration.

Or take the example of district court judges. While every one of our colleagues put aside their historic obstruction, for no apparent reason. Here are some of the final vote totals for these district court judges: 96 to 1; 98 to 0; 97 to 3; 95 to 0; 96 to 0; 98 to 0, once again; 100 to 0.

Back in January, it took more than a week of the Senate’s time to confirm four district court judges, and not one Senator voted no on any of them—a whole week to do four district judges, and not one Senator voted no on any of them.

Our problem is not the qualified personnel before us. Our problem is that nearly half of the Senate has decided that resisting for the sake of resistance is more important than actually getting things done right by this institution or by our constituents. This, regrettably, is where we are: Democrats chewing up hours of Senate time on nominees that literally no Senator opposes.

I understand that my friends on the other side have a number of disagreements with the President. That tends to happen in politics, but that is no excuse at all for this historic obstruction of noncontroversial nominees. It is bad for the Senate. It is unfair to the American people.

That is why I support Senator LANKFORD’s efforts to enact the very same rules change—the very same rules change—that a large and bipartisan majority agreed to back in 2013, when the Democrats were in the majority here in the Senate. It would empower the Senate to process nominations more quickly while preserving ample opportunity for debate. It is precisely the rules change that my friend the Democratic leader supported back in 2013. I joined in that bipartisan effort, along with a number of my fellow Republicans. It passed 78 to 16—78 to 16. The White House may have changed hands, but the last time I checked, fair is still fair, and common sense is still common sense.

So Senator LANKFORD is giving my Democratic colleagues their very own chance to show that principled convictions matter more than political convenience. I am glad to see the Rules Committee advance it to the floor yesterday. There is no reason why every Senator shouldn’t be able to join us.

Otherwise, until our Democratic colleagues put aside their historic obstruction, Republicans continue to do our duty and process the President’s nominations, one way or the other. Let me repeat that. We are processing these nominations, one way or the other.

After Mike Pompeo, I filed cloture on Ric Grenell’s nomination to serve as Ambassador to Germany. We will vote on this confirmation later this afternoon.

So why don’t we turn over a new leaf together and start rebuilding the comity and customs that ought to define our work here.

Just yesterday, the Rules Committee held a very productive meeting that took a step in that direction. Col leagues from both sides of the aisle took a serious look at what we can do as a body to more efficiently fulfill our responsibilities in the appropriations process. That follows on a productive meeting I had with the Democratic leader, the Appropriations chairman, and the ranking member a few days ago.

So I am hopeful about the prospects of moving forward together. We need to find a way to keep the Senate moving and extend it—not just to appropriations but to nominations. This Congress has already made great progress implementing a pro-growth, pro-opportunity agenda for the middle-class, including historic tax relief for families and small businesses, but there is a lot more to do.

That is how the Senate should be spending our time—exchanging ideas and fighting for the American public.

RESERVATION OF LEADER TIME

The PRESIDING OFFICER. Under the previous order, the leadership time is reserved.

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

The PRESIDING OFFICER. Under the previous order, the Senate will proceed to executive session and resume consideration of the following nomination, which the clerk will report.

The legislative clerk read the nomination of Mike Pompeo, of Kansas, to be Secretary of State.

The PRESIDING OFFICER. Under the previous order, the time until 12 noon will be equally divided between the two leaders or their designees.

The Senator from Utah.

Mr. HATCH. Mr. President, I ask unanimous consent that I be permitted to make a statement on the floor.

The PRESIDING OFFICER. Without objection, it is so ordered.

CONFIRMATION PROCESS

Mr. HATCH. Mr. President, there is no excuse for the delays in the confirmation process except sheer partisanship. It amounts to an ongoing partial government shutdown, and it definitely hurts the American people.

There are not my words but the words of the Senator from Vermont, Mr. LEAHY, when he chaired the Judiciary Committee in 2010. Vacancies today are 60 percent higher than he expressed those concerns back then. Vacancies are 52 percent higher than what he said was a ‘‘disaster for our Nation’s overburdened courts.’’

The Administrative Office of the U.S. Courts labels some judicial vacancies as judicial emergencies because of their duration and impact on case loads. On March 12, 2012, the Senator from Illinois, Mr. DURBIN, said that 35 judicial emergency vacancies would cause the administration of justice to suffer at every level. Today, there are 72 judicial emergency vacancies, more than twice as many as Senator DURBIN warned about.

To be fair, I have to say that the left wing groups that are such faithful allies of Senate Democrats are no better. In July 2012, for example, the Alliance for Justice proclaimed that 76 vacancies demonstrated ‘‘an overall and ongoing vacancy crisis in the federal courts.’’ Today, vacancies are 88 percent higher than the crisis level, and all we hear from the Alliance for Justice are calls to oppose and obstruct even more. Judicial vacancies today are 74 percent higher than when the Brennan Center for Justice said the Senate was not meeting its obligation to the American people.

If high judicial vacancies harm the judicial system and prevent Americans from seeking justice, why are Democrats and their left wing allies leading the effort to confirm judicial nominees today? If Democrats once said that 79 vacancies constitutes a crisis, why are they silent about 143 vacancies today?

Today we face the highest judicial vacancy total since June of 1991, after Congress had created dozens of new judgeships. It is crystal clear why this dire situation confronts us today. The process for appointing Federal judges, after all, has only three steps: nomination by the President, consideration by the Senate Judiciary Committee, and a decision by the full Senate.

The first step in the judicial appointment process is President Trump’s nominations. President Trump has made more judicial nominations than his predecessors of both parties at this point, so he is not the problem—as you can see from that chart.

The second step is consideration by the Judiciary Committee. Chairman CHUCK GRASSLEY has held a hearing on 75 of those nominations—more than under previous Presidents, so the Judiciary Committee is not the problem.

That leaves the third step right here on the Senate floor. Even though President Trump is ahead of the nomination
pace, and the Judiciary Committee is ahead of the hearing pace, the Senate’s confirmation pace is half what it was at this point for the past five Presidents.

March 20, I spoke here about some of the below-the-radar obstruction tactics Democrats are using to make this part of the process as time-consuming and cumbersome as possible. Let me offer a brief review. Democrats once complained about U.S. district court nominees being reported from the Judiciary Committee on a party-line vote. That is happening at a rate of more than four times as great today.

Democrats once criticized the failure to coordinate floor votes for judicial nominees. So far, Democrats have forced the Senate to take separate votes to end debate, called a cloture vote, on 96 percent—96 percent—of President Trump’s judicial nominees as under the last 12 Presidents combined at this point. You heard me right. The Senate has been forced to take 16 times as many cloture votes on President Trump’s judicial nominees as under the last 12 Presidents combined at this point. That is every President since the cloture rule was first applied to nominations in 1949, with a Democratic President. Democrats said that every time the minority refuses to cooperate in scheduling confirmation votes, every time the majority leader is forced to initiate the cloture rule, the Senate is forced to take up scarce floor time, when we know these nominees will be confirmed. Today, Democrats are using that and other tactics on a scale this body has never seen before.

Democrats are objecting to voting against confirming U.S. district court nominees who were supported by their own two Senators. At this point, President Obama’s confirmed district court nominees had received a total of zero negative votes. Trump’s district court nominees have received 73 negative votes—73. Think about that. Think about the unfairness of it. Each of these, and more besides, is a tactic that Democrats once condemned but are today pushing to record levels of obstruction. Even more important than seeing where we are and how we got here is understanding why the Democratic left-wing allies are working so hard to prevent President Trump from appointing judges.

I have served in this body and on the Judiciary Committee for nearly 42 years. I have participated in the confirmation of half of all article III judges who have ever served in this country, from the beginning. In all that time, the conflict over judicial appointments has never been over judicial nominees; it has always been over judicial power. The vacancy crisis we face today is a consequence of the broader, ongoing conflict over the kind of judge America needs on the bench.

America’s Founders gave us a system of government that includes a judiciary with a role defined by three important principles. First, as Founder James Wilson put it, the people are masters of the government. Second, the Constitution is the primary way that the people set rules for government. Third, among those rules is the separation of powers into three coequal but different branches.

Judges acting consistent with these principles evaluate that called impartial judges, fit the design of our system of government and the liberty it makes possible. Judges who depart from those principles, what I have called political judges, are at odds with that design and law. This is why many Democrats will oppose confirming U.S. district court nominees. The Senate has been forced to take decisions on their personal views, then it is no wonder the Democrats want so badly to know a judicial nominee’s personal views.

I will note that the confirmation hearing for Chief Justice John Roberts in 2005. Democrats pressed him to commit, in advance and under oath, to particular results in different categories of cases. They asked repeatedly: Whose side will you be on? Political judges take sides, even before cases come before them, because their main objective is to ensure that the favored side wins and that the preferred political interest is served.

We see this in plain view today. Democrats observe a judicial nominee’s personal views, or his legal views on behalf of a client, and insist that those views will dictate his judicial views. To this day, many Democrats will oppose any nominee who has conservative personal beliefs or who has advocated for conservative clients. To them, there is no difference between politics and law.

Democrats oppose judicial nominees because of their personal views, even when the American Bar Association—which has never been accused of being conservative—gives those nominees its highest rating. The appeals court nomination confirmed this week, for example, received that rating only after the ABA considered, in its words, his “compassion, decisiveness, open-mindedness, courtesy, patience, freedom from bias, and commitment to equal justice under law.”

In their hearts of hearts, those who favor political judges have no problem with judicial minds being closed or biased so long as that leads to results they like. They seek politically correct results by any judicial means.

That judiciary is very different from the one contemplated by the Founders of this great country. That judiciary is very different from the one described by the oath of judicial office, by which a judge commits to do justice without respect to identities or interests. That judiciary is very different from the one that makes our liberty possible. The liberty we enjoy is not by design, not by accident. That design requires judges with a limited and defined role. Impartial judges support the liberty our system of government was designed to protect. Political judges undermine it. Impartial judges take the law as it is and apply it fairly to decide cases, leaving decisions about what the law should be to the American people and their elected representatives. Political judges take decisions about what the law should be away from the American people, manipulating the meaning of statutes and the Constitution to follow their own views and their own agenda.

The conflict over judicial appointments is, and will remain, a conflict over judicial power and, therefore, a conflict over the system of government crafted by America’s Founders. Remember the three principles I mentioned earlier. Impartial judges allow the American people to be the masters of government; political judges become the masters of the people. Impartial judges follow the rules the American people put in the Constitution; political judges change the meaning of those rules to suit their own ends. Impartial judges respect the separation of powers while political judges breach it.

The unprecedented obstruction of judicial nominees today is a tool in the campaign for an increasingly politicized judiciary. The rhetoric of that campaign is all about desirable objectives, all about good intentions. I close with the words of Daniel Webster, who represented two different States in the Senate before serving as Secretary of State under three different precedents. He said:

Good intentions will always be pleaded for every assumption of authority. It is hardly too strong to say that the Constitution was made to guard the people against the dangers of good intentions. There are men in all ages who mean to govern well, but they mean to govern. They promise to be good masters, but they mean to be masters.

That is Daniel Webster. Let me repeat that again because Webster is one of the greatest people who ever served in this government.

Good intentions will always be pleaded for every assumption of authority. It is hardly too strong to say that the Constitution was made to guard the people against the dangers of good intentions. There are men in all ages who mean to govern well, but they mean to govern. They promise to be good masters, but they mean to be masters.

America needs impartial judges so that the American people can be the masters of their government and so that liberty can thrive.

Let me go over that quote again from Daniel Webster. I will end with this.
Daniel Webster said:

Good intentions will always be pleaded for every assumption of authority. It is hardly too strong to say that the Constitution was made to guard the people against the dangers of the worst intentions. These are men in all ages who mean to govern well, but they mean to govern. They promise to be good masters, but they mean to be masters.

Some of those Founding Fathers really didn't think they were talking about, and Webster was certainly one of them in many respects.

All I can say is that we have a chance to work together to do what is right and in the best interest of the American people. I intend to see that we do that, and I hope we can because this country is worth it. Our system of government is the best this world has ever seen, and I want to see it continue to be.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER (Mrs. HYDE-SMITH). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. HATCH. Madam President, I ask unanimous consent that the order for the quorum call be rescinded. The PRESIDING OFFICER. Without objection, it is so ordered.

If no one yields time, the time will be charged equally.

RECOGNITION OF THE MINORITY LEADER

The Democratic leader is recognized.

SPECIAL COUNSEL LEGISLATION

Mr. SCHUMER. Madam President, I watched the President on TV this morning, and like most Americans, so many Americans, I was aghast. The President seems to live in an alternative reality. He says things that are patently false, and he thinks that just by saying them, they become true. With the number of 180-degree turns—direct contradictions to what he has said before—the name-calling, the blaming. If you watched the President this morning and the way he acted, it was so unbecoming of a President, unbecoming of a democracy.

We believe in truth. People may have different value systems, but to just make up things as he goes along and to, without blinking an eye, contradict things that he said that were exactly the opposite a few hours, a few days, a few weeks ago is not what any President of any party of any ideology should be.

What the President said this morning was embarrassing to America, to democracy, and to any American who prizes truth.

One of the things the President said this morning was that he has decided not to be involved in the Russia probe but may change his mind. That is why it is so good this morning that the Judiciary Committee is marking up bipartisan legislation that will protect Special Counsel Mueller from political interference.

From the very beginning, Special Counsel Mueller’s investigation has been about following the facts of how a foreign, hostile power interfered with our free and fair elections—the wellsprings of our democracy. That investigation must be allowed to proceed safely from the President’s heavy hand. The President can’t make this go away by name-calling. He can’t dispute facts. He can’t dispute the fact that Russia’s interfering in our election is very dangerous and must be investigated no matter where it leads.

It is so absurdly clear from the President’s remarks this morning and from so many other things he has said that he has little regard for the rule of law. He seems to have this view that the purpose of the Justice Department is to protect his personal interests and persecute his enemies. That is not a democracy. The purpose of the Justice Department is to defend the rule of law, and no man or woman is above the law. It is not, simply, to go after his enemies. He is angry when the Justice Department does something he doesn’t like even though it is following the law. Again, that is not the hallmark of our democracy.

I am so proud of our Judiciary Committee and Chairman GRASSLEY in their rising to the occasion—proposing and hopefully passing legislation that says we will protect the rule of law and that we will protect our democracy by not allowing the President to fire the special counsel at will because he simply doesn’t like the results he comes up with.

Again, the Judiciary Committee, this morning, makes us proud. It rises to the occasion to tell the President that he cannot tamper with the very wellsprings of our democracy and that he will pay a bipartisan price if he does.

I particularly praise Chairman GRASSLEY. We have worked together on many things, and we have had our differences on many things, but this morning he is rising to the occasion. History regards such moments very favorably. I hope we will get a large vote this morning.

APPROPRIATIONS PROCESS

Madam President, while we are speaking about bipartisanship, there is another bit of good news. There are two shoots of bipartisanship springing up today—the Judiciary Committee’s action on preventing the President from firing Mueller and an agreement between Senator SHELBY, Leader MCCONNELL, and me to try to begin moving appropriations bills the way we used to—in a bipartisan way.

We had a very good meeting yesterday in which we laid out the parameters of how to do this. We talked about not letting extraneous amendments get in the way. We talked about doing our job the way it used to be done—doing all of the appropriations bills this year and doing them in a bipartisan way, having the chairs and ranking members of the subcommittees work together to craft a bill that both sides can be happy with even though neither side will be happy with everything in it.

I hope that it moves forward. I pledge to the Members of this body and to the American people that I am committed to making that process move forward in a fair, bipartisan way and to try to restore some of the semblance of bipartisanship that we used to have in this place and be back to actual action and reality, not just verbiage.

VA SECRETARY NOMINATION

Madam President, we just received word that the President’s nominee to be the next Secretary of the VA has withdrawn his nomination. Allegations swirling around the nomination of Dr. Jackson were troubling and raised lots of questions, but the real blame here falls on the administration for once again being sloppy and careless in the vetting process. Dr. Jackson didn’t go through a thorough vetting. Some of these things might have been discovered beforehand, and he wouldn’t have had to go through the process he went through.

The Veterans’ Affairs Committee did the right thing. They didn’t seek to go after Jackson; people came to them. When people come to them—particularly military folks—with serious and troubling allegations, they have an obligation to investigate. I salute Chairman ISAKSON and Ranking Member TESTER for pursuing those allegations.

Dr. Jackson went through a maelstrom, and he should tell his patient, I guess, the President, that he, the President, caused this problem by not being fully vetted by making those decisions on the fly, by making sure they don’t count.

Our obligation above all is not to any one individual but to the millions of veterans in America. They deserve a department that treats them well. They deserve the best healthcare, and we need someone to run the VA who is up to the job.

I hope the President learns his lesson that the next nominee be thoroughly vetted before he or she is sent to the Congress. Most of all, I hope our veterans can get the kind of leader they deserve.

HEALTHCARE

Madam President, finally, on another matter—healthcare—next week, health insurance companies will begin to announce their initial proposed rates for 2019 in each State across the country. When they do, every American should remember that President Trump and congressional Republicans have spent the last 1 1/2 years trying to sabotage our healthcare system in a way that would increase costs and decrease access to quality healthcare.

It is true that last summer the Senate Republican effort to repeal our current healthcare system and gut Medicaid—an effort that would have left tens of millions uninsured and raised costs on millions more—ended, thankfully for the American people, in failure.

Despite that legislative failure, President Trump, his administration, and congressional Republicans have
committed several other acts of sabotage—raising premiums and hurting healthcare—all, it seems to me, for a political vendetta.

For a long time, the President refused to guarantee that the administration would honor the cost-sharing program, which reduces premiums and out-of-pocket expenses for low-income Americans. He eventually canceled payments for that program, causing major uncertainty and confusion in the marketplace.

Then, Republicans repealed the healthcare coverage requirement as a part of their tax bill and put nothing in its place. The CBO projects that repealing the coverage requirement could cause rates to increase by as much as 10 percent and result in millions more people without insurance. So if you can’t get insurance, Mr. or Mrs. American, or if your premiums are going up, you know who caused it—the President and congressional Republicans by sabotaging that a majority of Americans want to see stay on the books.

Making things worse, earlier this week, the comment period ended for a proposed Trump administration rule that would allow the most radical version of our healthcare system yet—a rule that would expand the availability of junk insurance plans. These junk insurance plans would force higher premiums on people with preexisting conditions, impose an age tax on older Americans, and once again could subject Americans to the devastating effects of medical bankruptcy, which too many people go through now. Many plans might not cover essential services, such as prescription drugs, maternity care, and mental health services.

Each of these actions taken by President Trump and Republicans in Congress will raise costs and reduce access. We are truly living under TrumpCare today, with no effort by the President or congressional Republicans to make it better.

Unfortunately, starting next week, the American people could well see the devastating consequences of 1½ years of healthcare sabotage reflected in the 2019 rates.

NATIONAL MEMORIAL FOR PEACE AND JUSTICE

Finally, Madam President, I would like to add a word about an event taking place today in Montgomery, AL. Today, the National Memorial for Peace and Justice, dedicated to the legacy of enslaved Black people, victims of lynching, and African Americans who have been victimized by White supremacy, will open its doors.

I read about the new memorial in the newspaper. It was touching. It was moving. So many innocent people were lynched for no reason—walking behind a White woman, other kinds of things like that. Having read and watched the accounts about the memorial, it will be a harrowing experience. Much like the Holocaust Museum in Washington, DC, it forces visitors to confront the human toll of racism, America’s original sin. And it allows each county to get a replica of a list on a block—sort of like a tombstone—of who was lynched. So maybe those counties can look into their souls, too, and do better. As Martin Luther King did, to look into the mirror and see what the country has done wrong and move to correct it.

I truly salute all the folks who put this wonderful, wonderful museum together.

I yield the floor.

THE PRESIDING OFFICER. The Senator from Kansas.

THE APPROPRIATIONS PROCESS

Mr. BOYDEN SPENCER. Madam President, I would like to make a very short comment with regard to the distinguished minority leader’s remarks this morning.

In the midst of his remarks, Mr. SCHUMER mentioned something that I think is terribly important. Yesterday, the Rules Committee—and the distinguished Senator used to be the chairman of the Rules Committee, I think I was ranking member at that particular time. He spoke of an agreement to move appropriations bills. I want to thank him for that, and also Senator DURBIN, who indicated that as of yesterday.

We did reach an agreement in a bipartisan way to do something about filling cloture 86 times and other things going on and reducing that time period. We will get to that.

The breakthrough could be an agreement that Mr. SCHUMER has agreed to with regard to appropriations bills. If we can do that, we might be able to get back to the regular order that both of us experienced when we first came to the Senate. Many Members here have not experienced that.

Mr. SCHUMER. The majority, I think.

Mr. ROBERTS. Yes. Consequently, I want to thank you for that. And I know Senator SHELBY is eager to do the 12 appropriations bills, and I know Senator DURBIN is as well. I think that one statement in the midst of your comments, sir, is terribly important, and I want people to be aware of it, and I thank you.

Mr. SCHUMER. Thank you. I appreciate very much the remarks of my friend from Kansas. I hope these sprouts of bipartisanship can grow into mighty oaks.

I yield the floor.

THE PRESIDING OFFICER. The Senator from Maryland.

Mr. CARDIN. Madam President, I take this time because I know that shortly we are going to be voting on Mr. Pompeo’s nomination as Secretary of State, and I want to explain to my colleagues why I cannot support his nomination.

As I said in the Senate Foreign Relations Committee during his nomination hearing, I appreciate Mr. Pompeo’s public service throughout his career—his service in the military and his service in Congress and as Director of the Central Intelligence Agency. I also appreciate the President’s willingness to serve our Nation in this most important post as Secretary of State.

In the United States, we urgently need a confirmed Secretary of State, but it is our responsibility in the U.S. Senate to advise and consent to the President’s nominations and to act as an independent branch of government.

I must state that we are in this urgent need because of Mr. Trump’s abrupt dismissal of our former Secretary of State in the midst of many international challenges. In my view, though, Mr. Pompeo is not the right person. I reached that conclusion by his actions and his rhetoric.

If Mr. Pompeo is confirmed, he will be our top diplomat for the United States. He must be an independent voice in the White House. I have questions as to whether he will be that independent voice. He needs to engage our allies. That is how our diplomacy works. He has to have a voice for diplomacy in our national security, in the use of our tools, and the military needs to be a matter of last resort.

I was reminded of this challenge for America when President Macron addressed the joint session of Congress yesterday. President Macron pointed out that the United States established multinational world order in the aftermath of World War II, which is embodied in the transatlantic partnership, and we, the United States, must lead in order to preserve that national security blanket. So it is incumbent upon the Secretary of State to work with our allies—particularly our European allies but all of our allies.

I just want to look at Mr. Pompeo’s record in regard to the nuclear agreement with Iran, during that discussion as to whether we would have diplomacy, it was Mr. Pompeo who said that the solution rests with 2,000 sorties to destroy the Iran nuclear capacity. That is not diplomacy. That is not leading with diplomacy. Now he is espousing that, if necessary, we should pull out of the agreement if we can’t change it, even though Iran is in compliance with the agreement. That is not diplomacy, and it is simply not working with our European allies.

Yesterday, we heard President Macron assert that it is critically important that that agreement move forward if Iran is in compliance. Yes, we can live with it, but to walk away from it would be wrong.

Another example that gives me great concern is Mr. Pompeo’s position in regard to the Paris climate talks. I know we all have different views about climate change and what our individual policy should be in order to deal with the realities of climate change, but one thing should be clear: that we want to be in
the discussions with the international community.

In regard to Iran, Mr. Pompeo would isolate us from our European allies, but in regard to withdrawing from the Paris climate talks, he would isolate America from every other nation in the world. We would be the only nation not a part of that discussion. Let me remind my colleagues that the commitments made in Paris are only enforceable by us. There is no international enforcement mechanism.

We need a top diplomat needs to engage a very diverse global community. Mr. Pompeo’s words unfortunately make it very challenging for him to be able to have the confidence of the international community.

He associated American Muslims with terrorism by stating that their perceived silence in condemning attacks “has made these Islamic leaders across America potentially complicit.” I know that after each of the horrible terrorist attacks we have seen in America, Muslim leaders in Maryland and Muslim leaders around the world have stood up and said that they condemn in the strongest possible terms those terrorist acts.

There is no space. Unfortunately, those types of comments give space to those who are promoting a form of nationalism that allows for hate-mongering, and that cannot be tolerated in our country.

The Senate Foreign Relations Committee is rightly concerned. I go to Mr. Pompeo citing verbatim the following passage from a sermon castrating members of the LGBTQ community.

America has worshipped other gods and called it multiculturalism. We have endorsed perversion and called it an alternative lifestyle.

That type of language should have no place for someone who wants to be the top diplomat of America.

So I hope we can take this step toward a bipartisan Senate and take one further vote and vote for Mike Pompeo, a qualified candidate—to vote yes and to support this extremely qualified candidate—to vote yes and to send our senior diplomat to work on the many challenges that face our Nation.

NOMINATIONS AND THE APPROPRIATIONS PROCESS

Madam President, now, let me talk a little bit about bipartisanship and what I have stated with regard to my friend and colleague, the minority leader. I have encouraging news. We met yesterday in the Rules Committee and voted to reduce post cloture debate from 30 hours to 8 hours for certain nominations. I am not sure we have the 60 votes to pass that, but it is something at least we are moving toward with regard to the problem of having 86 cloture votes and delaying the time; that is, 3 months, by the way, with regard to time lost that we could have been working on other issues.

We still have to consider this change to the rules on the Senate floor, but in the course of our debate, the minority whip, Senator DURBIN, who is an appropriation leader, has endorsed Chairwoman SHELBY’S commitment to do all 12 appropriations bills—how long, how long, how long has it been since we have done appropriations bills and voted on amendments on appropriations bills?

This leadership has apparently decided to recommend that we actually return to being a Senate voting on amendments. Many Senators, as I said earlier, do not even know what it is like to serve in a functioning Senate. They hardly know what it is like to operate under regular order, where bills are referred to committee, amended, brought to the floor, debated, amended, and then passed when appropriations bills were on time. Goodness knows we need new ones.

Members of the Appropriations Committee, without this agreement—prior to this agreement—were standing on the sidelines, wounded cardinals, if you will, with a shrinking slice of the discretionary pie. So thank you to the minority whip and thank you to the leadership on both sides for our efforts to get back to regular order.

Now you can take one step further and vote for Mike Pompeo, a qualified candidate, to vote in favor of him as Secretary of State. Most of the statements I have heard—I have not paid too much attention to the colloquy on the floor or the statements on the floor—but people who have reservations have a “while I” speech: while I understand his qualifications, while I understand he has a great background, first in his class at West Point, and while I, and while I, and while I.

Then, there is the catch: But then, on the other hand, I have some concerns. Most of the concerns are in regard to whether Mike Pompeo can be diplomatic. I know him. He can be forceful—sometimes he can be a little stubborn, but he can be forceful. He is well qualified for the job and, yes, he can be diplomatic.

So I hope we can take this step toward a bipartisan Senate and take one further vote and vote for Mike Pompeo, who is certainly qualified. I say that because the cloth of comity in this Senate is pretty threadbare. We have a situation where we need to return to a sense of comity and at least some bipartisanism. Certainly, it would be also to set aside personal and partisan concerns and vote for Mr. Pompeo.

I urge all of my colleagues to vote yes, and let’s put a few threads back into the cloth of comity in the Senate and recommit to being the world’s greatest deliberative body.

I yield the floor.

The PRESIDING OFFICER. The Senator from Massachusetts.
Ms. WARREN. Madam President, I rise to express my strong opposition to President Trump’s nomination of Mike Pompeo to be the next Secretary of State. There are many reasons to oppose this nomination, but the main reason is straightforward. Mike Pompeo is completely unfit to serve as America’s chief diplomat.

During his time as a public servant, Mike Pompeo has embraced a variety of views that betray America’s values. Whether it is special support for interrogation techniques that amount to torture, his preference for war over diplomatic solutions, or his hateful, blatantly discriminatory views about Muslim and LGBTQ Americans, Mike Pompeo’s confirmation would degrade America’s diplomacy and erode our moral standing on the world stage.

Let’s start with his evolving position on torture. In 2014, then-Congressman Pompeo praised the interrogators who used “enhanced interrogation measures” to get “the truth.” But when seeking confirmation to become CIA Director, Mr. Pompeo suddenly said he would “always comply with the law” prohibiting torture.

When asked if he would comply with a request from the President to use torture, he said he couldn’t “imagine being asked to do so.” Never mind that as a candidate Donald Trump boasted about his desire to bring back waterboarding and “a hell of a lot worse.” In his later written answers, Mr. Pompeo suggested he could support bringing back waterboarding and other torture techniques if he thought they were necessary.

So, first, Mike Pompeo was for torture, but when he wanted to be CIA Director, he miraculously changed his position. Now he thinks the United States should reserve the right to torture people in the future. This position undermines our core values as Americans, undermines the respect that he should disqualify him from being America’s Secretary of State, but there is more.

Mike Pompeo’s hawkish views could quite literally lead us into another war. Just look at his views on Iran. The Iranian Government is a bad actor, but there is more.

Pompeo praised the interrogators who were potentially complicit in the bombing. After the marathon bombings, all of Boston grieved together, including our Muslim leaders. Our Muslim communities helped Massachusetts emerge stronger and more united. To suggest otherwise is insulting to our Muslim American brothers and sisters.

When he was shown to be wrong, Mike Pompeo refused to apologize. His comments were ignorant, offensive, and just plain wrong. They certainly aren’t the words of someone who is fit to be America’s chief diplomat.

But there is more. Mike Pompeo’s longstanding attacks on the LGBTQ community also make him unfit to serve as Secretary of State. He supported legislation in Congress to allow States not to recognize equal marriage, and he relied on financial contributions from hateful groups like the Family Research Council. His public record paints a deeply disturbing world view.

The risk posed by this nomination is magnified because Mike Pompeo would be teaming up with John Bolton, President Trump’s Security Advisor. John Bolton has never met a war he didn’t like, and Mike Pompeo supported Bolton’s disastrous Iraq War. Together, Mike Pompeo and John Bolton will fan the flames of war in President Trump’s foreign policy because they both embrace military solutions first.

I hope that, if confirmed, Mr. Pompeo will take real steps to prioritize diplomacy, to improve morale at the State Department, and to fill key diplomatic positions that have been vacant for far too long. But at a time when we are facing enormous global challenges, the State Department needs a leader who will put diplomacy first to solve problems and to protect our national security. Mike Pompeo is not that leader. I strongly urge my colleagues to vote against his nomination.

I yield the floor. The PRESIDING OFFICER. If no one yields time, the time will be charged equally.

The Senator from Michigan.

Mr. PETERS. Madam President, I rise to oppose the nomination of CIA Director Mike Pompeo to be the Secretary of State.

I voted against confirming Mike Pompeo to be the Director of the Central Intelligence Agency because he lacked the experience and the qualifications for the position. His time at the CIA has done nothing to ensure me that he now has the capabilities to lead the State Department.

As a Member of the House of Representatives, Mike Pompeo made repeated discriminatory remarks about Muslim Americans. He has argued that the Muslim American leaders have a “dual loyalty” and that terrorist attacks, and he has falsely claimed that they have failed to do that. I am proud to represent dynamic Muslim and Arab-American communities which are often the first to denounce senseless acts of violence that pervert the Islamic faith.

Mike Pompeo also has close ties to a group that is a Southern Poverty Law Center “designated hate group” because of its anti-Muslim rhetoric and conspiracy theories. I seriously question the judgment of an elected official who would work with such a group, and I do not believe it shows the type of character required in an individual who is nominated to be our country’s top diplomat.

How can someone with this attitude work effectively with our allies and partners in the Middle East? I don’t think he can.

Mr. Pompeo has also supported bringing back waterboarding and other torture measures that do nothing to keep America safe and go against our National core values. We now have a President who has said that he believes that torture “absolutely” works.

We can do better than this. America is better than this. I voted to ban the use of waterboarding and other so-called enhanced interrogation measures because they do not work, and in fact, they violate basic human rights, undermine our Nation’s counterterrorism missions, and place our own servicemembers at risk.

Confirming a Secretary of State that has condoned torture is just another step in our Nation’s current retreat from being what President Ronald Reagan called “a shining city on the hill.”

I am concerned that Mike Pompeo will also continue the United States’ retreat from a leadership role in addressing climate change—an existential moral and economic issue that will impact our planet for generations to come. Director Pompeo has criticized the Paris climate agreement and has
made statements that contradict the overwhelming scientific events on climate change.

Our Nation faces serious global challenges: Russian aggression, North Korea’s nuclear weapons program, instability today and tomorrow’s ongoing efforts to expand their power and influence. The world is looking to the United States for leadership. This is a time when skill and experienced diplomacy is essential to advance our interests on the world stage. I do not believe that Director Pompeo has the necessary experience, diplomatic skills, and values required to be the Secretary of State. I will oppose his nomination this afternoon.

The PRESIDING OFFICER. The Senator from New Jersey.

NOMINATION OF RICHARD GRENELL

Mr. MENENDEZ. Madam President, in addition to the Americanization of the Secretary of State, later today we are considering the nomination of Richard Grenell to be our Ambassador to Germany. I opposed Mr. Grenell’s nomination in committee, and I will again oppose his nomination today.

If confirmed, Mr. Grenell will assume the post at a time of strain in the bilateral relationship since the election of President Trump, who has disagreed with German Chancellor Angela Merkel on several key issues.

Germany is one of our most critical partners and a key ally in upholding the post-World War II order responsible for securing peace and prosperity. Germany is among NATO’s key allies, serving with distinction and sacrifice in Afghanistan. Germany also serves on the frontlines of Europe against an aggressive Russia that is actively seeking to destabilize German democracy in the same way it does American democracy. Germany showed great humanity in accepting so many migrants when that crisis escalated in 2015.

This is a close ally for our security but, more importantly, an ally in championing the values we hold dear as a country. It would have been my hope and desire that for such an important ally as Germany, the President would have put forth a serious, credible, experienced diplomat who could strengthen our relationship with Germany. Instead, President Trump nominated Mr. Grenell.

In a few moments, I will read things that Mr. Grenell has tweeted in the past that continues to tweet, even as his nomination has been pending before this body. I do not savor having to read you these tweets because, frankly, I don’t think they are suitable to have to say on the floor of the Senate.

But since the majority and the President have prioritized this nominee and the vote will occur a little later, the American people deserve to know exactly who the Trump administration wants to represent the United States and their great ally Germany. So I will read a selection of Mr. Grenell’s tweets for the RECORD:

“Did you notice that while Michelle Obama is working out on the Biggest Loser, she is sweating on the East Room’s carpet?”

“Rachel Maddow should “take a breath and put on a necklace.”

He said this about Callista Gingrich: “Callista stands there like she is wife #1.”

He said in another quote: “Do you think Callista’s hair snaps on?”

This is just a selection—just a selection. I chose not to read some that I consider the most insulting out of respect for this body.

These are not the words of a child or a teenager who does not understand the power of words; these are the words of a grown adult who had previously been a public face of the Bush administration for 8 years. Mr. Grenell’s derogatory comments about women are simply unacceptable for anyone to make in public, let alone a diplomat.

I would go so far as to say, only do these tweets show bad judgment, they show who we Mr. Grenell really is and how comfortable he is publicly contributing his own brand of toxic political discourse. Will he do such things if he is confirmed and goes to Germany? Will he continue to insult our institutions and say that the female Chancellor of Germany? I don’t know. I hope not.

In the committee process of considering his nomination, Mr. Grenell was asked about these tweets and other comments he has made. Do we know what he said? He assured us that he understood there was a difference between being a private citizen and being a public figure and that he would never say or tweet such things as a public figure. So imagine our surprise when Mr. Grenell started tweeting again after he had been voted out of the committee. Astonishingly, he retweeted a WikiLeaks tweet which included documents stolen by Russian intelligence. Mr. Pompeo supported the invasion of Iraq. When he was Secretary of State, later today we are considering the nomination of CIA Director Mike Pompeo to be Secretary of State.

By all accounts, Mr. Pompeo, like Mr. Tillerson, is a man of substantial intellect, and my conversations with him have been meaningful. As we have learned, that alone is not enough to qualify one for a job that should be filled by someone who has proven that he or she understands and is skilled in the art of diplomacy and whose policies are consistent with fundamental American values. As the country’s top diplomat, the Secretary of State should be a vocal and persuasive advocate for diplomacy to avoid conflict and crises. Unfortunately, I believe Mr. Pompeo’s record falls far short.

Mike Pompeo has made no secret of his strong support for President Trump, whose saber rattling, provocations, and so-called America First policies would more accurately be described as “America Alone.” The President has called for drastic cuts in the State Department’s budget and personnel that would sharply diminish its role in diplomacy and development. He would weaken international organizations and alliances that serve our interests and undermine U.S. global leadership at a time when China and our other competitors are seeking every opportunity to expand their global reach. Unlike Secretary of Defense Mattis who, in response to the White House’s proposed cuts, has been a strong advocate for the State Department’s mission and budget, I am not aware that Mr. Pompeo ever publicly expressed a view either way until his confirmation hearing.

Mr. Pompeo supported the invasion of Iraq, and he has defended the use of torture, two of the most profoundly misguided foreign policy decisions since the Vietnam war. As far as I know, it was not until this week, when his nomination was in jeopardy, that he said the Iraq war that he had long defended was a mistake, a mistake that claimed the lives of thousands of
American soldiers and sowed chaos in the Middle East. The fact that he has insisted that waterboarding is not torture and, by implication, acceptable should by itself be disqualifying for the job of Secretary of State.

He is wrong about keeping open the Guantanamo detention facility, arguing that detainees “should stay right where they are” and that the facility “is the right place for [detainees] from both a security and legal perspective.” That stance is disquieting. The indefinite detention without trial of detainees at Guantanamo contravenes our most basic principles of justice, degrades our international standing, and harms our national security. Mr. Pompeo’s position is particularly troubling, given the President’s expressed intent to send new prisoners to Guantanamo for the first time in more than a decade.

Mr. Pompeo has opposed what he called the “disastrous” Iran nuclear agreement, and he appears to favor withdrawing from it despite the International Atomic Energy Agency’s determination that Iran is in compliance and support for the agreement from a wide spectrum of diplomatic, scientific, and military experts. As far as I am aware, he has offered no realistic alternative, and the consequence would be to isolate the United States from our closest allies and to risk Iran restarting its centrifuges and quickly obtaining a nuclear weapon.

During the negotiations to halt Iran’s nuclear program, Mr. Pompeo supported military strikes against Iran’s nuclear facilities, reportedly arguing that it would take “under 2,000 sorties to destroy the Iranian nuclear capacity,” which he described as “not an insurmountable task for the coalition forces.” It might not be insurmountable, except for the fact that it would be the end of the coalition since few of our partners would go along with us. Beyond that, the unilateral use of preemptive military force on that scale in a volatile region in which Russia has its own security interests could ignite a regional war with far-reaching, possibly catastrophic, consequences.

While the world’s scientists overwhelmingly warn of the long-term dangers of climate change, Mr. Pompeo is an unbalanced climate change sceptic. He has said that the Paris Climate Agreement was supported by “a crowd of environmentalists” that is extremist rhetoric about what many believe to be the most serious challenge facing our planet, a challenge that can only be met through diplomacy, and it belies a disturbing intolerance of opposing views.

Mr. Pompeo has accused American Muslim leaders of being “potentially complicit” in acts of terrorism that they do not specifically condemn. He has said that Muslims “abhor Christians” and that they “will continue to press against us until we make sure that we pray and stand and fight and make sure that we know that Jesus Christ is our savior and is truly the only solution for our world.” It would be hard to think of a more effective way to alienate the Muslim community, without whose help we cannot effectively combat terrorism.

As a Member of Congress, Mr. Pompeo cosponsored legislation to ban all refugee admissions, regardless of country of origin, even though people seeking safety are already subjected to a rigorous vetting process. It should alarm each of us that the nominee to oversee the bureau charged with protecting refugees, migrants, and other vulnerable people uprooted by conflict—a tradition we take pride in—would take such a crusade, ideological approach to our country’s refugee admissions policies.

Mr. Pompeo has suggested that the Federal Government should collect records of American citizens’ communications, including intimate details about their personal lives, “and in bulk, and combine them with “publicly available financial and lifestyle information into a comprehensive, searchable database.” Think about that, at a time when the public is already outraged by Facebook’s and Cambridge Analytica’s misuse of personal data.

As a Member of Congress, Mr. Pompeo criticized President Obama for going to Cuba, accusing him of making “unilateral concessions.” It is true that the restoration of diplomatic relations with Cuba—which was overwhelmingly supported by the people of both countries—did not include an agreement by the Cuban Government to hold free and fair elections, nor to stop persecuting opponents of the government. No one who knows Cuba expected that. But if free and fair elections and respect for human rights are Mr. Pompeo’s prerequisite for having an embassy and an ambassador in a foreign country, we will need to close a lot more embassies than the one in Havana.

We could begin with our embassies in China and Russia, Saudi Arabia and Egypt would be next, then Jordan and Morocco, Honduras, Vietnam—the list goes on. The fact is we need embassies staffed with qualified personnel, including in countries whose governments we disagree with, so our diplomats can work to protect our interests and the interests of Americans who travel, study, work, or serve there. That is diplomacy 101.

Mr. Pompeo opposes LGBT rights and has no record of defending civil society activists and independent journalists who risk their lives speaking out against corruption and abuses of human rights by foreign security forces, particularly in countries we consider friends or allies. He has also worked against women’s reproductive rights, including cosponsoring radical legislation that would ban abortion illegal nationwide, even in cases of rape. He voted to defund Planned Parenthood and for the “global gag rule,” which prevents foreign nongovernmental organizations from receiving U.S. funds if they use their own money to provide safe abortions or even information about abortion services in their country.

I take no pleasure in opposing Mr. Pompeo’s nomination. I wish I could vote for him, as I am the ranking member of the Appropriations Sub-committee on the Department of State and Foreign Operations. I strongly support the State Department, its missions, and personnel. I have consistently defended its budget when others here or in the White House sought to cut it.

I am pleased that Mr. Pompeo has said he wants to fill the vacant senior leadership positions at the State Department and that he recognizes that the United States has a duty to “lead the calls for democracy, prosperity, and human rights around the world.” But his record in Congress and his statements on ideological grounds, as well as his raising grave concerns about the policy direction he would give to those senior leaders. Given his record and beliefs, there is little reason to believe that he will be an effective or consistent defender of democracy and human rights abroad, particularly in the face of President Trump’s abandonment of those values and principles.

In many other respects, Mr. Pompeo’s testimony before the Foreign Relations Committee had all the characteristics of a “confirmation conversion,” when he contradicted many of his previous statements and positions. As Senator MENENDEZ asked, Which Pompeo are we voting for? The job of Secretary of State is too important, especially with Donald Trump in the Oval Office, to roll the dice and discount everything Mr. Pompeo has said in the past.

If Mr. Pompeo is confirmed, it appears there will be another effort to work with him to advance our foreign policy and national security interests, as I did with Secretary Tillerson after opposing his nomination, but given the impulsive and reckless statements and actions of this President and the upheaval at the State Department during the past year, we need a Secretary with the necessary temperament, values, and long-standing commitment to diplomacy and development. I hope he proves me wrong, but today I do not believe we have that in this nominee.

Mrs. FEINSTEIN. Madam President, I rise today in opposition to the nomination of Mike Pompeo to be our next Secretary of State.

After considering his testimony before the Foreign Relations Committee, his work as Director of the CIA, and his record as a Congressman, I believe he doesn’t possess the skillset necessary to be our country’s top diplomat.

The Secretary of State must be well-versed in the art of diplomacy. They must possess a deft touch necessary to
operate on the world stage. Unfortunately, Mr. Pompeo’s record and his rhetoric show how ill matched he is for this position.

Above all, I fear that he would only reinforce President Trump’s worst impulses at our adversaries rather than pursue dogged diplomacy. This is particularly concerning when it comes to Iran. The Iran nuclear agreement is the strongest nonproliferation agreement ever negotiated. It blocks Iran from ever obtaining a nuclear weapon, our security and the security of our partners in the region. By all reports, it appears President Trump is set on walking away from the Iran nuclear agreement next month, even though Iran continues to abide by its strict terms.

If confirmed, I don’t believe Mr. Pompeo would even try to walk the President back from that foolish decision. Instead, he would most likely feed the President’s desire to leave, not because of his merits, but simply because it was negotiated by President Obama.

To be clear, if the United States abandons the agreement, we will do so on our own. Our international partners—including the United Kingdom, France and Germany—have said they will remain in the agreement so long as Iran complies with it. To date, the IAEA inspectors and our own intelligence community have all said that Iran remains in full compliance. When the nuclear agreement was signed, Iran was less than a year away from acquiring a nuclear weapon.

Today, all of Iran’s paths to a weapon—the plutonium, uranium and cov- et—arc blocked. The fact that today Iran cannot obtain a nuclear bomb is in spite of Mr. Pompeo’s efforts.

During the negotiations leading up to the agreement, then-Congressman Pompeo not only called for the United States to abandon diplomatic efforts, he even co-attacked Iran. He said, “It is under 2,000 sorties to de- stroy the Iranian nuclear capacity. This is not an insurmountable task for the coalition forces.”

During his recent confirmation hearing, he was unable to source that claim or name which other nations would have joined our coalition. That is an especially perplexing position since our strongest allies were all negotiating alongside the United States at the time.

After the nuclear agreement came into effect, Mr. Pompeo continued his campaign by sending the Supreme Leader a highly provocative letter. He taunted Tehran, asking for a visa to in- spect Iran’s nuclear facilities, monitor their elections, and receive a briefing on their ballistic missile programs. His publicity stunt only served to further inflame tensions between our coun- tries.

Finally, shortly after our elections and the day before he was nominated to be the Director of the CIA, he tweeted: “I look forward to rolling back this disastrous deal with the world’s largest state sponsor of terror- ism.”

When asked about his position during his confirmation hearing, Mr. Pompeo instead simply discounted the real and dangerous possibility that Iran would restart its nuclear weapons program if faced with a threat. I see no reason to believe his misconstrued views have changed in the past year.

As troubling as Mr. Pompeo’s hostile view toward Iran is, I am equally concerned by his divisive remarks about the minority groups within the United States. Following the Boston Marathon bombings, Mr. Pompeo falsely sug- gested Muslim Americans were complicit in the attacks. The following year, he characterized U.S. counterter- rorism efforts as a struggle between Islam and Christianity.

After the Supreme Court’s landmark ruling legalizing same-sex marriage, Mr. Pompeo said the court’s opinion was a “shocking abuse of power” that violated the “Constitution.” He has also claimed that the “ideal” family has a father and moth- er, a shockingly outdated view of fami- lies here in the United States and around the world.

Finally, the State Department plays a leading role in providing family planning assistance abroad. Under Mr. Pompeo, I fear the State Department will retreat from providing this vital assistance.

As a member of the House, Mr. Pompeo repeatedly cosponsored legis- lation to limit a woman’s right to choose. Specifically, he supported bills to make abortion illegal nationwide, even in the case of rape.

He also repeatedly supported the “global gag rule,” known as the Mexico City policy, which restricts U.S. funds to any foreign health clinic that pro- vides abortion services, even if it is legal in that country.

All this is considered a weapon of war. Our global health pro- gramming should not be restricted in a manner that ignores this ugly reality. The Secretary of State is charged with representing America’s values to the world and must be committed to exhausting all means of diplomacy to avoid conflict. I don’t believe Mr. Pompeo can do that and shouldn’t be confirmed as Secretary of State.

Therefore, I will vote no, and I urge my colleagues to do the same.

Mr. REED. Madam President, I would like to address the nomination of Di- rector Pompeo to be the next Secretary of State. I intend to vote against this nomination, and I would like to explain how I reached this conclusion. I see no rea- son to believe his misinformed views have changed in the past year.

This was a difficult decision. I sup- ported Director Pompeo’s nomination to be Director of the Central Intel- ligence Agency. Director Pompeo is a talented individual who has spent his life in public service, but the job of Secretary of State demands different skill sets and experiences than that of Director of the Central Intelligence Agency.

As such, the Senate has a constitu- tional responsibility to review Director Pompeo’s qualifications anew with re- spect to this specific nomination. As I indicated, the role of the Secretary of State is significantly different from that of the CIA Director. The question before us is whether Mr. Pompeo has the right background, judgment, and independence to faithfully execute the duties of America’s top diplomat. Using those criteria, I have to oppose this nomination.

One of the first tasks for the next Secretary of State will be to rebuild the capabilities and morale of the De- partment of State. Over the last year and a half, the Department has strug- gled with widespread vacancies, drastic proposed budget cuts, a Foreign Serv- ice treated with contempt by the White House, and a failed reorganization ef- fort under Secretary Tillerson. The re- sult has been the hemorrhaging of dec- ades of foreign policy expertise, the de- moralization of those who continue to serve at State, and the marginalization of diplomacy as an instrument of na- tional power.

I question whether Director Pompeo is right for the task of reversing the damage wrought at the State Depart- ment. During his time in the House, then-Congressman Pompeo was a staunch supporter of Tea Party pro- posals to slash the very State Depart- ment programs that are critical for ad- vancing our foreign policy and national security interests. During his con- firmation hearing earlier this month, Director Pompeo declared his commit- ment to end the “demoralizing” vacan- cies at the State Department and strengthen the diplomatic corps. Even if Director Pompeo has had a late con- version on the road to his nomination for Secretary of State, it is not clear whether he will be any more successful than Secretary Tillerson was in gain- ing White House approval for his de- sired candidates for senior positions or convincing this President to listen to the advice of our experts at Fogg- y Bottom.

My deeper concern is whether Direc- tor Pompeo is the right choice to carry out the Secretary of State’s role as the lead advocate for diplomacy as a means of advancing our national interests.

The need for effective diplomacy to solve our most pressing security chal- lenges has never been greater. Today’s national security threats are complex, including the reemergence of near-peer competitors Russia and China who seek to undermine the international order, regional challenges from rogue regimes in North Korea and Iran, and the continuing threat from violent extremist groups that seek to exploit ungoverned spaces to spread their destructive ideologies. Such chal- lenges require our country to develop a comprehensive strategy that coordi- nates military and nonmilitary tools of national power.
I am concerned that President Trump's bellicose rhetoric and budgetary priorities indicate a predisposition for choosing military action over diplomatic solutions. Since September 11, we have asked our men and women in uniform to do so, beyond in addressing security and stability challenges globally, and they have responded magnificently. As we face expanding threats below the level of armed conflict and insecurity arising from the collapse of civilization, we need an increased focus on nonmilitary tools and diplomacy to prevent or mitigate these challenges. The next Secretary of State needs to be an effective counterpart for Defense Secretary Mattis in finding diplomatic solutions to the complex crises we face in Syria, the Middle East, North Africa, the South China Sea, and North Korea.

Based on his record, I am not convinced that Director Pompeo will serve as the strong voice for diplomacy that our military and our country need to counter these pressing threats. Time and again, Director Pompeo has chosen to reject negotiations and calls for the use of force. His track record calls into question his ability to be an effective advocate for diplomatic solutions that are in U.S. national interests.

With regard to the nuclear deal with Iran, known as the Joint Comprehensive Plan of Action, or JCPOA, Director Pompeo argued for rollback during its careful negotiation. This multilateral agreement that was carefully negotiated alongside the United Kingdom, France, Germany, Russia, and China. Director Pompeo's opposition to the Iran nuclear deal runs counter to views of Defense Secretary Mattis and most senior military leadership. As a congressman, Director Pompeo sought to undermine negotiations with Iran and advocated for military airstrikes to destroy its nuclear program. During his confirmation hearing, he steadfastly refused to indicate that he would not push back against President Trump's reckless impulse to withdraw from the JCPOA in mid-May, saying instead that he would “recommend to the President that we do our level best to work with our allies to achieve a better outcome and a better deal.” This response is in spite of the fact that, by all accounts, the JCPOA is working as intended and Iran is verifiably meeting its commitments under the deal.

Withdrawal from the Iran nuclear deal would also have a profoundly harmful effect on our nuclear negotiations with North Korea. North Korea has little reason to engage with us in a serious dialogue if it suspects that we will renege on our commitments. I am concerned that the administration will use this failure as a pretext for pivoting to a preemptive strike against North Korea, and I am not confident that Director Pompeo will be effective in urging President Trump to oppose military action while seeking to redouble efforts to find a negotiated solution.

Perhaps the most difficult role of any Secretary of State is that of an independent voice willing to say no to the President. I recognize that some say that one of Director Pompeo’s highest qualifications for Secretary of State is his close relationship with the President because foreign leaders will know that, when Director Pompeo speaks, he has the backing of President Trump. Director Pompeo’s alleged “rapport” with President Trump raises concerns that he will only tell the President what the President wants to hear and not provide independent policy recommendations based on U.S. foreign policy interests. I believe we are already seeing this dynamic with respect to the JCPOA.

Unfortunately, we have seen this scenario before. As one of the George W. Bush administration, the President surrounded himself with like-minded advisers who were predisposed to distorting the intelligence on Iraq, and, as a result, they failed to present nuanced policy recommendations based on U.S. foreign policy interests. I believe we are already seeing this dynamic with respect to the JCPOA.

Mr. President, I rise today to discuss the nomination of Mike Pompeo for Secretary of State. Mr. Pompeo to be the Director of the CIA and thank him for his service, Secretary of State is a different job with different responsibilities.

Thank you.

Mr. MENENDEZ. I suggest the absence of a quorum.

The PRESIDING OFFICER. (Mr. Stullivan). The clerk will call the roll.

The senior assistant legislative clerk reported that the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mrs. ERNST. Mr. President, I rise in support of the President’s nomination of Mike Pompeo to serve as Secretary of State.

Director Pompeo has a very long record of public service which has prepared him for this very important position. Let’s start at the beginning. Director Pompeo graduated from the class at the U.S. Military Academy at West Point, and he served honorably in the U.S. Army. He is also a graduate of Harvard Law School. In Congress, Director Pompeo was a leader on issues of national security and foregoer of the CIA. Finally, and most recently, as Director of the CIA, Director Pompeo has been a successful leader of the world’s best intelligence professionals who work to resolve some of our Nation’s most sensitive and difficult problems.

I have heard on the floor of the Senate recently a number of my colleagues who have called into question whether he should serve as our Nation’s top diplomat. He has served in the military. He has served as Director of the CIA. He wants to do is go back to the time he spent at the U.S. Military Academy at West Point.

I wish to remind the body that in the military, we serve in many missions, but one of them does include diplomacy. As the President understands, as military members—whether a marine or a soldier—oftentimes during conflicts you stand shoulder-to-shoulder with members of other countries. You must have an understanding of cultural effects and the cultural differences between our nations, and you work to resolve problems. Whether with the indigenous population or whether it is within the military ranks, we serve as diplomats.

At West Point, I know Director Pompeo learned this lesson very well. Many of us—whether you go through a military academy or whether you are going through a Reserve Officer Training Corps Program at a university like I did at Iowa State—you learn about what we call the instruments of national power. Those instruments of national power are called D-I-M-E. It is an acronym, D-I-M-E.
D stands for diplomacy. We learn that, again, as members of the military and as officers in our Nation’s military—so diplomacy. The I is information. The M, of course, is military and military action. The E stands for economic sanctions and actions.

Within the realm of diplomacy, we are taught and we work with Ambassadors, and we work through Embassies. We are taught about the realm of negotiations and treaties and various policies that affect different nations around the globe. We are engaging in international forums. Again, working in the defense space, of course, we have many opportunities to engage with leaders from other countries. Diplomacy—it is the very basis of the instruments of national power that we all learn.

I know Director Pompeo, in his capacity—whether serving at the CIA or going back many years to when he served in the U.S. Army, quite admirably, or back at the Academy when he was first taught those instruments of national power, or DIME, that he is well-liked by many in very difficult circumstances. Again, Director Pompeo has a very long record of public service.

Director Pompeo also has had very strong relationships, and he values those relationships. His relationship with Secretary of Defense Mattis will prove invaluable as he works to ensure peace through strength. Additionally, I can confidently say that he will be one of the most respected and liked generals that our Army has had. We must do this. Diplomacy. Diplomacy.

Director Pompeo is also the right person to serve as our top diplomat. He will rise to meet the challenges and foster friendships we need around the world to keep our Nation free, secure, and prosperous. Again, I go back to the instruments of national power: D-I-M-E. The first is always diplomacy. Director Pompeo understands, and I am glad that we as a body will be taking up his confirmation vote today.

I urge my colleagues to support this eminently qualified man as our next Secretary of State. I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

Mr. BURR. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

REMEMBERING MATTHEW POLLARD

Mr. BURR. Mr. President, it is with great sadness that I rise to note the passing of, and acknowledgement of, the service of a valued member of the Intelligence Committee staff. On the evening of April 23, while attending a conference on behalf of the committee, Matthew Pollard lost his life to a heart attack. He was 52 years old. Matthew Pollard was survived by his older sisters, and a young son Bradley, who was the cherished one.

Matthew served honorably in the Army as an intelligence officer and twice deployed in support of Operation Iraqi Freedom from 2003, and Operation Enduring Freedom, from 2009 to 2010.

Matthew was smart. He was really smart. He held a master’s degree in strategic intelligence and mechanical engineering and was close to completing his third master’s degree.

Matthew had one of those jobs, like many who serve on my committee, that you can’t talk about very much. That silence did not accurately reflect the value of his work on the Intelligence Committee. He filled a critical role. He was the majority staff member responsible for conducting oversight over the Nation’s overseas architecture. In layman’s terms, he knew satellites. As Matt himself said, ‘‘satellites. He knew about what they were capable of and what they weren’t capable of. He knew what they cost and, perhaps more importantly, what they should not have cost.’’

Matthew also had the unique ability to explain the unexplainable, which, as many here know, is a rare skill. Matt had a mind and an eye for detail, both technical and budgetary. He prided himself in finding ways to cut the costs of those fantastically expensive programs.

On our committee, he had a discerning eye for calling out contractors when they saw deficiencies. Matt was good-natured with his colleagues in the defense space, but those same colleagues loved him. Matthew would half-smile, half frown at a presentation, and you could see contractors lower their heads and shuffle their feet a little bit because they knew Matt was right. He was universally respected and liked by all who encountered him, whether they sat on the same side of the table or whether they were on the other side.

When Matt passed away on Monday, word literally spread around the country in a matter of hours. His loss is devastating, but the families of children who were among the many who serve on my committee, will miss having him. As our mother-in-law, she said, ‘‘we could actually get some work done. Kids would come back full of stories with ‘guess what we did’ to their parents.’’

We at the committee, and our sister committee on the House, will miss having the benefit of his wisdom and his experience. So, too, will those in the intelligence community who worked with Matt, to include the senior leadership at some of the most important agencies.

While the American people may have never known Matt by name, hopefully, this statement will give you some insight into his character and, more importantly, the contributions he made to our Nation’s security. We will miss his experience, his infectious sense of humor and, most importantly, his friendship.

Mr. President, before I yield, I would like to turn to Senator BLUNT.

Mr. BLUNT. Thank you, Mr. Chairman.

I certainly agree with and really understand and appreciate all the comments the chairman just made about
Matt Pollard. He was the person I worked most closely with in the intel community. He served his country his whole adult life. He loved his country. He loved his work. He understood the importance of protecting, advancing, and defending what we are.

The family pointed out his real dedication to his son. Often, Matt would come over to my office for a topline indication of what we were going to be doing when we got to the Intel Committee. Since you really can’t come to the committee until you get to the Intel Committee, a sure way to get a good conversation going was to say: Tell me about that son of yours. He would have chapter and verse of what had happened in the last few days of the things he was doing with Brad.

He was really appreciated by his coworkers. I talked to the Chaplain yesterday. He went to see our Intel team members after the Chaplain had impressed by the emotional sense of loss this whole team felt. I am impressed by the emotional loss of Matt Pollard, and the Chaplain was impressed by the emotional impact of his going through the confirmation hearings.

I yield back to the chairman.

The PRESIDING OFFICER. The Senator from New Jersey.

Mr. MENENDEZ. Mr. President, we are about to vote on cloture on the nomination for Secretary of State. I, once again, just to summarize, express my deep appreciation to Pope to serving as this nation’s top diplomat.

Let me offer a different point of view, though, as it relates to this nominee. I think he is one of the most outstanding nominees we could have for this position. I did not know him well when the process began. I knew he had done a very good job as the Director of the Central Intelligence Agency. Yet I have to tell you that through the process of his going through the confirmation hearings and the conversations we have had and the meetings we have had, I think he is going to exemplify diplomatic skills and diplomatic more than most anyone else because they know it is the thing that keeps our men and women from being in harm’s way. I know this nominee believes strongly in the role of diplomacy and the effect that diplomacy can have on the world. What I have found from those individuals who have worn the uniform, from those people we hold on a pedestal like our President, to our General Dunway, to our service members —

The committee had agreed to hold a nomination hearing for three nominees just this past week, when the administration asked that the hearing be indefinitely postponed. Let us not forget that Republican leadership can bring up any nominee on the floor at any time they choose. This suggestion that not supporting a nominee you believe is unqualified is a purely partisan act. That is ridiculous, based upon the facts.

As I said earlier this week in committee, I am genuinely disappointed to be casting a vote against the Secretary of State nominee. I believe the United States needs an effective leader on the global stage, but at the end of the day, we are saddened, but our country and his son and the future of both.

I yield back. The PRESIDING OFFICER. The Senator from Tennessee.

Mr. CORKER. Mr. President, I thank the ranking member for, as he mentioned, allowing this nomination forward and for our being able to vote on this nominee today. I think all of us are aware that there is a NATO summit where foreign ministers are going to be present. Our passing him out today will allow Director Pompeo, Secretary of State Pompey, to be a participant in a meeting that needs to take place. So I thank him for his cooperation and, certainly, for his point of view.

Let me offer a different point of view, though, as it relates to this nominee. I think he is one of the most outstanding nominees we could have for this position. I did not know him well when the process began. I knew he had done a very good job as the Director of the Central Intelligence Agency. Yet I have to tell you that through the process of his going through the confirmation hearings and the conversations we have had and the meetings we have had, I think he is going to exemplify diplomatic skills and diplomacy more than most anyone else because they know it is the thing that keeps our men and women from being in harm’s way. I know this nominee believes strongly in the role of diplomacy and the effect that diplomacy can have on the world. What I have found from those individuals who have worn the uniform, from those people we hold on a pedestal like our President, to our General Dunway, to our service members —

The committee had agreed to hold a nomination hearing for three nominees just this past week, when the administration asked that the hearing be indefinitely postponed. Let us not forget that Republican leadership can bring up any nominee on the floor at any time they choose. This suggestion that not supporting a nominee you believe is unqualified is a purely partisan act. That is ridiculous, based upon the facts.

As I said earlier this week in committee, I am genuinely disappointed to be casting a vote against the Secretary of State nominee. I believe the United States needs an effective leader on the global stage, but at the end of the day, we are saddened, but our country and his son and the future of both.

I yield back. The PRESIDING OFFICER. The Senator from Tennessee.

Mr. CORKER. Mr. President, I thank the ranking member for, as he mentioned, allowing this nomination forward and for our being able to vote on this nominee today. I think all of us are aware that there is a NATO summit where foreign ministers are going to be present. Our passing him out today will allow Director Pompeo, Secretary of State Pompey, to be a participant in a meeting that needs to take place. So I thank him for his cooperation and, certainly, for his point of view.

Let me offer a different point of view, though, as it relates to this nominee. I think he is one of the most outstanding nominees we could have for this position. I did not know him well when the process began. I knew he had done a very good job as the Director of the Central Intelligence Agency. Yet I have to tell you that through the process of his going through the confirmation hearings and the conversations we have had and the meetings we have had, I think he is going to exemplify diplomatic skills and diplomacy more than most anyone else because they know it is the thing that keeps our men and women from being in harm’s way. I know this nominee believes strongly in the role of diplomacy and the effect that diplomacy can have on the world. What I have found from those individuals who have worn the uniform, from those people we hold on a pedestal like our President, to our General Dunway, to our service members —

The committee had agreed to hold a nomination hearing for three nominees just this past week, when the administration asked that the hearing be indefinitely postponed. Let us not forget that Republican leadership can bring up any nominee on the floor at any time they choose. This suggestion that not supporting a nominee you believe is unqualified is a purely partisan act. That is ridiculous, based upon the facts.

As I said earlier this week in committee, I am genuinely disappointed to be casting a vote against the Secretary of State nominee. I believe the United States needs an effective leader on the global stage, but at the end of the day, we are saddened, but our country and his son and the future of both.

I yield back.
The PRESIDING OFFICER. Pursuant to rule XXII, the Chair lays before the Senate the pending cloture motion, which the clerk will read.

The assistant bill clerk read as follows:

CLOTURE MOTION

The PRESIDING OFFICER. Pursuant to rule XXII, the Chair lays before the Senate the pending cloture motion, which the clerk will read.

The assistant bill clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby move to bring to a close debate on the nomination of Mike Pompeo, of Kansas, to be Secretary of State.

Mitch McConnell, Orrin G. Hatch, Todd Young, John Cornyn, Bill Cassidy, John Boozman, Deb Fischer, David Perdue, James Lankford, Roger F. Wicker, John Thune, Tom Cotton, Mike Rounds, Roy Blunt, James M. Inhofe, Thom Tillis, Bob Corker.

The PRESIDING OFFICER. By unanimous consent, the mandatory quorum call has been waived.

The question is, Is it the sense of the Senate that debate on the nomination of Mike Pompeo, of Kansas, to be Secretary of State, shall be brought to a close?

The yeas and nays are mandatory under the rule.

The clerk will call the roll.

The assistant bill clerk called the roll.

Mr. CORNYN. The following Senator is necessarily absent: the Senator from Arizona (Mr. MCCAIN).

The PRESIDING OFFICER (Mr. KENNY). Are there any other Senators in the Chamber desiring to vote?

The yeas and nays resulted—yeas 57, nays 42, as follows:

YEAS—57

<table>
<thead>
<tr>
<th>Alexander</th>
<th>Gardner</th>
<th>Moran</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barraso</td>
<td>Graham</td>
<td>Markowski</td>
</tr>
<tr>
<td>Blunt</td>
<td>Groasser</td>
<td>Nelson</td>
</tr>
<tr>
<td>Boozman</td>
<td>Hatch</td>
<td>Paal</td>
</tr>
<tr>
<td>Burr</td>
<td>Hettikamp</td>
<td>Perdue</td>
</tr>
<tr>
<td>Capito</td>
<td>Heller</td>
<td>Portman</td>
</tr>
<tr>
<td>Cassidy</td>
<td>Hooven</td>
<td>Risch</td>
</tr>
<tr>
<td>Collins</td>
<td>Hyde-Smith</td>
<td>Roberts</td>
</tr>
<tr>
<td>Corker</td>
<td>Inhofe</td>
<td>Rounds</td>
</tr>
<tr>
<td>Cornyn</td>
<td>Isakson</td>
<td>Rubio</td>
</tr>
<tr>
<td>Cotton</td>
<td>Johnson</td>
<td>Saase</td>
</tr>
<tr>
<td>Crapo</td>
<td>Jones</td>
<td>Scott</td>
</tr>
<tr>
<td>Cruz</td>
<td>Kennedy</td>
<td>Shelby</td>
</tr>
<tr>
<td>Daines</td>
<td>King</td>
<td>Sullivan</td>
</tr>
<tr>
<td>Danskey</td>
<td>Landford</td>
<td>Thune</td>
</tr>
<tr>
<td>Ernst</td>
<td>Lien</td>
<td>Tillis</td>
</tr>
<tr>
<td>Fischer</td>
<td>Manchin</td>
<td>Toomey</td>
</tr>
<tr>
<td>Flake</td>
<td>McCaskill</td>
<td>Wicker</td>
</tr>
<tr>
<td>McConnell</td>
<td>Peters</td>
<td>Wyden</td>
</tr>
</tbody>
</table>

NAYS—42

<table>
<thead>
<tr>
<th>Baldwin</th>
<th>Gilibrand</th>
<th>Reed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bennet</td>
<td>Harris</td>
<td>Sanders</td>
</tr>
<tr>
<td>Blumenthal</td>
<td>Hassan</td>
<td>Schatz</td>
</tr>
<tr>
<td>Booker</td>
<td>Heinrich</td>
<td>Schumer</td>
</tr>
<tr>
<td>Brown</td>
<td>Hirono</td>
<td>Shaheen</td>
</tr>
<tr>
<td>Cantwell</td>
<td>Kane</td>
<td>Smith</td>
</tr>
<tr>
<td>Cardin</td>
<td>Klobuchar</td>
<td>Stabenow</td>
</tr>
<tr>
<td>Carper</td>
<td>Leaky</td>
<td>Tester</td>
</tr>
<tr>
<td>Casey</td>
<td>Markley</td>
<td>Udall</td>
</tr>
<tr>
<td>Cortez Masto</td>
<td>Menendez</td>
<td>Van Hollen</td>
</tr>
<tr>
<td>Duckworth</td>
<td>Merkley</td>
<td>Warner</td>
</tr>
<tr>
<td>Durbin</td>
<td>Meysey</td>
<td>Whitehouse</td>
</tr>
<tr>
<td>Feinstein</td>
<td>Peters</td>
<td>Wyden</td>
</tr>
</tbody>
</table>

NOT VOTING—1

Mc Cain

The nomination was confirmed.

The PRESIDING OFFICER. Under the previous order, the motion to reconsider is considered made and laid upon the table and the President will be immediately notified of the Senate’s action.

EXECUTIVE CALENDAR

The PRESIDING OFFICER. Under the previous order, the Senate will resume consideration of the following nomination, which the clerk will report.

The senior assistant legislative clerk read the nomination of Richard Grenell, of California, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to the Federal Republic of Germany.

The PRESIDING OFFICER. The majority whip.

Mr. CORNYN. Mr. President, I ask unanimous consent that notwithstanding rule XXII, the cloture motion with respect to the Grenell nomination be withdrawn; that the time until 1:45 p.m. be equally divided in the usual form; and that upon the use or yielding back of that time, the Senate vote on the nomination with no intervening action on the floor; further, that if confirmed, the motion to reconsider be considered made and laid upon the table and the President be immediately notified of the Senate’s action.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

Under the previous order, the time until 1:45 p.m. will be equally divided in the usual form.

The majority whip.

CONFIRMATION OF MIKE POMPEO

Mr. CORNYN. Mr. President, we have just voted to confirm Mike Pompeo to be the next Secretary of State for the United States—an essential member of the President’s Cabinet.

There has been a tradition of sorts in this deliberative body to give some deference to the President on his pick for chief diplomat, recognizing that foreign governments view the chief diplomat or Secretary of State as being the personal representative of the President himself, the thought being that whoever wins the election deserves the ability to assemble their own team and build a Cabinet with top brass whom he respects and can work...
well with. That is how the system has worked. The party that lost the election accepted Cabinet nominees—absent some glaring or egregious reason not to—and agreed to leave ongoing political battles for another day.

This is not just some ancient history, by the way. In fact, this week I have discussed at length many modern-day instances of it. For example, Condoleezza Rice passed with 85 votes. Secretary of State Hillary Clinton passed with 94 votes. Secretary Colin Powell sailed through the process needing only a voice vote—not even a rollcall vote—to be confirmed.

All of these men and women were confirmed because all of them had the qualifications to do the job, and so does Mike Pompeo. It is absolutely clear he has both the credentials and the character required to be a successful Secretary of State. I won’t recite all the lines of his stellar résumé because you have heard them before, and we have confirmed him.

The point is simply that the man has what it takes for the job. That is why the “no” votes by our Democratic colleagues rang so hollow. All of their statements have been lacking in any real, substantive critique. It is curious that their “no” vote is primarily a way to lash out at President Trump because anybody President Trump chooses, they instinctively and reflexively oppose. It was disappointing, but in today’s environment, it is not all that surprising.

Their obstruction was not only a sad break from the tradition that I mentioned a moment ago but was also a sorry continuation of the hyperpartisanship that they have been engaging in with so many of the President’s Cabinet nominees since he took office. Not long ago, Mike Pompeo was one of the exceptions. Fourteen Democrats and one Independent supported his nomination as CIA Director. Yet now, 1 year later, after his unblemished service as CIA Director, only three are voicing their support for him. Nothing has changed about the man, about Mike Pompeo himself, but everything has changed about the way Democrats view their responsibility in this Chamber, not just to their constituents but to the Senate as a whole. What has changed is their disdain for the President himself. It has grown, and they have made it clear that no one, not his nominees, which is unfair, of course, but it is also unwise. Any frustration they have is all the more reason why they should support a man like Mike Pompeo, who throughout his career has shown his capacity to exercise good judgment. He is no more lackey or political shill—anyone would tell you that—and his experiences speak for themselves in that regard.

The worst part of this whole debacle is that those who have suffered the most while we get our act together are the American people. They are aware—more so, maybe, than some of us—of what is happening across the world: threats posed by Russia, China, and North Korea, the unravelling of Syria. They are right to wonder why in the world the Senate would dawdle and politicize the confirmation of a well-qualified person and leave the rest of the world in doubt as to who is going to be representing the United States in chief. The American people understand how precarious our situation is in North Korea, which Admiral Harris of the U.S. Pacific Command has called “the greatest threat we face.” This is not a time for partisanship, for hyperpartisanship, or for voting reflexively against everybody the President has proposed as a nominee.

The next Secretary of State will play a vital role in the negotiations with North Korea. In fact, as we now know, Mike Pompeo has already taken the initial steps, laying the groundwork and the foundation for what we all hope will be a successful negotiation on the denuclearization of the Korean Peninsula.

Those are some of the reasons I strongly supported Mike Pompeo’s nomination to lead the State Department, and I hope our colleagues will somehow find a way to overcome this senseless obstruction. I applaud the President has proposed and their hyperpartisan response every time the President proposes either a nominee or some policy provision.

I yield the floor.

The PRESIDING OFFICER. The Senator from Oregon.

Mr. MERKLEY. Mr. President, if I told you that a cabal of wealthy elites and special interests were spinning a web of deceit to lie to the American people and to rig the levers of power in their favor, you would think I was talking about the plot of some movie, some TV show, or some novel. But, as Senator WYDEN and several of our colleagues have pointed out, we have to face it squarely and understand how this manipulation is being designed to take our “we the people” Constitution and turn it on its head—turn it into a government of, by, and for the powerful rather than of, by, and for the people.

Today, I am going to share with you a little bit of information about one piece of this web of deceit, and that is the Heritage Foundation. It is a well-known name here in Washington after decades of engaging in a mission of formulating and promoting rightwing public policies. People hear “Heritage Foundation,” and they know what it is.

As Jane Mayer writes in her book “Dark Money,” it was created to be “purposefully political, priding itself on creating, selling, and injecting conservative ideas into the American mainstream.” Well, that is a more complicated way of saying that it was created to be an advocate for the fossil fuel industry and to mislead Americans in every possible way in order for them to continue their deeply damaging and polluting ways. Ms. Mayer goes on to describe the organization as a “political weapon” disguised as a think tank, and pretty much goes down.

One of the organization’s founders, Paul Weyrich, once said about solidifying power for the biggest corporations and wealthiest Americans: “I don’t want everybody to vote. . . . As a matter of fact, our leverage in the elections quite candidly goes up as the voting population goes down.”

Thus there is this intense support to engage in voter suppression. If you are a red-blooded American, you believe in the vision of voter empowerment, not voter suppression. So that says a lot about what this organization is all about. It is not we the people, it is not voters empowerment but rigging this process for the powerful and the privileged.

The papers, reports, and journals that come from the Heritage Foundation work to muddy the water on established science. I did find it interesting that everybody that they promote an idea that actually makes some sense. Back in 1989 they promoted, in a publication entitled “Ensuring Affordable Healthcare for all Americans,” a plan to establish a marketplace with tax credits to enable people to be able to buy policies. This was the foundation for RomneyCare in Massachusetts, and it became the foundation then for the Affordable Care Act.

In fact, back then, long before the Affordable Care Act came along, people like House Speaker Newt Gingrich, whenever he talked about the possibility of improving government healthcare, he talked about the Heritage Foundation’s plan for a marketplace, but the moment an administration came along that happened to be a Democratic administration that took that idea seriously, the Heritage Foundation immediately abandoned it, which goes to my point that they are engaged directly in the game of politics on behalf of the Koch brothers’ cabal and sabotaging, in a partisan and political way, the blue team at any possible moment.

In one brief, Heritage explained away their change of heart saying: “Analysts once supported a limited and qualified insurance mandate” but now believed it was “bad public policy” because the mandate came from the Heritage Foundation.

In 2012, Stuart Butler, the Heritage Foundation researcher who authored the original publication calling for an insurance mandate, top-poped saying he had changed his mind, and he titled it, “Don’t blame Heritage for ‘Obamacare’ mandate.”

Well, why not? They put the idea forward. It actually was a key principle of the insurance marketplaces, otherwise you created an insurance death cycle. So they put the idea forward. They promoted the marketplace. They said this
is what is necessary, and then they abandoned it, when it was advanta-
geous, to a partisan, political attack.
In fact, the then-president, former Senator Jim DeMint, went out in 2013 on a multi-State tour to basically drive up support for stopping the very idea that Heritage abandoned.
They certainly have gone out of their way in this effort for voter suppression, which is a complete affront to the most fundamental and basic right of our Na-
tion. In reports, they make claims like “there is no credible evidence that voter-ID laws have impeded turnout, especially among minorities and Demo-
crats, as their opponents suggest.”
Well, of course, the exact opposite is true.
In regard to North Carolina, they said that “there has been no ‘suppres-
sion’ of the turnout of North Carolina voters by any of these reform meas-
ures.”
OK. Not true. In fact, it was exactly the intent of impeding the turnout that was debated in the North Carolina Legislature. That was the heart of why they undertook it.
In fact, when the Fourth Circuit Court of Appeals reviewed it, they de-
scribed it as “practically surgical accu-
sion” in the way it was targeted at sup-
pressing the vote by minority voters. The U.S. Supreme Court reviewed it and they refused to hear a case appeal-
ing the lower court’s ruling.
That is the real heart of this web of deceit; that is, the Heritage Foundation’s decades of efforts to say that carbon dioxide pollution is just fine, don’t worry.
I think about how back in 1959, Ed-
ward Teller was addressing the 100-year anniversary of the oil industry. They invited him to speak, as an eminent scientist, and he said many good things about the role that burning fossil fuels could do to amplify the energy in America and Ireland are three dramatic hurricanes all hitting the United States of America. Why did they carry so much punch? They carried it because 90 percent of the heat that is trapped by global warming is trapped in the ocean, and that greater energy in the ocean then produces stronger hurricanes.
If that wasn’t enough, we had those raging forest fires from Montana on through to the northwest corner of Washington State, down through Oregon, deep into California and way late in the season, clear to December—a much longer season. Many acres burned in those fierce fires.
So whether it was hurricanes or rag-
ing forest fires, Mother Nature is try-
ing to say something is dramatically wrong, and you better act.
The Heritage Foundation is there for political purposes. They are there to do the Koch brothers’ bidding. So their pur-
purpose is to, as Benjamin Franklin said, British point to the Royal Society on climate, but the blog included Sir Isaac Newton. It included Charles Darwin. It included Albert Einstein. It included Benjamin Franklin. It included the late Stephen Hawking.
In 2010, the Heritage fellow, who hap-
pened to be a former Koch Foundation associate, just coincidentally, posted a blog on the foundation’s site entitled “U.S. Could Learn from U.K.’s Global Warming Reversal.” The very title is saying the opposite of what the actual document said. It commented on this blog on a “dramatic reversal” of the Royal Society on climate, but the blog included the blog saying the opposite of what it actually said. So 10 pages, 48 paragraphs, that laid out the impact of climate chaos were edited out in order to mischaracterize the Royal Society’s conclusions.
This is the type of truth-bending, misrepresentation, and outright lies the Heritage Foundation is involved in on behalf of the Koch brothers. The report summary even said the report “shows that there is strong evi-
dence”—this is the actual report, not the blog—“strong evidence of Earth’s warming caused by human activity.”
The Heritage Foundation proceeds to say things like the “hysteria over global warming is now pervasive in the fed-
geral government.”
They say “hysteria” because they want to dismiss it as some emotional response rather than the conclusion of majority of the scientific commu-
nity. Every major scientific organiza-
tion in the world weighing in on why it is they want to rein in EPA’s regu-
ulatory excesses, what they say are this is what they say: We want to rein in EPA’s regulatory excesses with re-
spect to carbon dioxide and other greenhouse-gas emissions” and that the reining-in is “long overdue.”
They go on to say: “Congress should insist on preventing . . . regulators from mandating greenhouse-gas-emissions caps, or from using greenhouse-gas emissions as a means to promulgate a rule.”

In other words, what they are saying is, we are misconstruing the science, outright lying to the American people, to prevent Congress from responding to this dramatic impact on our country—not just on our country but on the world.

They also proceed to misrepresent a lot of information about the impacts of oil drilling. There is a 1995 piece in Heritage Today entitled “Offshore Oil Drilling: Good for the Economy, Great for the fish.” According to the article, the fears of proponents of the ban on offshore drilling that “another disaster like the Santa Barbara Channel spill in 1969, when [up to] two-million gallons of oil spilled from the ocean, injuring hundreds of square miles of sea” were not justified.

Fears about another disaster were justifiably justified. Why? They said because “offshore oil and gas production is carefully regulated.” It went on to say that “every offshore operation must include three blow-out preventers and casings for drills; drills must be cemented into the surrounding earth.”

Then they said: “Oil companies must submit an oil spill contingency plan and ‘frequent safety inspections, scheduled and unscheduled, further reduce the risk of spills.’”

Tell that to the crew of the Deepwater Horizon, because what we learned when we investigated what happened with Deepwater Horizon and what happened at other drilling platforms all around the gulf was the exact opposite of what the Heritage Foundation put forward on behalf of the Koch brothers and the fossil fuel business. What we really found out is that the blowout preventers were poorly designed. They failed. An explosion sunk the rig and a floor gusher flowed for 87 days, 3 months.

The Associated Press found that in the lead-up to the accident, Deepwater Horizon wasn’t carefully regulated. It said a quarter of the required inspections were never carried out. It said the rig “was allowed to operate without safety documentation” that was required; that they had received five or six safety citations, the most serious of which was in 2000, “when the rig was shut down because required pressure tests had not been conducted on the blowout preventer—the device that was supposed to stop oil from gushing out’’ if things went wrong.

They are still trying to recover from this disaster: 4 to 8 billion harvestable oysters killed; 51,000 to 84,000 birds killed; 6,000 to 166,000 sea turtles killed; a 51-percent decrease in the dolphin population; an estimated $2 trillion to $5 trillion of newly hatched fish killed. The list goes on and on, hardly the vision the Heritage Foundation wanted to put forward.

So how does this web of deceit work? Just follow the money. Since 1998, they have received a huge amount of support from the fossil fuel industry—$780,000 just from one company, ExxonMobil. Over the course of a number of years, the Koch Foundation gave millions of dollars to fund their work. There was an additional nearly $5 million received from the Claude R. Lambe Foundation, which happens to be one of the Koch Family Foundations. Heritage is also a member of the State Policy Network, a web of right-wing think tanks across the country that the Koch brothers own. Koch money is coming from every direction. Heritage Foundation is the puppet of the Koch cartel enterprise.

That is only the tip of the iceberg of how this system works. We can trace back all of these pieces to the fossil fuel efforts to mislead the American public, to lie to the American public, and to spread doubt about actual scientific work.

We see their connections all through the Trump administration. When the Koch brothers say jump, the President of the United States says: How high? Then he does whatever they ask. If they want to stop the EPA, that is who they are going to get. If they want the Congressman whom they have championed throughout his entire career to be our chief diplomat, that is what they get.

The PRESIDING OFFICER. The Senator’s time has expired.

Mr. MERKLEY. Mr. President, if I can wrap up in two sentences, I will say that this web of deceit is enormously damaging to our Nation. Let’s call it out. Let’s have an actual debate based on the science and not let the Koch brothers do what the tobacco industry did and mislead the American public after decade after decade after decade to the great damage of the citizens of this great country.

The PRESIDING OFFICER. The Senator from Arkansas.

OPIOID EPIDEMIC

Mr. BOOZMAN. Mr. President, last month I had the pleasure of spending a lot of time with several mayors and local leaders who were in Washington with the Arkansas Municipal League. We had a lively and informative discussion on ways to continue the economic growth that has been taking place throughout Arkansas.

While not a new conversation was focused on forward-thinking ways to continue these positive trends, there was also a very frank and candid discussion about an issue that is currently holding our communities back—the opioid crisis.

Policymakers across our State have been struggling to help confront Arkansas’s heroin and opioid epidemic. The Natural State has been hit particularly hard by this national crisis. Retail data collected from pharmacies shows that Arkansas has one of the highest per capita opioid consumption rates in the Nation. CDC data shows that we have the second highest prescribing rate in the country—enough for each Arkansan to have more than one opioid prescription in his or her name.

It is an issue that all of us—from city leaders to lawmakers in Little Rock, to our Congressional delegation in Washington—continue to work tirelessly to confront because we have seen how pervasive this crisis is and how devastating its effects are.

I know that everyone who serves in this Chamber is working just as feverishly with their State and local leaders to confront this. That is why it is so important that we included substantial resources for a wide-ranging strategy to counter the epidemic, nearly $4 billion, in the omnibus bill.

This funding will be used to provide additional resources for law enforcement and to continue important grant programs that help State and local governments offset the cost of opioid abuse. Congress must also work aggressively to prevent the growth into opioid addiction and alternative treatments.

We must ensure that we are doing all we can to supplement State and local efforts to combat the spread of opioid abuse. This is one of the most unfortunate crises currently happening. The Department of Justice is hurting our communities’ efforts to get a handle on the crisis by withholding critical funds.

The Byrne JAG grant program was created nearly a decade ago to help States and local law enforcement agencies purchase essential equipment and support drug treatment and enforcement activities. It is the largest source of Federal justice funding to help provide law enforcement officers with the tools and training to protect our communities.

Currently, DOJ is denying every State access to those funds because some communities and States are violating Federal immigration law. This leaves States like Arkansas scrambling to continue funding crucial safety programs.

Arkansas law enforcement agencies have received millions of dollars through this program to support training, personnel, equipment, supplies, and information sharing. Arkansas is eligible for more than $2 million in funding from fiscal year 2017 to help fund mulitjurisdictional programs like drug task forces.

Earlier this year, I met with Arkansas drug director Kirk Lane to discuss how crucial the Byrne JAG program is to our State’s efforts to combat opioid abuse. Director Lane stressed that limited funds threaten the abilities of task forces to accomplish their missions.

Matching funds from the State are running dry. So unless DOJ releases Byrne JAG funds, the critical work done by officers who are part of these task forces to fight the opioid epidemic will be seriously compromised. That is why earlier this year I led a bipartisan effort to express these concerns to Attorney General Sessions. Half a dozen
of our colleagues joined me in an effort to relay to the Attorney General that withholding these vital funds will have long-term negative consequences for our communities.

Since we have not received a response, I raised the issue again with the Attorney General at yesterday’s Appropriations subcommittee hearing. As I said to the Attorney General, when I speak with local law enforcement and county sheriffs back in Arkansas, they all inquire about when these funds will be released and made available.

While it may not seem like a whole lot of money, Byrne JAG grants make a huge difference. It is often the sole reason police departments in small communities are able to stand up a drug task force. I was encouraged by the Attorney General’s response that the Department is determined to get the money out and that it is a high priority for him personally. It simply has to get done. I urge DOJ to rectify this situation quickly. With each passing day that local law enforcement is being denied these resources, lives that could be saved are lost.

While we look for new ways to tackle this problem, one step Washington took years ago continues to help. The National Prescription Drug Take Back Day initiative, spearheaded by the DEA, has helped remove expired, unused, and unnecessary opioids from homes.

Research has found that the majority of opioid abusers get their drugs from friends and family, often lifting pills from a familiar medicine cabinet. Removing them from homes helps to reduce experimentation and overdoses.

In early 2010, a coalition of Federal and State law enforcement officials, prevention professionals, and private organizations launched an ongoing education program to encourage Arkansans to safely, securely, and dispose of their prescription medications. The coalition organized Arkansas’s participation in the DEA’s National Prescription Take Back Day initiative and has hosted Arkansas Take Back Day collection events for the last 8 years.

Despite our State’s modest population, Arkansas ranks 13th in the Nation in total weight collected over the course of 14 statewide take-back events. That is a testament to the coalition’s efforts. These events have produced between the order of 120 to 130 tons of unneeded medications, which amounts to over 400 million pills.

This campaign is clearly succeeding in getting unnecessary prescription drugs out of circulation and in helping to break the cycle of addiction in our communities. Besides that, it is so important in getting rid of these prescriptions in the right way, as opposed to just flushing them in the toilet where they get in our water supply.

The next take-back event is Saturday, April 28. There are more than 130 permanent dropoff sites across Arkansas, and many law enforcement agencies host temporary dropoff sites on this day as well. I encourage Arkansans to once again participate in this worthwhile event in full force this year.

Programs like the prescription drug take-back, in combination with local, State, and national efforts to combat the opioid crisis and stem the tide of drug overdose and abuse, need to be supported and strengthened if we are serious about ending this crisis.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. CORKER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. CORKER. Mr. President, Mr. Grenell has a deep background in diplomacy and strategic communications. He received his master’s degree in public administration from Harvard University at the John F. Kennedy School of Government. He spent 8 years as spokesman for the U.S. Mission to the United Nations in New York and worked for every U.N. Ambassador appointed by George W. Bush.

German Chancellor Angela Merkel is scheduled to arrive in DC tomorrow for a 1-day working trip to meet with President Trump. Her visit comes at a time of heightened importance, including transatlantic trade, the Iran nuclear deal, as well as Russia and Syria.

I think it is very fitting that we are voting on this Ambassadorship today. I hope he will be quickly confirmed and sworn in.

I yield the floor.

The PRESIDING OFFICER. Under the previous order, the question is, Will the Senate advise and consent to the Grenell nomination?

Mr. INHOFE. I ask for the yeas and nays.

Mr. CORKER. Mr. President, I ask unanimous consent that the motion to confirm the nomination be agreed to.

Mr. DURBIN. Mr. President, I yield the floor.

The bill clerk called the roll.

Mr. CORNYN. The following Senator is necessarily absent: the Senator from Arizona (Mr. MCCAIN).

Mr. DURBIN. I announce that the Senator from Illinois (Ms. DUCKWORTH) is necessarily absent.

The PRESIDING OFFICER. Mr. PERDUE. Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 56, nays 42, as follows:

[Rollcall Vote No. 85 Ex.]

YEA—56

Alexander  Cassiday  Cruse
Barrasso  Collins  Donnelly
Blunt  Cornyn  Ernst
Boozman  Cotten  Ernst
Burr  Crapo  Fischer
Capito  Crapo  Fisher

NAY—42

Baldwin  Bennett  Booker  Brown
Cochrane  Cook  Carper
Casey  Cuccinelli  Cortez Masto
Durbin  Feinstein  Gillibrand
Hagerty  Hyde-Smith  Inhofe
Johnson  Jones  Kennedy
Klobuchar  King  Leahy
Lankford  Lee  Menendez
McConnell  Moran  Merkley
Murray  Nelson  Perdue
Portman  Portman  Paul
Risch  Roberts  Rubio
Shaheen  Smith  Stabenow
Sasse  Scott  Shumer
Sullivan  Tester  Toomey
Warren  Whitehouse  Wyden

The nomination was confirmed.

The PRESIDING OFFICER. Under the previous order, the motion to reconfirm the nomination is considered made and laid upon the table and the President will be immediately notified of the Senate’s action.

The majority leader.

LEGISLATIVE SESSION

Mr. MCCONNELL. Mr. President, I move to proceed to legislative session. The PRESIDING OFFICER. The question is on agreeing to the motion. The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 673.

The PRESIDING OFFICER. The question is on agreeing to the motion. The motion was agreed to.

CLOTURE MOTION

Mr. MCCONNELL. I send a cloture motion to the desk.

The PRESIDING OFFICER. The cloture motion having been presented under rule XXII, the Chair directs the bill clerk to read the motion.

The bill clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby move to bring to a close debate on the nomination of Kurt D. Englander, of Louisiana, to be United States Circuit Judge for the Fifth Circuit.

Mitch McConnell, Jerry Moran, John Cornyn, John Hoeven, John Kennedy, Johnny Isakson, Chuck Grassley, Cory
Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 690.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 777.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

Mr. MCCONNELL. Mr. President, I move to proceed to legislative session.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of Michael Y. Scudder, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 780.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of Michael Y. Scudder, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 792.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

Mr. MCCONNELL. Mr. President, I move to proceed to legislative session.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of John B. Nalbandian, of Kentucky, to be United States Circuit Judge for the Sixth Circuit.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 729.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

Mr. MCCONNELL. Mr. President, I move to proceed to legislative session.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of Amy J. St. Eve, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 781.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of Amy J. St. Eve, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 777.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of John B. Nalbandian, of Kentucky, to be United States Circuit Judge for the Sixth Circuit.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 792.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of John B. Nalbandian, of Kentucky, to be United States Circuit Judge for the Sixth Circuit.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 780.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of Michael Y. Scudder, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 780.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of Michael Y. Scudder, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 792.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of Amy J. St. Eve, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

The motion was agreed to.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I move to proceed to executive session to consider Calendar No. 777.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

The PRESIDING OFFICER. The clerk will report the nomination.

The bill clerk read the nomination of Amy J. St. Eve, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

The motion was agreed to.

EXECUTIVE SESSION
Standing Rules of the Senate, do hereby move to bring to a close debate on the nomination of Amy J. St. Eve, of Illinois, to be United States Circuit Judge for the Seventh Circuit.


Mr. MCCONNELL. Mr. President, I ask unanimous consent that the mandatory quorum calls for the cloture motion be waived.

The PRESIDING OFFICER. Without objection, it is so ordered.

The Senator from Washington.

Mrs. MURRAY. Mr. President, I ask unanimous consent that the motions to reconsider be considered made and laid upon the table with no intervening action or debate.

The PRESIDING OFFICER. Is there objection?

The President pro tempore.

Mr. HATCH. Reserving the right to object, Mr. President, the legislation in question, as I understand it, significantly changes the pension funding rule, but it is narrowly written to only address issues concerning a single retirement plan. There are a number of companies that have similar funding issues which are not addressed by my colleague's proposal.

I appreciate the work that my colleague Senator MURRAY has done on this issue, and I appreciate that there is ongoing bipartisan work on issues that her legislation addresses as well as on other issues surrounding retirement plans.

The committees with jurisdiction over these issues, including the Finance Committee, continue to work on bipartisan solutions that have not fully vetted the matter that my friend Senator MURRAY is putting forth today. Until they do so, it is not appropriate to move this measure forward. Therefore, I respectfully object to this unanimous consent request.

The PRESIDING OFFICER. Objection is heard.

The PRESIDING OFFICER. Mr. HATCH, the roll will call the quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mr. MCCONNELL. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. Cassidy). Without objection, it is so ordered.

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I ask unanimous consent that the Senate proceed to the en bloc consideration of the following nominations: Executive Calendar Nos. 621, 789, 790, 774, 768, 769, 770, 771, 772, 784, 785, 786, 787, 621, 773, 774, 775, and 776.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

Thereupon, the Senate proceeded to consider the motions en bloc.

Mr. MCCONNELL. I ask unanimous consent that the Senate vote on the nominations en bloc with no intervening action or debate; that if confirmed, the motions to reconsider be considered made and laid upon the table en bloc; that the President be immediately notified of the Senate's action; that no further motions be in order; and that any statements relating to the nominations be printed in the Record.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

The question is, Will the Senate advise and consent to the nominations of Yvonne K. Duhé, of Louisiana, to be an Assistant Secretary of State (Verifications and Compliance); Thomas J. Hushek, of Wisconsin, a Career Member of the Senior Foreign Service, Class of Minister-Counselor, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to the Republic of South Sudan; Kirsten Dawn Madison, of Florida, to be an Assistant Secretary of State (International Narcotics and Law Enforcement Affairs); Kenneth Steven Barbić, of the District of Columbia, to be an Assistant Secretary of Agriculture; Timothy A. Garrison, of Missouri, to be United States Attorney for the Western District of Missouri for the term of four years; Kenji M. Price, of Hawaii, to be United States Attorney for the District of Hawaii for the term of four years; John Cary Bittick, of Georgia, to be United States Marshal for the Middle District of Georgia for the term of four years; David L. Lyons, of Georgia, to be United States Marshal for the Southern District of Georgia for the term of four years; Rodney D. Ostermiller, of Montana, to be United States Marshal for the District of Montana for the term of four years; Nicola T. Haman, of California, to be United States Attorney for the Central District of California for the term of four years; Steven L. Gladden, of North Carolina, to be United States Marshal for the Middle District of North Carolina for the term of four years; Brendan O. Heffner, of Illinois, to be United States Marshal for the Central District of Illinois for the term of four years; Theodor G. Short, of Maine, to be United States Marshal for the District of Maine for the term of four years; Jon Parrish Peede, of Mississippi, to be Chairperson of the National Endowment for the Humanities for a term of four years; Hannibal Ware, of the Virgin Islands, to be Inspector General, Small Business Administration; Joseph L. Falvey, Jr., of Michigan, to be a Judge of the United States Court of Appeals for Veterans Claims for the term of fifteen years; and Paul R. Lawrence, of Virginia, to be Under Secretary for Benefits of the Department of Veterans Affairs en bloc?

The nominations were confirmed en bloc.

UNANIMOUS CONSENT AGREEMENT—EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I ask unanimous consent that at a time to be determined by the majority leader, in consultation with the Democratic leader, the Senate proceed to executive session for the consideration of the following nomination: Executive Calendar No. 607. I ask consent that there then be 10 hours of debate equally divided in the usual form and that following the use or yielding back of time, the Senate vote on the nomination with no intervening action or debate; that if confirmed, the motion to reconsider be considered made and laid upon the table; that the President be immediately notified of the Senate's action; that no further motions be in order; and that any statements relating to the nomination be printed in the Record.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

EXECUTIVE CALENDAR

Mr. MCCONNELL. Mr. President, I ask unanimous consent that the Senate proceed to the en bloc consideration of Executive Calendar Nos. 791 through 820 and all nominations on the Secretary's desk; that the nominations be confirmed; that the motions to reconsider be considered made and laid upon the table with no intervening action or debate; that no further motions be in order; that any statements related to the nominations be printed in the Record; that the President be immediately notified of the Senate's action and the Senate then resume legislative session.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

The nominations considered and confirmed are as follows:

IN THE AIR FORCE

The following named officer for appointment as the Surgeon General of the Air Force and appointment in the United States Air Force to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., sections 838 and 601:

To be lieutenant general

Maj. Gen. Dorothy A. Hesk

IN THE NAVY

The following named officer for appointment in the United States Navy to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be lieutenant general

Maj. Gen. Dorothy A. Hesk
Capt. James A. Kirk
Capt. Christopher S. Gray
Capt. Richard J. Cheeseman, Jr.
Capt. James A. Aiken

The following named officer for appointment in the United States Navy to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

**To be rear admiral**

Capt. John J. Adametz
Capt. Heidi K. Berg
Capt. John S. Lemmon
Capt. Gregory N. Todd
Capt. John D. Spencer
Capt. Douglas C. Verissimo
Capt. George M. Wilkoff

**IN THE AIR FORCE**

The following named officer for appointment in the United States Air Force to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be rear admiral

Rear Adm. (lh) Michelle C. Skubic
Rear Adm. (lh) Eugene H. Black, III
Rear Adm. (lh) William D. Byrne, Jr.
Rear Adm. (lh) Marc H. Dalton
Rear Adm. (lh) John V. Fuller
Rear Adm. (lh) Michael P. Holland
Rear Adm. (lh) Hugh W. Howard, III
Rear Adm. (lh) Jeffrey W. Hughes
Rear Adm. (lh) Thomas E. Ishee
Rear Adm. (lh) Roy I. Kitchener
Rear Adm. (lh) Stephen T. Koehler
Rear Adm. (lh) Samuel J. Paparo, Jr.
Rear Adm. (lh) Jeffrey E. Truusler
Rear Adm. (lh) William W. Wheeler, III
Rear Adm. (lh) Kenneth R. Whitesell

The following named officer for appointment as Chief of Chaplains of the Navy, and appointment to the grade indicated under title 10, U.S.C., section 5142:

To be rear admiral (lower half)

Rear Adm. (lh) Brent W. Scott

The following named officer for appointment in the United States Navy to the grade indicated under title 10, U.S.C., section 624:

To be rear admiral (lower half)

Capt. Darin K. Via

**IN THE MARINE CORPS**

The following named officer for appointment in the United States Marine Corps to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be lieutenant general

Lt. Gen. Michael G. Dana

The following named officer for appointment in the United States Marine Corps to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be lieutenant general

Lt. Gen. David H. Berger

The following named officers for appointment in the United States Marine Corps to the grade indicated under title 10, U.S.C., section 624:

To be rear admiral (lower half)

Capt. Kristen B. Fabry
Capt. John S. Lemmon
Capt. Michael T. Gerock
Col. Robert E. Suter
Col. Michael D. Roache
Col. Isaac Johnson, Jr.
Col. Barry E. Edberg
Col. Vincent E. Buggs
Col. Lorna M. Mahlock
Col. Calvert L. Worth, Jr.
Col. Arthur J. Pasagian
Col. David L. Odom
Col. Stephen E. Liszewski

The following named officer for appointment in the United States Navy to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be rear admiral

Rear Adm. (lh) Ronald C. Copley
Rear Adm. (lh) Kathleen M. Creighton
Rear Adm. (lh) Lorin C. Selby
Rear Adm. (lh) Kenneth R. Whitesell
Rear Adm. (lh) Marc H. Dalton
Rear Adm. (lh) Eugene H. Black, III
Rear Adm. (lh) Michelle C. Skubic
Rear Adm. (lh) Jeffrey W. Hughes
Rear Adm. (lh) Samuel J. Paparo, Jr.
Rear Adm. (lh) Brent W. Scott
Rear Adm. (lh) Jeffrey E. Truusler
Rear Adm. (lh) William W. Wheeler, III
Rear Adm. (lh) Kenneth R. Whitesell

The following named officer for appointment in the United States Marine Corps to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be rear admiral (lower half)

Capt. Darin K. Via

**IN THE ARMY**

The following named officers for appointment in the Army to the grade indicated under title 10, U.S.C., sections 601:

To be rear admiral (lower half)

Col. Robert E. Suter
Col. Michael D. Roache
Col. Isaac Johnson, Jr.
Col. Barry E. Edberg
Col. Vincent E. Buggs
Col. Lorna M. Mahlock
Col. Calvert L. Worth, Jr.
Col. Arthur J. Pasagian
Col. David L. Odom
Col. Stephen E. Liszewski
Col. Lorna M. Mahlock
Col. David L. Odom
Col. Arthur J. Pasagian
Col. Sean M. Salene
Col. Kevin J. Stewart
Col. William H. Swan
Col. Calvert L. Worth, Jr.

The following named officers for appointment in the United States Marine Corps to the grade indicated under title 10, U.S.C., section 601:

To be rear admiral (lower half)

Capt. Kristen B. Fabry
Capt. John S. Lemmon
Capt. Michael T. Gerock
Col. Robert E. Suter
Col. Michael D. Roache
Col. Isaac Johnson, Jr.
Col. Barry E. Edberg
Col. Vincent E. Buggs
Col. Lorna M. Mahlock
Col. Calvert L. Worth, Jr.
Col. Arthur J. Pasagian
Col. David L. Odom
Col. Stephen E. Liszewski
Col. Lorna M. Mahlock
Col. David L. Odom
Col. Arthur J. Pasagian
Col. Sean M. Salene
Col. Kevin J. Stewart
Col. William H. Swan
Col. Calvert L. Worth, Jr.

**IN THE AIR FORCE**

The following named officer for appointment in the United States Air Force to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be rear admiral

Rear Adm. (lh) Ronald C. Copley
Rear Adm. (lh) Kathleen M. Creighton
Rear Adm. (lh) Lorin C. Selby
Rear Adm. (lh) Kenneth R. Whitesell
Rear Adm. (lh) Marc H. Dalton
Rear Adm. (lh) Eugene H. Black, III
Rear Adm. (lh) Michelle C. Skubic
Rear Adm. (lh) Jeffrey W. Hughes
Rear Adm. (lh) Samuel J. Paparo, Jr.
Rear Adm. (lh) Brent W. Scott
Rear Adm. (lh) Jeffrey E. Truusler
Rear Adm. (lh) William W. Wheeler, III
Rear Adm. (lh) Kenneth R. Whitesell

The following named officer for appointment in the United States Marine Corps to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be rear admiral (lower half)

Capt. Darin K. Via

**IN THE MARINE CORPS**

The following named officer for appointment in the United States Marine Corps to the grade indicated under title 10, U.S.C., section 624:

To be major general

Brig. Gen. Eugene J. LaBouef
Brig. Gen. Stephen H. Strand

**IN THE NAVY**

The following named officers for appointment in the United States Navy to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be rear admiral (lower half)

Capt. James A. Anderson
Capt. Richard J. Cheeseman, Jr.
Capt. Craig A. Clapperton
Capt. Keith B. Davids
Capt. Leonard C. Dollaga
Capt. Christopher S. Hay
Capt. John E. Gumbleton
Capt. James A. Kirk
Capt. Timothy J. Kott
Capt. Fredrick R. Luchtman
Capt. Brendan R. McLane
Capt. Scott W. Pappano
Capt. Ryan B. Scott
Capt. Lance G. Scott
Capt. Philip E. Sobek
Capt. John D. Spencer
Capt. Douglas C. Verissimo

congressional record
Mr. SULLIVAN. Mr. President, it is Thursday. As you know, I like to come to the floor, and a lot of the time, my colleague from Louisiana is actually in the Chamber. So I hear a lot about the great State of Alaska. I like to come to the floor to talk about someone in my State who has done an amazing job either for their community or the State or even the country. We call this person our Alaskan of the Week. I know, for the pages, it is their favorite time in the Senate because they get to learn all about what is going on in Alaska. A lot of people watching or watching on TV have found a lot of interest in this because, like every Senator, I think I certainly think I come from the best State in the country. It is beautiful right now. I really want to invite everybody who is in the Gallery or watching on TV to come up to Alaska and visit. It will be the trip of a lifetime. I promise.

Yet what makes my State truly great is the people, not just the majestic mountains and the beauty and the wildlife, but the people—strong, kind, caring people who band together—let’s face it—in a State with some extreme environment. Oftentimes, they band together in creative ways.

I would like to introduce today our Alaskans of the Week—Holly Christensen from Palmer, AK, and Bree Hitchcock, who lives in Anchorage, AK. Both of these incredible women have spent countless hours helping thousands of children in Alaska and, really, across America—children who need help and care and love. They have been helping children who are suffering from cancer. This is a really incredible story. It is one of these stories that, I think, most people love to hear about because it starts with an idea, an almost impossible dream, a spark—that turns into something big unexpectedly. It is a pebble in a pond that creates ripples that turn into waves.

This incredible story starts when Holly, an oncology nurse with three young children of her own, received news that Lilly, who was a child of one of her former classmates, was diagnosed with cancer. Lilly is young girl, and she is going through treatment changes. Holly knew this would be a difficult time for Lilly or for any kid who was working through the difficulties associated with cancer. Of course, a lot of times with chemo that means losing your hair. It is especially difficult for a young girl.

Holly had an idea. Why not crochet a wig for Lilly with soft yarn that made her look like a princess? So she did that. She found some soft yarn. She crocheted a whimsical wig with long, braided strands of yellow yarn decorated with blue and red flowers, modeled after the hair of the Disney character Rapunzel. She gave this to Lilly, and this wig brightened this little girl’s day during a very difficult, dark time. She was able to twist around in a dress with her Rapunzel braid. She was able, in many ways, to be a kid again and get out of the darkness and difficulty and pain of the cancer treatments.

I think something really remarkable happened. Lilly and her parents were so happy with the wig that Holly got some friends together, and they began to make a few more wigs and then a few more—a dozen or so—for more children in Alaska who were suffering from cancer. They knew this was going to be all modeled after Disney characters.

That is where Bree comes in. She is from Anchorage. She heard about Holly’s project through Facebook, and she began to volunteer. Soon, they were making and distributing hundreds of wigs out of Holly’s one-car garage in Palmer, AK. Eventually, they started a nonprofit organization called the
Magic Yarn Project. Out of this one little idea for this one beautiful, little girl, the Magic Yarn Project was born. Soon, dozens of Alaskans began to volunteer their time, and they began to hold workshops in schools and in hospitals, teaching community members how to crochet wigs for children who were living in the darkness and suffering through the difficulty of cancer.

To date, this dynamic duo, Holly and Bree, have facilitated the distribution of over 7,000 wigs in 38 countries across the globe for children who are losing their hair due to cancer and chemotherapy treatments. Think about that—one idea, one wig. Now we are at 7,000. Holly and Bree have amassed an army of over 400 volunteers across the country to crochet wigs. This takes time and care and talent.

The old, young, and those from every walk of life have reached out to them to help brighten a child’s life. A football player from the Seattle Seahawks went to the first out-of-State workshop they held in Seattle. Everybody has been getting involved here. There are even women who are incarcerated in Alaska who are making whimsical wigs for these kids. It is impacting everybody.

Out of this one-car garage in Palmer, AK, which is a small town with a big heart, Holly and Bree have facilitated the distribution of over 7,000 wigs in 38 countries across the globe for children who are losing their hair due to cancer and chemotherapy treatments. Think about that—one idea, one wig. Now we are at 7,000. Holly and Bree have amassed an army of over 400 volunteers across the country to crochet wigs. This takes time and care and talent.

The old, young, and those from every walk of life have reached out to them to help brighten a child’s life. A football player from the Seattle Seahawks went to the first out-of-State workshop they held in Seattle. Everybody has been getting involved here. There are even women who are incarcerated in Alaska who are making whimsical wigs for these kids. It is impacting everybody.

Out of this one-car garage in Palmer, AK, which is a small town with a big heart, Holly and Bree have facilitated the distribution of over 7,000 wigs in 38 countries across the globe for children who are losing their hair due to cancer and chemotherapy treatments. Think about that—one idea, one wig. Now we are at 7,000. Holly and Bree have amassed an army of over 400 volunteers across the country to crochet wigs. This takes time and care and talent.

The old, young, and those from every walk of life have reached out to them to help brighten a child’s life. A football player from the Seattle Seahawks went to the first out-of-State workshop they held in Seattle. Everybody has been getting involved here. There are even women who are incarcerated in Alaska who are making whimsical wigs for these kids. It is impacting everybody.

Out of this one-car garage in Palmer, AK, which is a small town with a big heart, Holly and Bree have facilitated the distribution of over 7,000 wigs in 38 countries across the globe for children who are losing their hair due to cancer and chemotherapy treatments. Think about that—one idea, one wig. Now we are at 7,000. Holly and Bree have amassed an army of over 400 volunteers across the country to crochet wigs. This takes time and care and talent.

The old, young, and those from every walk of life have reached out to them to help brighten a child’s life. A football player from the Seattle Seahawks went to the first out-of-State workshop they held in Seattle. Everybody has been getting involved here. There are even women who are incarcerated in Alaska who are making whimsical wigs for these kids. It is impacting everybody.

Out of this one-car garage in Palmer, AK, which is a small town with a big heart, Holly and Bree have facilitated the distribution of over 7,000 wigs in 38 countries across the globe for children who are losing their hair due to cancer and chemotherapy treatments. Think about that—one idea, one wig. Now we are at 7,000. Holly and Bree have amassed an army of over 400 volunteers across the country to crochet wigs. This takes time and care and talent.

The old, young, and those from every walk of life have reached out to them to help brighten a child’s life. A football player from the Seattle Seahawks went to the first out-of-State workshop they held in Seattle. Everybody has been getting involved here. There are even women who are incarcerated in Alaska who are making whimsical wigs for these kids. It is impacting everybody.

Out of this one-car garage in Palmer, AK, which is a small town with a big heart, Holly and Bree have facilitated the distribution of over 7,000 wigs in 38 countries across the globe for children who are losing their hair due to cancer and chemotherapy treatments. Think about that—one idea, one wig. Now we are at 7,000. Holly and Bree have amassed an army of over 400 volunteers across the country to crochet wigs. This takes time and care and talent.

The old, young, and those from every walk of life have reached out to them to help brighten a child’s life. A football player from the Seattle Seahawks went to the first out-of-State workshop they held in Seattle. Everybody has been getting involved here. There are even women who are incarcerated in Alaska who are making whimsical wigs for these kids. It is impacting everybody.

Out of this one-car garage in Palmer, AK, which is a small town with a big heart, Holly and Bree have facilitated the distribution of over 7,000 wigs in 38 countries across the globe for children who are losing their hair due to cancer and chemotherapy treatments. Think about that—one idea, one wig. Now we are at 7,000. Holly and Bree have amassed an army of over 400 volunteers across the country to crochet wigs. This takes time and care and talent.

The old, young, and those from every walk of life have reached out to them to help brighten a child’s life. A football player from the Seattle Seahawks went to the first out-of-State workshop they held in Seattle. Everybody has been getting involved here. There are even women who are incarcerated in Alaska who are making whimsical wigs for these kids. It is impacting everybody.

Out of this one-car garage in Palmer, AK, which is a small town with a big heart, Holly and Bree have facilitated the distribution of over 7,000 wigs in 38 countries across the globe for children who are losing their hair due to cancer and chemotherapy treatments. Think about that—one idea, one wig. Now we are at 7,000. Holly and Bree have amassed an army of over 400 volunteers across the country to crochet wigs. This takes time and care and talent.

The old, young, and those from every walk of life have reached out to them to help brighten a child’s life. A football player from the Seattle Seahawks went to the first out-of-State workshop they held in Seattle. Everybody has been getting involved here. There are even women who are incarcerated in Alaska who are making whimsical wigs for these kids. It is impacting everybody.

Out of this one-car garage in Palmer, AK, which is a small town with a big heart, Holly and Bree have facilitated the distribution of over 7,000 wigs in 38 countries across the globe for children who are losing their hair due to cancer and chemotherapy treatments. Think about that—one idea, one wig. Now we are at 7,000. Holly and Bree have amassed an army of over 400 volunteers across the country to crochet wigs. This takes time and care and talent.

The old, young, and those from every walk of life have reached out to them to help brighten a child’s life. A football player from the Seattle Seahawks went to the first out-of-State workshop they held in Seattle. Everybody has been getting involved here. There are even women who are incarcerated in Alaska who are making whimsical wigs for these kids. It is impacting everybody.
country and, in fact, is the biggest single concern we have right now in Ohio and many other States.

In fact, in Ohio we had an increase of overdoses last year, and 60 percent of those overdoses were from fentanyl or carfentanil. The synthetic opioids that was hardly present 5 years ago. So as we made progress on prescription drugs, heroin came in. As we made progress on heroin, fentanyl and carfentanil came in.

There is a need for us to push back and push back hard. Opioid deaths are now the No. 1 cause of accidental death in my State of Ohio and the No. 1 cause of accidental death in the United States of America. Think about how many people are being affected by this. It is across the board. It knows no ZIP Code. It is not just in urban areas, not just in rural areas or suburban areas, it is everywhere. It is something on which we can make a difference.

I have seen some programs that are actually working well to try to turn the tide and push back. One I will mention is funded, in part, from legislation we passed in this Chamber just 1½ years ago. It is the Maryhaven Addiction Stabilization Center in Columbus, OH. It is an attempt by Franklin County, which is largely Columbus, OH, to come together and say: We have to do something to get more people who have overdosed into treatment. One of the many faces of the crisis is the gap, and one huge gap is the fact that people who overdose have their lives saved through this miracle drug called Narcan, which reverses the effects of an overdose, but after coming out of their overdose, getting conscious again, they simply go back into the community and the environment that created this potential overdose situation in the first place. Once again, a week later, perhaps, maybe days later, in some cases hours later, the person may be deceased. The answer is not just applying Narcan—as important as it is because we do need to save lives. The important thing is to get that person into a program where they can begin to deal with their addiction, where they can get longer term support through a recovery program to stay away from the old environment and the old gang that got them involved in this issue in the first place.

Addiction is a disease. Treatment is regulated, but it should be simpler. I am excited about what is happening at Maryhaven Addiction Stabilization Center because at this center, they are bringing people in who have overdosed and then in the same facility there are about 50 beds for treatment. Instead of having the vast majority of people who overdose and come into an emergency room go home or go back to the old environment, 80 percent of the people at Maryhaven are going into treatment. That is a huge change. That is a significant step in having a serious impact in dealing with the 200,000 people or so in my State of Ohio who are currently addicted. It will help them get into a decent program, get through the detox, get into recovery, and have the opportunity to get their lives back together.

That program is funded, in large part, from Federal funding that came from legislation that was about 1½ years ago. Maybe $1.2 million has been matched by private funding and State and local funding. We have this new project that I think can be emulated around the State because it seems to be working really well.

The CURES Act, which we passed, has provided to Ohio just recently $26 million in new funding, and we need it badly. We need to put it to use in ways that work. This is an example of something that is actually well-thought-out that is going to help close the gap and make a difference.

In 2016, we were told we had the deadliest year on record in terms of overdoses. Unfortunately, it looks like, in 2017, the numbers are going to be worse. It certainly will be in Ohio.

In the Franklin County corridor, the Columbus, OH, area, the coroner recently came out with their numbers in 2017. They had an overdose death rate that was higher than 2016. We lost 520 of our citizens to overdose in Franklin County in 2017. That was a 47-percent increase from 2016. So it is not just a little increase; it is a huge increase. A staggering two-thirds of these—66 percent—of these overdoses were from this synthetic heroin we talked about, the synthetic opioids fentanyl and carfentanil.

That is really the issue now in so many communities around the country. Just last month, Franklin County experienced 18 overdoses in 1 week—1 county, 18 overdoses in 1 week. This was just last month. That is an average of over two deaths per day. Think about that when you are thinking about 1 county out of 88 and the impact this has on people in Ohio's communities. I have been to these distribution centers where the traffickers do exactly that. They have Customs and Border Protection officials there. They have rooms that have the proper venting to be able to open these packages. This fentanyl and carfentanil is so dangerous, our first responders are putting their lives at risk every day just by dealing with it. What they are able to do is stop this poison from coming in, which helps, at a minimum, to raise the cost. Right now, one of the reasons it is expanding is because it is relatively inexpensive, but it is also deadly. It is something that is causing many more overdoses and deaths than ever before.

So our legislation is very simple. It is called the STOP Act. It is cosponsored by AMY KLOBUCHAR, a Democrat from Minnesota. The notion is to say to our U.S. Postal Service to provide that same information because law enforcement tells us that unless they have that information, it is like finding a needle in a haystack. We want our communities to have the tools of knowing what is in those packages, where it is coming from, where it is going, so they can use their analytics, the big data, to be able to identify those packages and stop them.

Last month, a man from Cleveland, OH, was charged after undercover agents found he was selling fentanyl he had bought online from China. According to the prosecutor, “The defendant ordered thousands of deadly doses of fentanyl from China, brought it to a residential neighborhood in Euclid and then mailed the dangerous drugs all over Ohio and across the country” using our own mail system.

The Permanent Subcommittee on Investigations in the U.S. Senate, which is a group I chair, did a yearlong investigation into this issue. We completed this several months ago. Unfortunately, what it showed is exactly what you would suspect. The traffickers, when asked: How should we ship these drugs if we are buying them from you are mixing up this poisonous brew that becomes fentanyl, and then it gets shipped through the mail system into our communities—sometimes to a P.O. Box, sometimes to someone's home, sometimes to a business. Unfortunately, we do not have the ability to open the mail, so we cannot push back. To me, this is an obvious example where this body ought to come together and say: You know what, let's provide law enforcement with the tools they need to be able to stop some of this poison from coming back to us.

If you were to send this same fentanyl by FedEx, UPS, or DHL, a private carrier, they would have to provide data to law enforcement in advance: what is in the package, where it is coming from, where it is going. With that data, law enforcement can target those packages and pull them off the line and pull some of this poison out of our communities.

I have been to these distribution centers where the traffickers do exactly that. They have Customs and Border Protection officials there. They have rooms that have the proper venting to be able to open these packages. This fentanyl and carfentanil is so dangerous, our first responders are putting their lives at risk every day just by dealing with it. What they are able to do is stop this poison from coming in, which helps, at a minimum, to raise the cost. Right now, one of the reasons it is expanding is because it is relatively inexpensive, but it is also deadly. It is something that is causing many more overdoses and deaths than ever before.

So our legislation is very simple. It is called the STOP Act. It is cosponsored by AMY KLOBUCHAR, a Democrat from Minnesota. The notion is to say to our U.S. Postal Service to provide that same information because law enforcement tells us that unless they have that information, it is like finding a needle in a haystack. We want our communities to have the tools of knowing what is in those packages, where it is coming from, where it is going, so they can use their analytics, the big data, to be able to identify those packages and stop them.

Last month, a man from Cleveland, OH, was charged after undercover agents found he was selling fentanyl he had bought online from China. According to the prosecutor, “The defendant ordered thousands of deadly doses of fentanyl from China, brought it to a residential neighborhood in Euclid and then mailed the dangerous drugs all over Ohio and across the country” using our own mail system.
online—because we had an undercover person working for us. He was a member of the Homeland Security Department, someone who deals with these issues every day. He actually contacted websites around the country. Unfortunately, they didn’t deal with this thing. We will sell you this deadly drug, but you have to ship it through the U.S. mail system. We will guarantee delivery if you do that.

We were able to find five different websites, where they were actually selling fentanyl. They all told us where to send it. By using some of the information that we had based on the payment systems they were using, we were able to identify the people who had been shipped drugs through these sites. We found, incidentally, that just in a short period of time, seven people had died of overdoses after getting drugs from these particular websites. We also were able to refer to law enforcement some other people who apparently were dealing in these drugs by taking large quantities.

Even with this person in Euclid, OH, we talked about, thousands of deadly doses of fentanyl were found. That could be in a package about this size. Three flakes of this stuff can kill someone. So, at a minimum, we have to be sure our U.S. Postal Service is giving law enforcement the tools to be able to help stop this deadly poison.

The Postal Service has begun over the last year and a half to make some progress in this area. Still, they tell us that only 36 percent of the packages transported into this country have any kind of advanced electronic data. As we dug deeper, having researched and gone to some of these sites where the U.S. Postal Service is providing information, we found out it was not 36 percent because 20 percent of the packages that had the required information still went into the community anyway because of lack of communication with law enforcement.

Finally, we are finding out that it may be 36 percent of the packages, but much of the information is not helpful. We need to have new rules in place to say to countries: If you want to do business with the United States and send packages here, you have to play ball with us and provide this digital information upfront so our law enforcement can deal with what is clearly a crisis in this country. It is a glaring loophole in the screening process. It undermines the safety and security of our country, not just for drugs but for other issues as well, and it is time we fix it.

After 9/11 and the terrible tragedy of that day, this Congress decided to require private carriers to require all of that information—the advanced electronic data—because of the risk of terrorism, frankly. At that time, we said the Post Office needed to do a study on this to give them time to get ready. That was over 15 years ago, and they still haven’t done it. They need to provide law enforcement the tools they need by requiring advanced electronic data on all packages entering the United States. Thirty-one of my Senate colleagues—19 Republicans, 12 Democrats, and 1 Independent—have signed on as cosponsors to this legislation. It already has support of one-third of the Senate. It has been endorsed by President Trump’s opioid commission because it is a common-sense solution to a growing problem around the country. There is House opposition to do this. Stopping this influx of fentanyl is going to happen only if we stop how it is coming, which is through our Postal Service from countries overseas, primarily China.

We also need a more comprehensive approach, of course, to the drug issue. It is not just enough to stop the supply if there is a strong demand. Dealing with the demand includes prevention efforts that are included in legislation we passed in this body about ½ years ago and still not implemented. We have new legislation to help increase that comprehensive approach. The last bill was called the Comprehensive Addiction Recovery Act, signed into law at the end of 2016. We now need a new bill, CARA 2.0. It has a number of new resources for evidence-based prevention, treatment, and recovery programs. It will help people get into longer term treatment so they can truly overcome their addiction. It has helped to stem the effects by treating the addiction as a disease, and now it is time to ensure that we are looking at what works and building on it.

I introduced this legislation with my colleagues, Senator SHELTON WHITENHOUSE and six others: Senators SHELLY MOORE CAPITO, AMY KLOBUCAR, DAN SULLIVAN, MAGGIE HASSAN, BILL CASSIDY, who is the Presiding Officer today, and MARIA CANTWELL—four Republicans, five Democrats. We keep this bipartisan. Other Members have joined in as well. Again, it picks up where the Cures legislation and the CARA legislation left off, to provide a better framework, because now we can spend the extra resources this Congress has wisely determined to put up against this fight.

In the spending bill that was just passed, there was an additional $5 billion over 2 years put against this issue. Let’s see how much we can spend. Let’s be sure we have a roadmap to build on the successes we have had and ensure that that money is going to things that actually can make a difference.

We talked about one earlier, the addiction stabilization center. We also know that one way we could spend our money better is to have a better prescription drug monitoring program nationally. So every State now has some sort of prescription drug monitoring program, but often they don’t talk to each other. This is something that is required in my State of Ohio. West Virginia, Kentucky, Indiana, Michigan, and Pennsylvania are all States where there is also an opioid crisis. We need to be sure that they are talking together, so that when someone goes to get a prescription, the information is logged. If the person goes out of the State to buy the same thing, that information is also logged as if it were within that State. That is in our legislation as well.

We also target addiction at its source. About 80 percent of the people who die of overdoses today probably started on prescription drugs. That is the latest data we have. Some of that was prescription drugs that were provided to that individual as the result of an accident or an injury, and they became physically addicted because they were prescribed an opioid for pain relief.

The stories are heartbreaking. The parents have come to me and say—and this has happened twice: My son or my daughter went to get a wisdom tooth extracted, and the dentist gave my son or my daughter opioids. In one case, it was 60 pills of Percodan. Sure enough, that young person had a physical addiction develop because of that. Then when the pills were harder to get or more expensive, they turned to something less expensive and more accessible, which was heroin or fentanyl or carfentanil, and then overdosed and died. These are 17-year-old children who were prescribed this medication.

There are other cases as well. I have met adults who are well into their thirties or forties and are leading successful lives, well established in their community, well connected in their loving families. They had an accident or injury. Maybe it was a car accident. They were given pain medication—opioids—and they became physically addicted.

This addiction is a tough one to climb out of. So many people then turn to another substance that is more available, more accessible, or maybe less expensive and then overdose and then the death.

People say how could this have happened? When you go back, it happened because of a prescription drug—something was overprescribed.

Others might buy prescription drugs on the street. This Saturday is National Prescription Drug Take Back Day in America, and I hope that everybody who is listening here will think about whether they could go into their own medicine cabinet or maybe their parents’ or grandparents’ and take out some of these opioids and have those disposed of properly at a police station or someplace else. I know Kroger is doing this in Ohio and other States.

Find out where your drug take-back location is. Take these drugs in and get rid of them because I have just heard too many cases, unbelievably, of people stealing these drugs and using them and then, again, developing that addiction or selling them and someone else
develops the addiction. Again, the thought is that probably 8 out of 10 people dying of overdoses started with prescription drugs. So our legislation does deal with that.

Our legislation deals with overprescribing. It must be dealt with. It requires doctors and pharmacists to use drug monitoring programs to ensure that we are not overprescribing, and it sets a 3-day limit on prescriptions for acute pain.

We cannot cure pain. We have exceptions for cancer. But for acute pain—the surgeries we have talked about—we are using the good science from the Centers for Disease Control, or CDC, and others that say two things: One, after the third day of using these opioids, on that fourth day, fifth day, and sixth day is when the opportunity for an addiction grows dramatically, and the chances of your falling into that addiction increases significantly.

Second, in terms of pain and dealing with pain, we have also learned that for acute pain for most kinds of procedures, there are other kinds of pain medications available.

I have talked to the dentists a lot on this. There is a dentist from Ohio who is a good man, Joe Crowley, who is now President of the American Dental Association. He is working with the dentists to try to ensure that we have new policies in place that discourage the use of opioids altogether for things like a wisdom tooth being removed. But to the extent it is used, after the first, second, and third day, it is much, much less necessary and much less useful, and other pain medication can take its place. So, as a result, we do have in our legislation something that is a dramatic difference from the unfortunate overprescribing that continues to go on in our country in too many instances, and that is a 3-day limit. After 3 days, if you continue to have the kind of pain that would require being dealt with by opioids, if you are one of the few individuals for whom that is true, you go back to the doctor and get another prescription, but you have to go through a process to do that. The alternative is that we are going to continue to see more and more people become addicted through prescription drugs as a gateway and then again getting into this terrible cycle of overdoses and eventually overdose and dying in too many cases.

So CARA 2.0 has these policy changes, as well as the additional funding for prevention programs, treatment programs, and recovery programs. It also helps our first responders by saying: If you can’t afford the cost of Narcan, we will help you out but also give you training in Narcan and also to deal with this gap between the immediate overdose reversal using Narcan and then going into detox—between detox and treatment, between treatment and recovery—to try to ensure that you have continuity. This is something that just makes so much sense and can save so many lives.

These legislative efforts we are talking about here are important. So for those who are watching—and maybe some staff members are watching from some of the offices—please check it out. Check out the STOP Act, if you are not already a cosponsor. Check out CARA 2.0, if you are not already a cosponsor.

Let’s be sure that we are doing everything we possibly can here to make a difference and begin to reverse this tide, begin to save lives again rather than having this discouraging increase in addiction.

It is not all about overdoses and deaths, as tragic as that is. It is about the millions of Americans whose lives are getting off track, who may not overdose and may not end up needing Narcan but who are pulling away from their family, who are not working, who are not engaged in their community, who are giving up on their friends and their loved ones.

So let’s do the things that we can do to address this issue of opioid addiction.

There are two recent studies, one by the Department of Labor and one by the Brookings Institution, which indicate that opioid addiction is driving much of this dysfunction in our workforce today. So to employers out there who are saying, the economy is growing, the tax cuts are working, regulatory relief is working, but I can’t find workers,” 44 percent of those who are out of the workforce, according to a Department of Labor study from the Bureau of Labor Statistics, took a prescription pain medication the day before.

The Brookings study shows that 47 percent of able-bodied men between 22 and 55 are taking pain medication on a daily basis. These are frightening numbers. But I imagine that is underreported. I imagine it is underreported because of the stigma attached to this issue of opioid addiction and because of the potential legal liability people could be in for admitting it. Even so, almost half of those surveyed say they are not working. They are not even looking for work, but they are taking pain medication on a daily basis. So this affects all of us.

Go to your firehouse in your community and ask them if they are doing more overdose runs or more fire runs. I will bet you that they will say the former. They are doing more drug overdose runs than they are fire runs. We are all paying for that. Talk to your sheriff or your local police chief and ask them what the No. 1 driver of crime is in your community. I bet they will say it is opioids. Often it is people who are committing crimes like theft or shoplifting or fraud to be able to pay for this drug habit—day or day or day or day. Particularly if you are not working, there is a temptation to commit those crimes and there is a craving for this drug that puts people in positions they never would have imagined they would find themselves in.

Think of the families who are broken up. Think of the kids who have lost their parents to this epidemic. In Ohio, we have more kids in foster care or under the care of the State than ever in our history.

Go to your neonatal units at your hospital and ask them about this. They will say it is the No. 1 issue affecting them because so many kids are being born to a mother who was addicted, and these kids who are being taken through the withdrawal process themselves—little babies. You can hold them practically in the palm of your hand.

I have gone to these neonatal units in Ohio and have seen these babies, and it is heartbreaking because, just like adults, they have to go through this tough withdrawal process. No baby should have to do that.

So this issue is one when Congress has taken steps in the last year and a half, and I congratulate this body and the House for moving forward with some positive steps. There is so much more to be done, and these two bills are a start. These two bills will help. They will help to save lives. They will help to get people back on track and help to ensure that people can live out their God-given purpose rather than get distracted through this epidemic, rather than getting off track with regard to family, work, dignity, and self-respect.

These two bills will help, giving law enforcement in our communities the tools they need and helping our communities to be able to have a comprehensive approach here to turn back this assault of addiction in our country.

I hope we can move quickly in the Senate to pass this legislation so the President can sign it into law and we can begin to make a bigger difference.

I yield the floor.

Mr. CARDIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Mr. CARDIN has asked unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. CARDIN. Mr. President, I rise today to discuss the recent rise of anti-
Semitism and racism in our communities.

As Members of Congress, we have an enormous responsibility to take strong action and stand up against intolerance before it takes root in the next generation. The horrific document upon all people to ensure that adequate tools are in place to counter the resurgence of fear and hate-mongering—whether directed at old targets or new—that led to the other atrocities.

America must maintain its leadership abroad, especially when it comes to the issues of human rights and religious freedom—the core foundations upon which our Nation was built. We must uphold these standards here at home and defend and promote them globally.

In my role as the representative on anti-Semitism, racism, and intolerance for the Organization for Security and Co-operation in Europe (OSCE), I visited Paris and Copenhagen and met with local leaders in the aftermath of the violent, anti-Semitic attacks in 2015 and the Paris attacks in 2016. The president of the German- and Dutch-Jewish communities is a threat against all religions, races, and ethnicities. Hatred unleashed rarely forms its own boundaries.

In the aftermath of World War II, a Protestant pastor famously said: "One day a friend asked: 'If the Lord were to ask you to denounce Him in public, what would you do?' I didn't speak up because I wasn't a Protestant; and then they came for the trade unionists, and I didn't speak up because I wasn't a trade unionist; and then they came for the Jews, and I didn't speak up because I wasn't a Jew; and then they came for me… and by that time there was no one left to speak up."

History has shown time and again that the failure of governments and political leaders to denounce those who advance an agenda of hate and bigotry brings instability and violence. As hate crimes continue to rise in our own Nation and as the number of refugees around the world fleeing religious persecution reaches record highs, we must reaffirm our sense of duty and our commitment to preserving freedom, equality, and fundamental human rights for all people.

We must address anti-Semitism and other forms of discrimination and persecution takes a concerted and sustained effort from a coalition of governments, faith and community leaders, and global advocates to denounce these atrocities and promote peace and tolerance around the world.

Now more than ever, we need to join together and speak up to protect human rights around the globe because it is in all of our interests to do so. We must also use tools available to us, from hate crime laws to capacity-building measures for civil society and governments, such as those offered by the OSCE.

I will continue to stand alongside civil society and remain an advocate for equality and human rights, and I urge my colleagues to do likewise.

I suggest the absence of a quorum. The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll. Mr. McCONNELL. Madam President, I ask unanimous consent that the order for the quorum call be rescinded. The PRESIDING OFFICER (Mrs. FISCHER). Without objection, it is so ordered.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. McCONNELL. Madam President, I ask unanimous consent that the Senate vote on the nominations en bloc consideration of the following nominations: Executive Calendar Nos. 710, 711, 712, 713, 714, and 825.

The PRESIDING OFFICER. Without objection, it is so ordered.

The question is, Will the Senate advise and consent to the nominations of Rohit Chopra, of New York, to be a Federal Trade Commissioner for the unexpired term of seven years from September 26, 2018; Rebecca Wilson, of Virginia, to be a Federal Trade Commissioner for the term of seven years from September 26, 2011; Christine S. Wilson, of Maryland, to be a Federal Trade Commissioner for the term of seven years from September 26, 2012; Noah Joshua Phillips, of Maryland, to be a Federal Trade Commissioner for the term of seven years from September 26, 2013; Joseph Simons, of Virginia, to be a Federal Trade Commissioner for the term of seven years from September 26, 2017; and Rebecca Wilson, of Virginia, to be a Federal Trade Commissioner for the term of seven years from September 26, 2018.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

The question is, Will the Senate advise and consent to the nominations of Rohit Chopra, of New York, to be a Federal Trade Commissioner for the term of seven years from September 26, 2018; Rebecca Wilson, of Virginia, to be a Federal Trade Commissioner for the term of seven years from September 26, 2011; Christine S. Wilson, of Maryland, to be a Federal Trade Commissioner for the term of seven years from September 26, 2012; Noah Joshua Phillips, of Maryland, to be a Federal Trade Commissioner for the term of seven years from September 26, 2013; Joseph Simons, of Virginia, to be a Federal Trade Commissioner for the term of seven years from September 26, 2017; and Rebecca Wilson, of Virginia, to be a Federal Trade Commissioner for the term of seven years from September 26, 2018.
Kelly Slaughter, of Maryland, to be a Federal Trade Commissioner for the term of seven years from September 26, 2015 en bloc?

The nominations were confirmed en bloc.

EXECUTIVE CALENDAR

Mr. MCCONNELL. I ask unanimous consent that the Senate proceed to the consideration of the following nomination: Executive Calendar No. 759.

The PRESIDING OFFICER. Without objection, it is so ordered.

The clerk will report the nomination.

The legislative clerk read the nomination of Andrea L. Thompson, of South Dakota, to be Under Secretary of State for Arms Control and International Security.

Thereupon, the Senate proceeded to consider the nomination.

Mr. MCCONNELL. I ask unanimous consent that the Senate vote on the nomination with no intervening action or debate; that if confirmed, the motion to reconsider be considered made and laid upon the table; that the President be immediately notified of the Senate’s action; that no further motions be in order; and that any statements relating to the nomination be printed in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The question is, Will the Senate advise and consent to the Thompson nomination?

The nomination was confirmed.

LEGISLATIVE SESSION

MORNING BUSINESS

Mr. MCCONNELL. Madam President, I ask unanimous consent that the Senate resume legislative session for a period of morning business, with Senators permitted to speak therein for up to 10 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

BORDER SECURITY

Mr. DURBIN. Madam President, many of us were shocked when the President tweeted that he was deploying the National Guard to the border.

The President’s claim that we face a crisis at our Southwest border is simply false, and it is particularly ironic when the President himself has repeatedly bragged—again, falsely—that illegal border crossings are at an all time low.

I remain concerned that the Trump administration is diverting Defense Department resources to the border to help carry out its deportation agenda. The Department is unable to tell Congress how much these deployments may cost our Nation—paid for with money diverted from other, critical defense programs. So far, the Department of Defense has provided a preliminary estimate that these deployments will cost $182 million in fiscal year 2018, but there is no end in sight.

I am also concerned that these deployments may harm the readiness of our National Guard by disrupting training for core missions. As one local elected official in New Mexico noted in the Albuquerque Journal, “We’re going into forest fire season. A big percentage of the state is in drought right now and record folks are iffy. Guard folks are continuously rotated down to the border for a problem that doesn’t exist, are they going to be available for a real problem when it happens?”

Well, yesterday, Secretary of the Air Force Heather Wilson issued a surprising report, which inadvertently agreed with these concerns.

Last year, Congress required the Department of Defense to examine past deployments of National Guard troops to the border and to analyze those experiences for whether they had been beneficial for those Guard members. As Vice Chair of the Defense Appropriations Subcommittee, I received the Department’s report yesterday. It is fair to say that its conclusions are probably not what the President wanted to hear from his own political appointees.

The report notes that several States have conducted training and operations along the Southwest border. It concludes that training and operations by California, Arizona, New Mexico, and Texas Guard units “does not directly contribute to collective core Mission Essential Task readiness” of those units. In other words, we are diverting them from their most important missions.

It was even harsher in its conclusions for National Guard units from other States traveling to the border for similar training. It notes a pilot program to send 250 National Guard personnel to the border. Not only did the pilot program cost a half a million more than that unit’s regular, scheduled training, but it also resulted in only 22 more apprehensions than normal, while contributing almost nothing to the unit’s training.

The report also notes that these kinds of deployments “comes at a cost to the individual soldier, his/her family, and her/his employer, as well as to overall unit readiness.” Is that what we want? To impose costs on our volunteer Guard personnel, their families, their employers supporting their service?

The report goes on to say, “Such tasking could also potentially impact support to validated Global Force Management Allocation Plan requirements.” That is a mouthful, but it means that these deployments could make our National Guard less prepared to respond to a natural disaster back home or, God forbid, a war.

Is that what we want? No. There’s an old adage that goes, when you find yourself in a hole, the first thing to do is to stop digging.

We all know that the President wants to build a wall on the border, but he has failed to convince Congress that spending $25 billion on a campaign promise is worth it, and the Pentagon’s own study finds they will carry out their assigned duties as well as they can. Many will view their deployments as a chance to serve the country they love, but we owe it to them to send them on a mission that is worth it, and the Pentagon’s own study raises serious questions about that.

I hope that we end National Guard deployments to staff the crisis that the President invented and get them back to their core job: protecting their States and protecting this country.

FOURTH ANNIVERSARY OF THE ABDUCTION OF THE CHIBOK GIRLS

Mr. DURBIN. Madam President, I would like to recognize a tragic anniversary upon us this month. Four years ago this month, the terrorist group Boko Haram kidnapped 276 girls in the dead of the night from a school in Chibok, Nigeria, where they were taking final exams.

Some of the girls managed to run away, but Boko Haram abducted 219 girls.

Those hundreds of young girls were held captive, abused, made to be slaves, forced into marriage with their abductors, raped, starved, and, in some cases, forcibly converted to Islam.

Some have tragically died while trying to flee or even during childbirth.

You might recall the global campaign on Twitter, #BringBackOurGirls, to urge the rescue of the girls.

Former First Lady Michelle Obama was moved to join the campaign for the release of the girls, as were over 3 million people around the world.

I, myself, was mortified to learn that, for the mere act of seeking an education, the girls were abducted and forced into child marriage or slavery.

That is why, back then in 2014, I introduced a resolution condemning the Chibok abduction and calling for the immediate, safe return of the girls.

Since the kidnapping, just over 100 girls have been released, leaving over 100 girls still missing. I fear some may have already perished.

Parents marked the fourth anniversary on Saturday by marching with thousands of others to the school in Chibok where the girls were abducted in 2014.

I think we should join them here in the Senate in remembering this tragic anniversary.

That is why I have introduced, with some of my female colleagues, a resolution calling for the immediate release of all Boko Haram captives, especially the remaining Chibok girls.
The girls who have returned have told of the deplorable abuses Boko Haram fighters made them suffer.

No one should be subject to the depravity of an organization that doesn’t value human life, let alone young girls simply trying to get an education.

Unfortunately, since 2012, Boko Haram has conducted a violent campaign of mass kidnappings of women, girls, and boys in Nigeria, Cameroon, Chad, and Niger.

Boko Haram remains one of the deadliest terrorist groups in the world, killing more than 13,000 people since 2013. The United Nations High Commissioner for Refugees says almost 2.5 million people in Nigeria, Cameroon, Chad, and Niger have been displaced—that is forced from their homes—because of Boko Haram’s brutality.

And the terror continues.

Just in February, Boko Haram militants stormed the town of Dapchi in Nigeria and abducted 111 girls and 1 boy.

Thankfully, most of those children have been returned to their families, but, heartbreakingly, some died during their ordeal, and one girl still remains a hostage.

The New York Times recently ran a stirring front page piece about some of the Chibok girls who have been freed. I applaud the extraordinary bravery of those survivors, who have come forward to share their stories and experiences with great risk to themselves.

The courage and strength of the girls who are still being held captive to remain resilient in the face of unspeakable brutality is deeply moving.

As a testament to their fortitude, let us all recommit ourselves to ending discrimination and violence against women and girls, to ensuring the safety and welfare of women and girls, to pursuing policies that guarantee girls education, and to the release of the remaining Boko Haram captives.

Thank you.

REMEMBERING DAN AKAKA

Mr. LEAHY. Madam President, I would like to take a moment to recognize the life and achievements of Dan Akaka, a veteran, educator, U.S. Senator, and most importantly, a dear friend of mine. Dan passed away recently after 93 years of life imbued with service, and I have been reflecting on his legacy of quiet but effective work in the Senate.

Dan Akaka was a tireless advocate of the deplorable abuses Boko Haram fighters made them suffer.

No one should be subject to the depravity of an organization that doesn’t value human life, let alone young girls simply trying to get an education.

Unfortunately, since 2012, Boko Haram has conducted a violent campaign of mass kidnappings of women, girls, and boys in Nigeria, Cameroon, Chad, and Niger.

Boko Haram remains one of the deadliest terrorist groups in the world, killing more than 13,000 people since 2013. The United Nations High Commissioner for Refugees says almost 2.5 million people in Nigeria, Cameroon, Chad, and Niger have been displaced—that is forced from their homes—because of Boko Haram’s brutality.

And the terror continues.

Just in February, Boko Haram militants stormed the town of Dapchi in Nigeria and abducted 111 girls and 1 boy.

Thankfully, most of those children have been returned to their families, but, heartbreakingly, some died during their ordeal, and one girl still remains a hostage.

The New York Times recently ran a stirring front page piece about some of the Chibok girls who have been freed. I applaud the extraordinary bravery of those survivors, who have come forward to share their stories and experiences with great risk to themselves.

The courage and strength of the girls who are still being held captive to remain resilient in the face of unspeakable brutality is deeply moving.

As a testament to their fortitude, let us all recommit ourselves to ending discrimination and violence against women and girls, to ensuring the safety and welfare of women and girls, to pursuing policies that guarantee girls education, and to the release of the remaining Boko Haram captives.

Thank you.

REMEMBERING DAN AKAKA

Mr. LEAHY. Madam President, I would like to take a moment to recognize the life and achievements of Dan Akaka, a veteran, educator, U.S. Senator, and most importantly, a dear friend of mine. Dan passed away recently after 93 years of life imbued with service, and I have been reflecting on his legacy of quiet but effective work in the Senate.

Dan Akaka was a tireless advocate of the deplorable abuses Boko Haram fighters made them suffer.

No one should be subject to the depravity of an organization that doesn’t value human life, let alone young girls simply trying to get an education.

Unfortunately, since 2012, Boko Haram has conducted a violent campaign of mass kidnappings of women, girls, and boys in Nigeria, Cameroon, Chad, and Niger.

Boko Haram remains one of the deadliest terrorist groups in the world, killing more than 13,000 people since 2013. The United Nations High Commissioner for Refugees says almost 2.5 million people in Nigeria, Cameroon, Chad, and Niger have been displaced—that is forced from their homes—because of Boko Haram’s brutality.

And the terror continues.

Just in February, Boko Haram militants stormed the town of Dapchi in Nigeria and abducted 111 girls and 1 boy.

Thankfully, most of those children have been returned to their families, but, heartbreakingly, some died during their ordeal, and one girl still remains a hostage.

The New York Times recently ran a stirring front page piece about some of the Chibok girls who have been freed. I applaud the extraordinary bravery of those survivors, who have come forward to share their stories and experiences with great risk to themselves.

The courage and strength of the girls who are still being held captive to remain resilient in the face of unspeakable brutality is deeply moving.

As a testament to their fortitude, let us all recommit ourselves to ending discrimination and violence against women and girls, to ensuring the safety and welfare of women and girls, to pursuing policies that guarantee girls education, and to the release of the remaining Boko Haram captives.

Thank you.

REMEMBERING DAN AKAKA

Mr. LEAHY. Madam President, I would like to take a moment to recognize the life and achievements of Dan Akaka, a veteran, educator, U.S. Senator, and most importantly, a dear friend of mine. Dan passed away recently after 93 years of life imbued with service, and I have been reflecting on his legacy of quiet but effective work in the Senate.

Dan Akaka was a tireless advocate of the deplorable abuses Boko Haram fighters made them suffer.

No one should be subject to the depravity of an organization that doesn’t value human life, let alone young girls simply trying to get an education.

Unfortunately, since 2012, Boko Haram has conducted a violent campaign of mass kidnappings of women, girls, and boys in Nigeria, Cameroon, Chad, and Niger.

Boko Haram remains one of the deadliest terrorist groups in the world, killing more than 13,000 people since 2013. The United Nations High Commissioner for Refugees says almost 2.5 million people in Nigeria, Cameroon, Chad, and Niger have been displaced—that is forced from their homes—because of Boko Haram’s brutality.

And the terror continues.

Just in February, Boko Haram militants stormed the town of Dapchi in Nigeria and abducted 111 girls and 1 boy.

Thankfully, most of those children have been returned to their families, but, heartbreakingly, some died during their ordeal, and one girl still remains a hostage.

The New York Times recently ran a stirring front page piece about some of the Chibok girls who have been freed. I applaud the extraordinary bravery of those survivors, who have come forward to share their stories and experiences with great risk to themselves.

The courage and strength of the girls who are still being held captive to remain resilient in the face of unspeakable brutality is deeply moving.

As a testament to their fortitude, let us all recommit ourselves to ending discrimination and violence against women and girls, to ensuring the safety and welfare of women and girls, to pursuing policies that guarantee girls education, and to the release of the remaining Boko Haram captives.

Thank you.
Hep, who lived to be 89, was one of those people who just about everybody liked immediately. She loved people, she loved sports, she loved the outdoors, and she loved living on West Hill in Putney, VT, with her husband, John, whom she first met when they were both just 10 years old.

For decades, Hep taught history and John taught mathematics at the Putney School. Besides challenging her students in the classroom, Hep’s many passions—hiking, skiing, gardening, classic literature—inspired all who knew her. She set an example for generations, young and old, in her home, in the classroom, in woods, fields, and on the slopes and summits of mountains in all seasons of the year and by her many years of community service.

Putney will not be the same without Hep, but she has left her mark there and in her children and grandchildren in ways that will live on for generations.

I ask unanimous consent that Hep Caldwell’s obituary in the Valley News be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

**REMEMBERING FRANK GAYLORD**

MR. LEAHY. Madam President, on March 21, 2018, Vermont lost one of its finest sculptors, Frank Gaylord.

Frank Gaylord, a Granite City resident, was a beloved member of the Barre community. Frank influenced the city and its residents, and the city in turn influenced his art. The local granite quarries provided ample materials for Frank to hone his sculpting skills.

Frank served his country not just in World War II, receiving a Bronze Star for his service, but also in creating the Korean War Veterans Memorial, his most famous work, which resides on the National Mall in Washington, DC.

The memorial is visually striking; Frank captured the movement and feel of war, the 19 figures of diverse American soldiers are shrouded in ponchos and seem to walk endlessly. Frank called the day the memorial arrived on the National Mall as the highlight of his life.

Other examples of Frank’s work can be seen in many New England towns, including at the Connecticut capital and in Williston and Montpelier, VT. However, what Vermont will best remember Frank by was his dedication and determination to improve Vermont. Frank’s contributions to the Barre Granite Association, as well as to the former Barre Players, will be missed.

Frank’s passing is a loss to Vermont, to the community of Barre, VT, and to the nation. I will always remember Frank when I see his work on the National Mall and throughout Vermont, and how he so beautifully captured our country’s spirit.

I ask unanimous consent that the Times Argus article ‘He had an arts spirit: Famed Barre sculptor Frank Gaylord has died’ be printed in the RECORD.

The there being no objection, the material was ordered to be printed in the RECORD, as follows:

**HE HAD AN ARTS SPIRIT: FAMED BARRE SCULPTOR FRANK GAYLORD HAS DIED**

BY ERIC BLAISELL

Barre—The Granite City lost likely its most famous modern resident with the death of sculptor Frank Gaylord.

Gaylord, 93, died at his daughter’s home in Northfield Wednesday night. Funeral arrangements have yet to be made, and are being taken care of by The Hooker and Whitcomb Funeral Home.

Gaylord created the National Korean War Veterans Memorial in Washington, DC. Other monuments created by Gaylord include the Firemen’s Memorial in Eugene, Oregon; the Doctor Asael Smith statue in Baytown, Texas, the Policemen’s Memorial in Jacksonville, Florida; the Toledo Mud Hens Monument in Toledo, Ohio; and the National Little League Monument in Williamsport, Pennsylvania.

When Gaylord was growing up in Clarksburg, West Virginia, he recalled in a Times Argus story in 2015, his grandmother would give him plastic molds into which he would press clay to make reliefs. That transformed into sculpting clay animals and then he learned to carve soapstone and learning how much material it actually took to make a full sculpture.

As he grew up, Gaylord was initially interested in taxidermy, which was done by sculpting plaster molds, with the animal skins pulled over them.

Then World War II came along, and Gaylord became a paratrooper for two and a half years. Gaylord served with the 17th Airborne and fought in the Battle of the Bulge.

After the war, he used the G.I. Bill and entered the Carnegie Institute in Pittsburgh, which had both engineering and fine arts schools. He later transferred to Temple University’s Tyler School of Art, where he focused on becoming a carver.

In 1951, Mac Durnovich of E.J. Batchelder Co. in Barre hired Gaylord. So he and his late wife Mary moved to Vermont. He knew the community’s reputation, its rich ethnic heritage, and its renowned craftsmanship. He said in 1953 he knew he could learn there.

Sculptor Gino Cecchini, of Barre, has known Gaylord since the 1960s. Cecchini said Thursday that Barre has never had a sculptor like Gaylord.

“He gave Barre more than Barre asked. . . . He made Barre, Vermont,” he said.

Cecchini said Gaylord was a perfectionist when it came to his style of work, which had a more modern flair to it. He said when he first met Gaylord he could tell right away that Gaylord had class and that he would achieve what he wanted to achieve.

Cecchini said he led the way for Gaylord’s work, which he keeps in his home.

Sue Higby, executive director of Studio Place Arts in downtown Barre, has known Gaylord for 15 years. Higby highlighted his work at her studio in 2015.

“I’m truly very sorry to hear of his passing and his integrity as an artist will live on in Barre for years to come,” she said.

Higby said Gaylord was a cultural intellectual who loved theater, dance and the human form. She also said Gaylord, more than most artists, had the ability to capture in his work the feeling of a ballet dancer’s movement or the fluttering of a piece of fabric.

Barre sculptor Bruce Williams created Barre Sculpture Studios. Williams has known Gaylord since the 1980s and at one point he owned the studio next to Gaylord’s.

Bruce was a marvelous sculptor, some of them still operating in town. Some of them have moved on and done other
Mr. LEAHY. Madam President, I want to take a moment to highlight the benefits of international students and scholars who come to the United States to live and study and who have been unfairly penalized by the current administration’s efforts to limit travel to our country.

I wonder how many Americans are aware of the many ways that international students contribute to our colleges and universities, to our communities, and to our Nation. In economic terms alone, international students contributed an estimated $37 billion to the U.S. economy and created or supported more than 450,000 U.S. jobs. In our State of Vermont, nearly 2,000 international students and their families contributed $381.1 million and supported 850 jobs. One would think that President Trump, who often touts his efforts to create jobs, would want to encourage this.

In addition to economic benefits, international students and scholars advance U.S. national security by strengthening our diplomatic and cultural ties with foreign countries. Students and scholars who spend time in the U.S. become informal ambassadors when they return home, sharing an appreciation for common values, countering stereotypes about Americans, enhancing respect for cultural differences, and maintaining connections with our country and citizens.

However, our country is at risk of losing our position as the most attractive country for international students and scholars and of ceding the critical benefits associated with such a reputation abroad.

The U.S. Council of Graduate Schools recently reported a decline in international graduate student applications and enrollment for fall 2017, the first such decline in more than a decade. In fiscal year 2017, the U.S. Department of State issued nearly 20 percent fewer student visas compared to the previous fiscal year. Students and scholars are increasingly uncertain about their status in our country, as well as the types of educational and research opportunities that will remain available to international students. This uncertainty and the chilling effects of recent executive orders targeting foreigners appear to be diminishing the ability of the United States and our higher education institutions to remain attractive to international students.

At the same time, many other countries—including Australia, Canada, and China—are seizing the opportunity and pursuing national policies and marketing strategies to attract talented international students who might otherwise come here.

I urge the administration to not ignore the many important contributions to the U.S. national security, and global reputation that are made by international students and scholars. The administration should reconsider its policies that are contributing to uncertainty and reluctance among such individuals, who instead should feel welcomed and encouraged to bring their talents and other contributions to this country.

CONFIRMATION OF KYLE DUNCAN

Ms. COLLINS. Madam President, this week I cast my vote in support of the nomination of Kyle Duncan to serve as a judge on the Fifth Circuit Court of Appeals. Mr. Duncan has been a successful trial and appellate attorney, as well as a law professor at the University of Mississippi School of Law. He was the assistant solicitor general for the State of Texas and the appellate chief for the State of Louisiana. He has tried cases at the State and Federal levels and has argued twice before the U.S. Supreme Court. The American Bar Association has reviewed his nomination and has rated Mr. Duncan “well-qualified.”

Some have criticized Mr. Duncan for his work on certain high-profile cases. Nearly all nominees for the Federal courts who come before the Senate have advocated for various positions. Some of them have been involved in controversial, high-profile cases. In considering a nominee’s fitness to serve on the bench, we should consider whether they have the intellect, the temperament, and the respect for precedent to fairly and faithfully uphold the law.

One case that Mr. Duncan litigated has been mischaracterized in a way that suggests he is biased against the LGBT community. Mr. Duncan’s opponent argues that his work in V.L. v. E.L., in which the opposing party was a lesbian, demonstrates this bias. What these critics fail to mention is that Mr. Duncan’s client was also a lesbian. The matter was a custody case involving two women in a same-sex partnership. As his cocounsel in the case, Randall W. Nichols, has described in a letter to the Senate Judiciary Committee, dated November 4, 2016:

I note that some may criticize Mr. Duncan for representing clients in the same-sex marriage litigation. It must not go without notice that our mutual client, E.L., was a pro-advocate of same-sex marriage, albeit ultimately unsuccessful, legal argument. Mr. Duncan represented our mutual client with-out once making an issue of her sexual orientation, without once displaying any personal bias, and without once indicating a desire to advance any agenda other than winning the case for E.L.

Mr. Duncan has testified to the Judiciary Committee that he would follow all applicable precedents of the Supreme Court and Fifth Circuit. He demonstrated his deference to precedent during his time representing the State of Louisiana. While the Supreme Court was deciding the Obergefell case on the constitutionality of same-sex marriage laws, Mr. Duncan was representing the State of Louisiana in a challenge to its marriage law. Following the Court’s decision in Obergefell, Mr. Duncan argued that the parties in the Louisiana case to explain whether Obergefell resolved the matter for the court.

The very next day, Mr. Duncan filed a letter explaining that, despite Louisiana’s disagreement with the Obergefell outcome, the Fifth Circuit must follow the new Supreme Court precedent and strike down Louisiana’s law. While still representing the State, Mr. Duncan announced that married same-sex couples would be equally entitled to birth certificates with the names of their children. Mr. Duncan’s actions following the Obergefell decision demonstrate that he will respect precedent and faithfully follow the law.

By contrast, in a similar case, the lawyers for the State of Arkansas continued to fight over whether Obergefell required States to issue birth certificates with the names of both same-sex spouses. Unlike Mr. Duncan, they resisted the Obergefell precedent all the way up to the Supreme Court and lost. That case, Pavan v. Smith, confirms that Mr. Duncan did the right thing in advising the Fifth Circuit to apply the Obergefell precedent.

It is also noteworthy that the attorney who argued against Mr. Duncan in the Louisiana case strongly supports his nomination. In an opinion article published in “The Hill” on March 25, 2018, Paul Baier, who is now a law professor at Louisiana State University, defends Mr. Duncan as a “signifi-
cant nominee for the Fifth Circuit who ought to be swiftly confirmed.” He goes on to describe Mr. Duncan’s qualifications in the following way:

I always appreciated and respected Kyle’s advocacy for his client’s right for the humanity of the same-sex couples who would be most affected by the case. While I disagreed with many of his arguments, often emotionally, I never found a trace of bias, bigotry, or any disrespect towards the same-sex individuals in the case.

Kyle knows well the difference between the advocate’s role for his client and the role for the public interest facing the Fifth Circuit. The advice and consent role given to the Senate in the Constitution is one of...
the Senate’s most solemn duties and one to which I give the utmost care. I apply no litmus test with respect to a nominee’s personal beliefs, and have voted for judicial nominees whose personal views differ from my own, but evaluating those to the Judiciary Committee and to me that he will follow all precedents of the Supreme Court, and his actions in the Louisiana same-sex marriage case are evidence that he will do this, even if he disagrees with the outcome. I support his confirmation.

JESSIE’S LAW

Mr. MANCHIN. Madam President, in March 2016, we lost a young woman, with great potential named Jessica Grubb. Jessie was a great student, a loving daughter and sister, and an avid runner. She was also recovering from an opioid addiction.

When she had surgery for an infection related to a running injury, her parents were there to take care of her, and both Jessie and her parents told her doctors and hospital personnel that she was a recovering addict and not to be prescribed opioid pain medication.

Unfortunately, Jessie’s discharging physician did not see this note in her chart, despite it being in there eight separate times. He did not know that she was a recovering addict and sent her home with a prescription for 50 oxycodone pills.

Her parents talked to her on the phone when she got home, but that was the last time they talked to her. She had passed away that night in her sleep. The temptation was too great for her, as it would be for so many in recovery.

Her death was tragic, but preventable.

That is why I introduced Jessie’s Law and why I fought to have it included as part of the fiscal year 2018 omnibus appropriations bill. The fiscal year 2018 LIHS Appropriations Subcommittee Senate Report, which was signed into law, includes the following commonsense language to direct the Secretary of Health and Human Services to establish best practices for hospitals and physicians for sharing information about a patient’s past opioid addiction when that information is shared by the patient with the healthcare provider:

“Opioid Medical Record Reporting.—The Committee is deeply concerned about the devastating impact that the opioid epidemic is having on families throughout the country, and recognizes that medical providers must have access to information about their patients’ past opioid addiction if that information is provided by the patient. The Committee encourages the Secretary to develop and disseminate standards that would allow hospitals and physicians to access the history of opioid addiction in medical records (including electronic health records) of any patient who has provided information about such addiction to a healthcare provider.”

These standards will be created in honor of Jessica Grubb and will help ensure that a patient’s substance use disorder history is included in a patient’s record like any other life-threatening medical issue, including a penicillin allergy.

This will help keep a tragedy like Jessie’s death from ever happening again by ensuring that, when individuals are open about their past addiction, healthcare providers will have access to the information that they need to provide medically appropriate care and save lives.

WORLD INTELLECTUAL PROPERTY DAY

Mr. GRASSLEY. Madam President, today, April 26, 2018, we celebrate World Intellectual Property Day and recognize the important role intellectual property plays in the fabric of society. We take time to recognize the innovators and creators who are making our lives healthier, safer, and more productive through their creativity and the robust system of intellectual property protections enshrined in our laws.

This year’s World Intellectual Property Day campaign in particular celebrates the women who are driving change and innovation for better though innovation in so many fields including science, healthcare, art, engineering, and design, just to name a few.

Inspiring contributions from countless women are powering innovation in our world. For example, Helen Murray Free was inducted into the National Inventor’s Hall of Fame in 2000 and awarded the national medal of technology in 2010 for her pioneering work in self-testing systems for diabetes. She received seven patents for her work. Iowa’s own Mary Florence Potts also used the American patent system to protect three of her inventions. Her work improved the safety of common household appliances, and her novel iron design was even displayed at the 1876 World’s Fair in Philadelphia. Elise Harmon holds numerous patents for technology, ranging from microproduction to high-altitude carbon brush performance. Our intellectual property system must continue to protect and reward the work of women like Helen Murray Free, Mary Florence Potts, and Elise Harmon.

We need to continue creating an environment where innovative, creative women are empowered, connected, and celebrated. This involves ensuring a robust, inclusive intellectual property system that fosters and rewards innovation and the widespread ingenuity that has made America a leading force in the global economy.

The Founding Fathers recognized that robust intellectual property infrastructure fosters creative talent and enhances innovative spark. Article I, section 8 of the Constitution says “Congress shall have power . . . to promote the progress of useful arts, by securing for limited times to authors and inventors the exclusive right to their respective writings and discoveries.” Placing this authority within Congress’s enumerated powers underscores the importance of promoting innovation, by securing for limited times to authors and inventors the exclusive right to their respective writings and discoveries.

As a result, America has long been on the forefront of intellectual property and a leader in so many IP-intensive fields. Our IP system is one that rightly rewards creativity and passion, characteristics common to so many Americans.

Intellectual property is also critical to our national economy because it fuels innovation that improves lives and creates jobs. The IP is one of the most dynamic and innovative countries in the world. Our Nation’s success in areas such as agriculture, manufacturing, computer technology, and medicine can be traced back to the measures to ensure the creation and protection of intellectual property. In our modern, innovation economy, patents, trademarks, copyrights, trade secrets, and other forms of IP are more critical than ever. IP protections and incentives drive enormous economic activity and development, helping assure America’s place as an economic and intellectual beacon to the world.

According to the U.S. Commerce Department, IP-intensive industries account for more than 45 million direct and indirect U.S. jobs, nearly a third of the workforce—and almost 40 percent of U.S. GDP. In addition, these jobs pay well. Average weekly wages in IP-intensive industries are 46 percent higher than in non-IP-intensive fields.

As a society, we depend on innovators not just to fuel our economy, but to make our lives better and to solve the challenges we face. These innovators, in turn, depend on different forms of intellectual property.

The Judiciary Committee plays an important role in protecting intellectual property. The committee exercises jurisdiction over our Nation’s intellectual property laws, including those governing patents, trademarks, and copyrights. We owe it to our legislatures that helps to ensure that intellectual property rights continue to promote jobs and innovation. The committee also exercises important oversight of the Patent and Trademark Office, the Office of the Intellectual Property Enforcement Coordinator, and numerous law enforcement entities charged with protecting IP. Just last week, we held an oversight hearing with Director
In spite of all these significant firsts, Vel Phillips is perhaps best known for initiating the long but ultimately successful fight to outlaw housing discrimination in Milwaukee. Until the late 1960s, landlords freely refused to rent or sell property to people of color. Even when African Americans attempted to sell property to people of color, banks routinely rejected their loan applications. As a result, African Americans lived almost exclusively in one run-down neighborhood on Milwaukee’s near north side.

In 1962, Vel introduced the city’s first ordinance to prohibit discrimination in housing. The council promptly rejected it by a vote of 18 to 1. She tried three additional times over the next 6 years with the same result. The Milwaukee NAACP Youth Council and The Rev. James Groppi took up her cause in 1967 and organized 200 consecutive nights of protests in support of her ordinance. When her colleagues adopted a watered-down version of an open housing ordinance in an attempt to make the protests stop, Vel told them, “Thanks for nothing. You are very much too late and very much too little.”

The council finally passed a strong open housing ordinance in 1968, after the assassination of the Rev. Dr. Martin Luther King, Jr., spurred Congress to pass the national Fair Housing Act. Following her retirement from public office, Vel remained involved in important causes, speaking up when she saw injustice, protesting when necessary, and educating students from all over the world.

Public servant, trailblazer, activist, icon, and pioneer are all words that only begin to describe Vel Phillips’ contributions to the fight for equality in Wisconsin. While history will forever remember her for her string of momentous firsts, her greatest legacy will be the many women who run for elective office or the countless African Americans who live throughout the city thanks to the seemingly insurmountable barriers she shattered.

Vanderbilt is a very special university, one that produces student-athletes of exceptional character and integrity. These are student-athletes that have pride in themselves and their school, in both academics and athletics. In fact, Kristin Quah of the Commodore bowling team was recently named to the NCAA’s Elite 90 Award for having the highest grade point average at the championships, a 3.953, while double majoring in biomedical and electrical engineering. Seven members of the team were recently named to the spring sports All SEC Academic Honor Roll.

I am filled with pride for my alma mater, and I wish the bowling team and all of Vanderbilt University the best.

This achievement would not have been possible without the hard work, talent, and teamwork of the following outstanding student-athletes: Kelsey Abrahamsen, Maria Bulanova, Samantha Gainor, Bryanna Leyen, Jordan Newman, Ariana Perez, Lauren Potechin, Kristin Quah, Emily Rigney, Katie Stark, and Adel Wahner.

These student-athletes were coached and mentored by a dedicated team of coaches and athletic department staff, including head coach John Williamson; assistant coach and former All-American Josie Earnest Barnes; associate athletic director and sport administrator Kevin Colon; strength and conditioning coach Darren Edgington; facility manager Ken Moore; academic counselor Cassandra Johnson; athletic trainer Alya Burston; and volunteer sports information director Rod Williamson.

I would also like to acknowledge chancellor Nicholas S. Zeppos; vice chancellor and athletics director David Williams II; deputy athletics director Candice Storey Lee; and senior associate athletics directors Lori Alexander; and Martin Salamone for their vision and leadership.

Mr. President, Commodores. We are proud of you.

ADDITIONAL STATEMENTS

CONGRATULATING THE VANDERBILT UNIVERSITY WOMEN’S BOWLING TEAM

- **Mr. ALEXANDER.** Madam President, as a fellow Commodore, I would like to congratulate the Vanderbilt University women’s bowling team on winning the National Collegiate Athletic Association, NCAA, championship, the second national championship for the women’s bowling program and the fourth national championship in Commodore athletic history.

  John Williamson, the head coach of this program for 14 years, has done an excellent job of training and guiding these student-athletes. He has worked hard to build this program from its inception in 2004 into one that annually contends for championships.
TRIBUTE TO LINDA LOMBARDI
- Mr. BARRASSO. Madam President, I would like to take the opportunity to express my appreciation to Linda for her hard work as an intern in my Casper office. I recognize her efforts and contributions to my office, as well as to the State of Wyoming.

Linda is a native of Arizona. She is a student at Casper College, where she is studying general studies. She has demonstrated a strong work ethic, which has made her an invaluable asset to our office. The quality of her work is reflected in her great efforts over the last several months.

I want to thank Linda for the dedication she has shown while working for me and my staff. It was a pleasure to have her as part of our team. I know she will have continued success with all of her future endeavors. I wish her all my best on her next journey.

TRIBUTE TO NICOLE PECK
- Mr. BARRASSO. Madam President, I would like to take the opportunity to express my appreciation to Nicole for her hard work as an intern in the Senate Republican Policy Committee. I recognize her efforts and contributions to my office, as well as to the State of Wyoming.

Nicole is a native of Jackson. She is a sophomore at Georgetown University. She has demonstrated a strong work ethic, which has made her an invaluable asset to our office. The quality of her work is reflected in her great efforts over the last several months.

I want to thank Nicole for the dedication she has shown while working for me and my staff. It was a pleasure to have her as part of our team. I know she will have continued success with all of her future endeavors. I wish her all my best on her next journey.

TRIBUTE TO EMMA ROGERS
- Mr. BARRASSO. Madam President, I would like to take the opportunity to express my appreciation to Emma for her hard work as an intern in my Casper office. I recognize her efforts and contributions to my office, as well as to the State of Wyoming.

Emma is a native of Arizona. She is a student at Casper College, where she is going to study political science. She has demonstrated a strong work ethic, which has made her an invaluable asset to our office. The quality of her work is reflected in her great efforts over the last several months.

I want to thank Emma for the dedication she has shown while working for me and my staff. It was a pleasure to have her as part of our team. I know she will have continued success with all of her future endeavors. I wish her all my best on her next journey.

TRIBUTE TO CONROY STOUT
- Mr. BARRASSO. Madam President, I would like to take the opportunity to express my appreciation to Conroy for his hard work as an intern in my Washington, DC office. I recognize his efforts and contributions to my office, as well as to the State of Wyoming.

Conroy is a native of Cheyenne. He attended the University of Wyoming for both undergraduate and graduate studies, where he studied communications and political science. He has demonstrated a strong work ethic, which has made him an invaluable asset to our office. The quality of his work is reflected in his great efforts over the last several months.

I want to thank Conroy for the dedication he has shown while working for me and my staff. It is a pleasure to have him as part of our team. I know he will have continued success with all of his future endeavors. I wish him all my best on his journey.

TRIBUTE TO EMILY TETER
- Mr. BARRASSO. Madam President, I would like to take the opportunity to express my appreciation to Emily for her hard work as an intern in my Washington, DC office. I recognize her efforts and contributions to my office, as well as to the State of Wyoming.

Emily is a native of Wheatland. She is a junior at the University of Wyoming, where she is studying psychology and criminal justice. She has demonstrated a strong work ethic, which has made her an invaluable asset to our office. The quality of her work is reflected in her great efforts over the last several months.

I want to thank Emily for the dedication she has shown while working for me and my staff. It was a pleasure to have her as part of our team. I know she will have continued success with all of her future endeavors. I wish her all my best on her next journey.

TRIBUTE TO ANDY ANDERSON
- Mr. DAINES. Madam President, this week, I have the honor of recognizing Andy Anderson for his over 60 years of commitment to being the go-to barber in Judith Basin County.

Andy grew up in Harlowton but spent a few years in Twin Dot, where his parents worked as ranchers. After turning 17, Andy went to barber school in Washington but swiftly moved back to the State of Montana. The quality of his work is reflected in his great efforts over the last several months.

I want to thank Andy for the dedication he has shown while working for me and my staff. It was a pleasure to have him as part of our team. I know he will have continued success with all of his future endeavors. I wish him all my best on his journey.

TRIBUTE TO ALAN GERSHENHORN
- Mr. PERDUE. Madam President, today I would like to recognize the career and service of Mr. Alan Gershenhorn, a 38-year veteran of United Parcel Service. Mr. Gershenhorn started his career as a part-time package handler in Houston, TX, and has since held a number of positions within the company, including his most recent position as UPS’s executive vice president and chief commercial officer. He has been a member of the UPS management committee since 2007.

In addition to his corporate responsibilities, Mr. Gershenhorn served as a delegate to the World Business Council for Sustainable Development and as a delegate to the United Nations Commission on Sustainable Development. He has also been a strong advocate for sustainable practices and has helped to drive the development of the company’s environmental initiatives. Mr. Gershenhorn is a true leader in the industry and a role model for others to follow.

TRIBUTE TO ROBERT KEEN
- Mr. Risch. Madam President, I would like to take the opportunity to express my appreciation to Robert Keen for his hard work as an intern in my Boise office. I recognize his efforts and contributions to my office, as well as to the State of Idaho.

Robert is a native of Jerome. He attended the University of Idaho for both undergraduate and graduate studies, where he studied communications and political science. He has demonstrated a strong work ethic, which has made him an invaluable asset to our office. The quality of his work is reflected in his great efforts over the last several months.

I want to thank Robert for the dedication he has shown while working for me and my staff. It was a pleasure to have him as part of our team. I know he will have continued success with all of his future endeavors. I wish him all my best on his journey.

TRIBUTE TO SCOTT STOUT
- Mr. BARRASSO. Madam President, I would like to take the opportunity to express my appreciation to Scott Stout for his hard work as an intern in my Casper office. I recognize his efforts and contributions to my office, as well as to the State of Wyoming.

Scott is a native of Jackson. He attended the University of Wyoming for both undergraduate and graduate studies, where he studied communications and political science. He has demonstrated a strong work ethic, which has made him an invaluable asset to our office. The quality of his work is reflected in his great efforts over the last several months.

I want to thank Scott for the dedication he has shown while working for me and my staff. It was a pleasure to have him as part of our team. I know he will have continued success with all of his future endeavors. I wish him all my best on his journey.

TRIBUTE TO EMILY TETER
- Mr. BARRASSO. Madam President, I would like to take the opportunity to express my appreciation to Emily for her hard work as an intern in my Washington, DC office. I recognize her efforts and contributions to my office, as well as to the State of Wyoming.

Emily is a native of Wheatland. She is a junior at the University of Wyoming, where she is studying psychology and criminal justice. She has demonstrated a strong work ethic, which has made her an invaluable asset to our office. The quality of her work is reflected in her great efforts over the last several months.

I want to thank Emily for the dedication she has shown while working for me and my staff. It was a pleasure to have her as part of our team. I know she will have continued success with all of her future endeavors. I wish her all my best on her next journey.

TRIBUTE TO ANDY ANDERSON
- Mr. DAINES. Madam President, this week, I have the honor of recognizing Andy Anderson for his over 60 years of commitment to being the go-to barber in Judith Basin County.

Andy grew up in Harlowton but spent a few years in Twin Dot, where his parents worked as ranchers. After turning 17, Andy went to barber school in Washington but swiftly moved back to the State of Montana. The quality of his work is reflected in his great efforts over the last several months.

I want to thank Andy for the dedication he has shown while working for me and my staff. It was a pleasure to have him as part of our team. I know he will have continued success with all of his future endeavors. I wish him all my best on his journey.

TRIBUTE TO ALAN GERSHENHORN
- Mr. PERDUE. Madam President, today I would like to recognize the career and service of Mr. Alan Gershenhorn, a 38-year veteran of United Parcel Service. Mr. Gershenhorn started his career as a part-time package handler in Houston, TX, and has since held a number of positions within the company, including his most recent position as UPS’s executive vice president and chief commercial officer. He has been a member of the UPS management committee since 2007.

In addition to his corporate responsibilities, Mr. Gershenhorn served as a delegate to the World Business Council for Sustainable Development and as a delegate to the United Nations Commission on Sustainable Development. He has also been a strong advocate for sustainable practices and has helped to drive the development of the company’s environmental initiatives. Mr. Gershenhorn is a true leader in the industry and a role model for others to follow.
trustee of the UPS Foundation. As trustee, he oversaw investments of more than 2.6 million volunteer hours and $116 million in direct and in-kind donations to communities in need around the world in 2016.

Mr. Gershenhorn worked to increase diversity at UPS and to create a welcoming and inclusive environment for all. In addition to supporting UPS’s business resource groups that championed employees from a wide array of backgrounds, he also served in a leadership role in the Rainbow Resource Group at UPS.

UPS CEO David Abney recognized Mr. Gershenhorn’s impact on UPS as “triumphant.” UPS president of global public affairs Laura Lane noted that he is an “outstanding leader who encourages and empowers the people around him.” There is no doubt that Mr. Gershenhorn’s vision and strategic leadership have played an integral role in UPS’s growth over the last 38 years.

I am proud to recognize Mr. Gershenhorn’s true lifetime of achievement and example of the American dream. Mr. Gershenhorn contributed to the dreams of others in every position he held. I congratulate Mr. Gershenhorn on his nearly four decades of service and wish him the very best in retirement.

FUTURE MEMBERS OF THE ARMED FORCES

Mr. PORTMAN. Madam President, I wish to honor 591 high school seniors in 12 northeast Ohio counties for their decision to enlist in the U.S. Armed Forces. Of these 591 seniors, 163 will enter the Army, 134 will enter the Marine Corps, 107 will enter the Navy, 19 will enter the Air Force, 7 will enter the Coast Guard. 153 will enter our Ohio Army National Guard, and 8 will enter the Ohio Air National Guard. In the presence of their parents-guardians, high school counselors, military leaders, and city and business leaders, all 591 will be recognized on May 9, 2018, at the Northeast Ohio Foundation for Patriotism “Our Community Salutes” event.

In a few short weeks, these young men and women will join with many of their classmates in celebration of their high school graduation. At a time when many of their peers are looking forward to pursuing vocational training or college degrees or are uncertain about their futures, these young men and women instead have chosen to dedicate themselves to military service in defense of our rights, our freedoms, and our country. They should know that they have full support of this Senate Chamber and the American people who are with them in whatever challenges may lie ahead.

These 591 young men and women are the cornerstone of our liberties. It is thanks to their dedication and the dedication of an untold number of patriots just like them that we are able to meet here today in the U.S. Senate and openly debate the best solutions to the many diverse problems that confront our country. It is thanks to their sacrifices that the United States of America remains a beacon of hope and freedom in a dangerous world. We are grateful to them, and we are grateful to their parents and their communities for instilling in them not only the mental and physical abilities our Armed Forces require, but also the character, the values, and the discipline that leads someone to put service to our Nation over self.

I ask to have printed in the RECORD the names of the 591 high school seniors.

The material follows:

UNITED STATES ARMY—163

Aguerreero—Jefferson; Allen—North Canton; Allen—Poland; Ambiz—Ashtabula; Ashley—Newberry; Babcock—Ravenna; Bane—Barberton; Bansek—Lorain; Beckley—Youngstown; Benco—North Ridgeville; Besosa Cortes—Brooklyn; Black—New Waterford; Biford—Brook Park; Bost—East Liverpool; Bowser—East Palestine; Bradford—Oakwood Village; Branch—Cleveland; Brandenburg—Broadview Heights; Breeds—Lorain; Brown—Wooster; Bush—Columbia Station; Bush—Uniontown; Calhoun— Medina; Campbell—Kent; Cardarelli—Youngstown; Carducci—Ashtabula; Casenhiser—New Franklin; Chaplin—Euclid; Cheung—Cleveland; Ciba—Kent; Clark—Parma; Coker—Cleveland; Comb— Parma; Crawford—Avon Lake; Creacraft—Hubbard; Cross—Youngstown; Daley—Salem; Dea—North Royalton; Dilling—Ashtabula; Downing—Garretsville; Driggs—Canton; Duncan—Cleveland Heights; Ellis—Cleveland; Facemyer—Elyria; Fanara—Stow; Garrow—Columbia Station; Gillespie—Conneaut; Gilman—Lakewood; Grace—Struthers; Greer—Parma Heights; Gregg—Lorain; Griffith—Hartville; Griffith—Girard; Groat—Medina; Gross—Brunswick; Hall—Ashtabula; Hall—Mayfield Heights; Hanson—Westlake; Harris—Youngstown; Heestand—Alliance; Hendren—Akron; Hively—Canton; Holdridge—Medina; Holocker—Parma; Hunker—Oberlin; Ice—Lorain; Jacobs—Cleveland; Jacobs—Parma; Jakes—Cleveland Heights; Johnson III—Cleveland; Johnston; Cuyahoga Falls; Jones—Euclid; Jones—LaGrange; Kauffman—Millersburg; Kessler—Wassworth—North; Konjovic—Norton; Lar—Akron; Laubacher—Louisville; Lednik—Elyria; Lennerth—LaGrange; Lessera—Akron; Lites—Litchfield; Lin—Elyria; Lohr—Avon Lake; Loosemore—Youngstown; Lopez—Dearborn; Malone—Cleveland; Medina—North Ridgeville; Miller—New Franklin; Miller—Canton; Minarchick—Brunswick; Morales—Wickliffe; Morris—Bellevue; Morrison—Smithville; Multunan—Brunswick; Murphy—Saloon; Ochenkowski—Lorain; Palmer—Canton; Parker—Beach City; Parks—Avon Lake; Patterson—Medina; Perez—Wooster; Pestka—Doylestown; Peters—Vermilion; Peters—Youngstown; Poling—Niles; Potasz—Masury; Preil—Parma; Proctor—Ashtabula; Rambo—Columbiana; Ramsay—Wadsworth; Reis—North Olmsted; Reyes—Cleveland Heights; Reynolds—Elyria; Rhodes—Amherst; Robinson—Cleveland; Robinson—Macedonia; Rogovin—Bellevue; Saiyaly—New Franklin; Samela—Cuyahoga Falls; Santos—Elyria; Schell—Conneaut; Sharier—Barberton; Shing—Wooster; Shroat—Eastlake; Singer—Elyria; Smith—Columbus Station; Smith—Akron; Smith—Lake Milton; Smith—East Liverpool; Smithers—Cuyahoga Falls; Spagaling—Akon; Spoon—Orwell; Stewart—North Canton; Stianovich—Youngstown; Stockwell—Akon; Stokes—Barberton; Summers—Cleveland; Strogier—Campbell; Tanner—Medina; Tindel—Akron; Townsley—Elyria; Traster—Lorain; Tun—Akon; Upperman—North Canton; Vandoren—Orville; Vinson—Barberton; Wallbrown—New Franklin; Wesner—Medina; Weston—Canton; White—Cleveland; White—Elyria; Williamson—Strongsville; Williams—Canal Fulton; Williams—Youngstown; Wilson—Mentor; Withers—Columbiana; Wolf—Malvern; Word—Parma; Wray—Akon; Wright—Cleveland; Wyley—Cleveland; Yarian—Alliance; Zeisler—Youngstown.

UNITED STATES MARINE CORPS—134

Aron—Solon; Aviles—Cleveland; Bailey—Akon; Baileyperschka—Conneaut; Bartek—Ravenna; Bates—Barberton; Benson—Medina; Berry—Tallmadge; Berryhill—Aurora; Bush—Madison; Bjornholm—Painesville; Block—Akon; Bolton—Akron; Britton—Conneaut; Buckett—Atwater; Bryan—Perry; Byrne—Cleveland Heights; Burianek—Brunswick; Burton—Painesville; Byer—Jefferson; Casey—Ashtabula; Chandler—Medina; Chilfou—Geneva; Clapp—Wooster; Cochran—Lakewood; Cotter—Copley; Dages—Kirtland; Deguzmanacacho—Cleveland; DeMarco—Medina; Douglas—Mantua; Dunn—Creston; Durak—Ravenna; Elmore—Medina; Elswick—Chardon; Fedor—Aurora; Friedmann—Strongsville; Galore—Parma; Gill—LaGrange; Goulbourne—Bedford Heights; Griffin—Cleveland; Guttlepie—Canton; Hamm—Solon; Harris—Maple Heights; Harris—Stow; Harris—Bedford; Harris—Akon; Hartman—Newbury; Hatchell—Garfield Heights; Hayes—Fairview Park; Haywood—Bedford; Heathfield—Cleveland; Heisel—Brookpark; Helton—Medina; Helton—Rittman; Hemmi—Jefferson; Henry—Cleveland; Hernandez Cendon—Cleveland; Hickman—Akon; Hiott—Mentor-on-the-Lake; Hodgdon—Orville; Hotz—North Olmsted; Howe—Akon; Huffman—Painesville; Jacobs—Dorset; Jones—Bedford; Jones—Barberton; Juist—Madison; Kame—Brookpark; Kay—Macedonia; Kerr—Madison; Knight—Akon; Konzol—Lorain; Lee—Cleveland Heights; Leipold—Cuyahoga Falls;
S2482
CONGRESSIONAL RECORD — SENATE
April 26, 2018

Lindsay—Akron; Lively—Cleveland; Lor—Atwater; Lynham—toes—Austintown; Mabee—Akron; Mack—Akron; Mancuso—Akron; Mannino—Ashtabula; Marallo—Lyndhurst; Marshall—Copley; Martinseugnes—Cleveland; Mayo—Kirtland; Mcke—Jefferson; Michalske—Mid-dohre—Heights; Miller—Akron; Miller—Willoughby; Mitchem—East Cleveland; Munaretto—Men- tor; Nemi—Jefferson; Orantes—Akron; Otis—Cleveland; Palmer—Chagrin Falls; Pamer—Mogadore; Papp—Brookpark; Park—Warrenville Heights; Pemberton—Chagrin Falls; Perdue—Me-dina; Plaza—Westlake; Price—Copley; Proct or—Akron; Reeves—Akron; Richmon—Conneaut; Rodriguez—Columbus; Scales—Shak er Heights; Schafer—Madison; Scott—Rock Creek; Sears—Cuyahoga Falls; Severs—Akron; Shelton—Akron; Shipton—Akron; Skye— Mogadore; Spencer—Barberton; Stewart—Smithville; Sutton—Atwater; Taylor—Painesville; Thomas—Strongsville; Tisdale—Conneaut; Toth—Ash tubula; Troyer—Apple Creek; Vanbrunt—Orville; Wagner—North Olmsted; Wiley—Warrensville Heights; Wilkins—Orville; Wilson—Chardon; With ers—Akron; Wooster—North Olmsted; Wroght—Bedford; Zdanewicz—Windham; Zmae—Clev eand; UNITED STATES NAVY—107 Adkins—North Olmsted; Baker—Warren; Berry—Willoughby; Bhagm—Lorain; Bews—Girard; Bolha—Austintown; Bolto—Middlefield; Boyd—Farnedale; Burns—Ashスタ; Buzzelli—Austintown; Byczek—Lakewood; Cattrell—Jefferson; Canta—Westlake; Caraballo—Lorain; Cate—Parma; Chase—North Royalton; Clark—Middlefield; D’Amico—Mineral Rock; Davies—Painesville; Dawes—Geneva; Der—Newton Falls; Dudra—Fairview Park; Dy—Lorain; Elttingham—Geneva; Eno—Ashスタ; Evantich—Elyria; Everding—Parma; Ferguson—Youngstown; Fisher—Cleveland Heights; Fitzpatrick—North Jackson; Fuest—Chardon; Garrido—Ashtabula; Glagola—Parma; Gustovich—Girard; Hanson—Burton; Har per—Cleveland; Harris—Michetti—Fowler; Henderson—Newtown; Hernandes—Elyria; Holderman—Warren; Hove—Mentor; Huffman—Elyria; Hunchuck—Geneva; Ingram—Niles; Jakupca—Mentor; Johnson—Cleveland; Johnson—Elyria; Josselson—Parma; Kamsing—Madison; Karp—Avon Lake; Kenney—Girard; Keyes—Ashtabula; Kidd—Wellington; Kolarik—Broadview Heights; Kowalski—Mentor; Krist—Rocky River; Kroese—Nor wall; LaFla—Mentor; Long—LaGrange; Loxizak—Parma; Luo—Cleveland; Maldonado—Geneva; Mcminn—Mentor; McNally—Boardman; Mekay—Niles; Merriman—Mentor; Mickus—Painesville; Morgan—Lorain; Myers III—Fowler; Nebe—Mentor; Neeham—Youngstown; O’Neill—North Olmsted; Pastor—Mentor; Price—Westlake; Prochko—Parma; Rado—Parma; Ragland—East Cleveland; Rangel—Aguirre—Perry; Reilly—Westlake; Reynolds—Hubbard; Rodrigues—Parma; Ross—Painesville; Rutledge—Boardman; Schug—Painesville; Schmitz—Mentor; Sexton—Youngstown; Sharp Jr.—Lyndhurst; Shoaff—Parma; Shultz—Sales; Slifko—Hubbard; Smith— Parma; Snowbrick—Bay Village; Sverko— Kirtland; Thistlewaite—Columbiana; Tripoli— Haron; Vandenborg—Chardon; Veze—Lakewood; Voll—Parma Heights; Walker—Andover; Wear—Brecksville; Weber—Huron; Wells—Lyndhurst; Williams—Cleveland Heights; Wilson—Can field; Windelespecht—Brecksville; Zborowski—Madison; UNITED STATES AIR FORCE—19 Barnes—Wickliffe; Casto—Cuyahoga Falls; Dueing—Painesville; Fisher—Uniuont; Kaiser—Akron; McElwoney—Akron; Polosky—Uniuont; Robinson—Cuyahoga Falls; Rojas—South Euclid; Romine—Akron; Schedler—Stow; Schlos—Akron; Shaver—Munro; Falls; Slater—Euclid; Spencer—Sil ver Lake; Staley—Rittman; Washko—Stow; Yovanovich—Barberton; UNITED STATES COAST GUARD—7 Crawford—North Riverside; Langer—Con cord; Nelson—Clyde; Robles—Berlin Heights; Slagle—Sales; Smith—North Ridgeville; Tryon—Eastlake; OHIO ARMY NATIONAL GUARD—153 Anderson—Lakewood; Anthony—Andover; Arnold—Lorain ; Aumann—Mentor; Barros—Lorain; Baxter—Maple Heights; Berndt—Bristolville; Black—Massillon; Bouchonville—Oberlin; Bradford—Brook Park; Bradford—Brook Park; Brady—Massillon; Brown—Cleveland; Carlson—Fairview Park; Carper—Akron; Chase—Youngstown; Chen—Cleveland; Church—Euclid; Cook—Cuyahoga Falls; Cooen—Avon; Copley—Barberton; Coreno—Cleveland; Corriere—Akron; Cox—Youngstown; Cozens—Madison; Cromer—West Salem; Cubertson—Rock Creek; Dahler—Berlin Center; Dalessandro—Woos ter; Dalton—Andover; Dampier—Elyria; Daniel—Heywood; Davidson—Cleveland; Deleon—Amhurst; Deleon—Alliance; Delsanter—Richmond Heights; Depasquale—Canton; Dibo—Boardman; Diebenibaugh—Hartville; Dragos—Niles; Dreher—Minerva; Dunay— Chardon; Ehrlich—Strongsville; Estrada—Cleveland; Estrada—Ohio; Estrada—Cleveland; Fein—Elyria; Ferguson—Euclid; Freeman—Canfield; Fuentes—Broadview Heights; Gallagher—Brook Park; Gassama—Cleveland; Gehret—Alliance; George—Hubbard; Gibson—Elyria; Glover—Bay Village; Goins—Tailmage; Gonzales—Sanabria—Lorain; Goodson—Euclid; Grubs—North Olmsted; Gunter—Elyria; Grinn—Barberton; Hadley—Cleveland; Henderson—Kent; Hladun—Berlin Center; Hoyte—Akron; Huff—Shaker Heights; Huff—Alliance; Huffman—Wolcott; Hughes—Alliance; Irizarry—Lorain; Isaac—Solon; Jones—Rock Creek; Kamula—Akron; Kinne—Tailmage; Kline—Akron; Kubalski—Stow; Kuprill—Alliance; Lane—Fredericksburg; Lara—Olmed Fales; Lewis—Broadview Heights; Love—Cleveland; Low—Lorain; Luck—Baker—Elyria; Mahaney—North Ridgeville; Martin—Elyria; Martz—Brooklyn; Martinez—Cleveland; McCrory—Kirtland; McCullough—La Grange; McEatcher—Lorain; Magonegal—Cleveland; Meder—Brook Park; Meyers—Clinton; Mondy—Cleveland; Monig—Alliance; Monn— Parma; Morrow—Avon Lake; Morton— Warrensville; Murrell—Cleveland; Napi— Alliance; Occhionero—Pepper Pike; Osorio—Ash tutula; Owen—Elyria; Pacheco—Columbiana Station; Palmer—Lakewood; Pawc—Warren; Perryman—Elyria; Pilch—Brook Park; Rader—Elyria; Reaves—Lakewood; Rendon—Youngstown; Rhea—Creston; Richards—Cleveland; Rittenour—Warren; Robbins—Ashtabula; Roh—Cleveland; Robin—Northfield; Robison—Warren; Rose—Leavittsburg; Rosenlund—Euclid; Rossi—Stow; Rowe—Bay Village; Russo—Boardman; Sandell—Conneaut; Schabel—Brunswick; Scott—Mall Heights; Scott—Deerfield; Shaffstall—Welling ton; Shnees—Lisville; Shre—Jefferson; Shapp—Andover; Skipper—Grafton; Slot—Ashスタ; Smith—Akron; Stanley—Ravenna; Strifler—Massillon; Sunay—Akron; Teeple—Newton Falls; Thomas—Massillon; Thompson—Windham; Tolbert—Cleveland; Torres—North Olmsted; Trzubkowski—Brook Park; Udell—Andover; Valdez—Tallmadge; Van—Uniontown; Ward—Euclid; Watson—Elyria; Wheeler—Akron; Westecar—Strongsville; Wilson—Cleveland; Wood—Amherst; Young—Warren; OHIO AIR NATIONAL GUARD—8 Bushwaige—Stow; Eash—Massillon; Fissel—Middlefield; Heards—Alliance; Miles—Canton; Rason—Amherst; Tector—Medina; Torres—North Olmsted; RECOGNIZING ANDYMARK • Mr. YOUNG. Madam President, as a member of the Committee on Small Business and Entrepreneurship, I am proud to recognize our hard-working Hoosiers and their vital contributions to our economy during National Small Business Week. This week, I would like to recognize AndyMark, a successful Indiana small business that provides Hoosiers with innovative and competitive robotics products. AndyMark is located in Ko komo, IN, where their staff, who have over 200 years of combined experience, support the Hoosier robotics industry. AndyMark recently announced it is hiring more employees as a result of tax reform. It is important that we continue to support and protect Hoo sier small businesses like AndyMark by advancing policies that will help our small and medium-sized businesses grow. • MESSAGES FROM THE PRESIDENT Messages from the President of the United States were communicated to the Senate by Ms. Ridgway, one of his secretaries. EXECUTIVE MESSAGES REFERRED In executive session the Presiding Of ficer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the appropriate committees.
The messages received today are printed at the end of the Senate proceedings.

MESSAGES FROM THE HOUSE

At 10:20 a.m., a message from the House of Representatives, delivered by Mr. Novotny, one of its reading clerks, announced that the House has passed the following bills, in which it requests the concurrence of the Senate:

H.R. 3144. An act to provide for operations of the Federal Columbia River Power System pursuant to a certain operation plan for a specified period of time, and for other purposes.

H.R. 4009. An act to authorize the Board of Regents of the Smithsonian Institution to plan, design, and construct a central parking facility on National Zoological Park property in the District of Columbia.

H.R. 5447. An act to modernize copyright law, and for other purposes.

ENROLLED BILL SIGNED

At 12:39 p.m., a message from the House of Representatives, delivered by Mr. Novotny, one of its reading clerks, announced that the Speaker of the House of Representatives has signed the following enrolled bill:

S. 447. An act to require reporting on acts of certain foreign countries on Holocaust era assets and related issues.

The enrolled bill was subsequently signed by the President pro tempore (Mr. HATCH).

MEASURES REFERRED

The following bills were read the first and the second times by unanimous consent, and referred as indicated:

H.R. 3144. An act to provide for operations of the Federal Columbia River Power System pursuant to a certain operation plan for a specified period of time, and for other purposes; to the Committee on Environment and Public Works.

H.R. 4009. An act to authorize the Board of Regents of the Smithsonian Institution to plan, design, and construct a central parking facility on National Zoological Park property in the District of Columbia; to the Committee on Rules and Administration.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents; and were referred as indicated:

EC–5045. A communication from the Assistant Secretary of Defense (Special Operations and Low Intensity Conflict), transmitting, pursuant to law, a report entitled “Report on Steps and Protocols Related to the Rescue, Care, and Treatment of Captives of the Islamic State”; to the Committee on Armed Services.

EC–5046. A communication from the Secretary of the Treasury, transmitting, pursuant to law, a six-month periodic report on the national emergency with respect to the stabilization of Iraq that was declared in Executive Order 13383 of May 22, 2005; to the Committee on Banking, Housing, and Urban Affairs.

EC–5048. A communication from the Program Specialist, Office of the Comptroller of the Currency, Department of the Treasury, transmitting the report of a rule entitled “Rule to Increase the Appraisal Threshold for Commercial Real Estate Transactions” (RIN 1557–AE19) received during adjournment of the Senate on April 20, 2018; to the Committee on Banking, Housing, and Urban Affairs.

EC–5049. A communication from the Secretary of Energy, transmitting proposed legislation; to the Committee on Energy and Natural Resources.

EC–5050. A communication from the Director of Congressional Affairs, Office of Nuclear Reactor Regulation, Nuclear Regulatory Commission, transmitting, pursuant to law, the report of a rule entitled “Compliance with Order EA–12–049, Order Modifying Licenses with Regard to Requirements for FM-Uplink (Beyond-Design-Basis External Events)” (JLD–ISG–20012–01, Revision 2) received during adjournment of the Senate in the Office of the President of the Senate on April 24, 2018; to the Committee on Environment and Public Works.

EC–5051. A communication from the Chief of the Publications and Regulations Branch, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule entitled “2017 Section 45K(d)(2)(C) Reference Price” (Rev. Proc. 2018–32) received during adjournment of the Senate on April 24, 2018; to the Committee on Finance.

EC–5052. A communication from the Secretary of Education, transmitting, pursuant to law, the report of a rule entitled “Definitions and Selection Criteria That Apply to Direct Grant Programs” (RIN1855–AA13) received in the Office of the President pro tem­pore of the Senate; to the Committee on Health, Education, Labor, and Pensions.

EC–5053. A communication from the Assistant General Counsel for Regulatory Affairs, Pension Benefit Guaranty Corporation, transmitting, pursuant to law, the report of a rule entitled “Amendments to the Plan of Adequacy for Terminated Single-Employer Plans; Interest Assumptions for Paying Benefits” (29 CFR Part 4202) received in the Office of the President of the Senate on April 19, 2018; to the Committee on Finance.

EC–5054. A communication from the President, African Development Foundation, transmitting, pursuant to law, the Annual Report of the Inspector General for the period from October 1, 2016 through September 30, 2017; to the Committee on Homeland Security and Governmental Affairs.

EC–5055. A communication from the Acting Director, Office of Economic Impact and Div­ersity, Department of Energy, transmitting, pursuant to law, the Department’s fiscal year 2017 report relative to the Notifica­tion and Federal Employee Antidiscrimina­tion and Retaliation Act of 2002 (No FEAR Act); to the Committee on Homeland Security and Governmental Affairs.

EC–5056. A communication from the Associate General Counsel for General Law, Department of Homeland Security, transmitting, pursuant to law, two (2) reports relative to the validation of the Homeland Security, received in the Office of the President of the Senate on April 25, 2018; to the Committee on Homeland Security and Governmental Affairs.

EC–5057. A communication from the Deputy Chief, Wireless Telecommunications Bu­reau, Federal Communications Commission, transmitting, pursuant to law, the report of a rule entitled “Auction of Cross-Service FM Translator Construction Permits Scheduled for May 15, 2018; Notice of Requirements, Minimum Opening Bids, Upfront Pay­ments, and Other Procedures for Auction 99” ((AU Docket No. 17–143) (DA 18–260)) received in the Office of the President of the Senate on April 25, 2018; to the Committee on Com­merce, Science, and Transportation.

EC–5058. A communication from the Deputy Chief, Wireless Telecommunications Bu­reau, Federal Communications Commission, transmitting, pursuant to law, the report of a rule entitled “Connect America Fund Universal Service Reform Act of 2015; Second Order on Reconsideration” ((WT Docket No. 10–208) (FCC 18–19)) received in the Office of the President of the Senate on April 25, 2018; to the Committee on Commerce, Science, and Transportation.

EC–5059. A communication from the Chief of Staff, Media Bureau, Federal Communications Commission, transmitting, pursuant to law, to the report of a rule entitled “Amendment of Section 73.202(b), Table of Allot­ments, FM Broadcast Stations (Cora, Wyoming)” (MB Docket No. 17–196) received in the Office of the President of the Senate on April 25, 2018; to the Committee on Com­merce, Science, and Transportation.

EC–5060. A communication from the Chair­man of the Office of Proceedings, Surface Transportation Board, Department of Trans­portation, transmitting, pursuant to law, the report of a rule entitled “Updating the Code of Federal Regulations” ((RIN2140–AB40) (Docket No. EP 746) received in the Office of the President of the Senate on April 25, 2018; to the Committee on Commerce, Science, and Transportation.

EC–5061. A communication from the Deputy Assistant Administrator for Regulatory Programs, National Marine Fisheries Serv­ice, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled “Fisheries of the Caribbean, Gulf of Mexico, and South Atlantic; Reef Fish Fishery of the Gulf of Mexico; Modifications to Greater Amberjack Reconnaissance Fishing Year and Fixed Closed Season” (RIN0648–BH32) received in the Office of the President of the Senate on April 25, 2018; to the Committee on Commerce, Science, and Transportation.

EC–5062. A communication from the Attorney-Advisor, Office of General Counsel, De­partment of Transportation, transmitting, pursuant to law, a report relative to a va­cancy for the position of Administrator, National Highway Traffic Safety Administra­tion, Department of Transportation, received in the Office of the President of the Senate on April 25, 2018; to the Committee on Commerce, Science, and Transportation.


PETITIONS AND MEMORIALS

The following petitions and memorial­s were laid before the Senate and were referred or ordered to lie on the table as indicated:

POM–217. A concurrent resolution adopted by the Legislature of the State of West Virginia urging the United States Congress to pass legislation permitting West Virginia to increase the weight of vehicles permitted to operate on Interstate Highways to that West Virginia may implement a pilot program to test various vehicle configurations and weights; to the Committee on Environment and Public Works.

CONGRESSIONAL RECORD — SENATE

April 26, 2018

S2483

(The messages received today are printed at the end of the Senate proceedings.)
S2484

CONGRESSIONAL RECORD — SENATE
April 26, 2018

Senate Concurrent Resolution 55

Whereas, Federal law currently imposes vehicle weight limitations on vehicles that operate on the National System of Interstate and Defense Highways, The Dwight D. Eisenhower System of Interstate and Defense Highways, hereafter “Interstate Highways”; and

Whereas, The maximum gross weight typically authorized for vehicles using the Interstate Highways is twenty thousand pounds carried on one axle, a tandem axle weight of thirty-four thousand pounds, and an overall maximum gross weight by formula; and

Whereas, Federal law also contains many exceptions to such weight limits; and

Whereas, The increased capacity and ability of modems vehicles to transport commodities and products, together with increased economic pressures to reduce industry transportation costs and increased environmental pressures to lower carbon dioxide emissions, create economic incentives to increase the loads vehicles may transport; and

Whereas, Increasing the types of vehicles, weight of vehicles, and types of loading and trucking configurations permitted on roads would increase economic efficiencies; and

Whereas, Excessive weights of vehicles can result in the deterioration of roads and bridges, creating significant costs in lost road and bridge use and life; and

Whereas, Certain vehicle types, vehicle configurations, load configurations, and other factors can alleviate or avoid damaging effects on infrastructure from increased vehicle and load weights; and

Whereas, The West Virginia Legislature is directing the West Virginia Department of Transportation and Division of Highways, the West Virginia Department of Commerce, private industry, including manufacturers of commodities or products, and the engineering community, including the College of Information Technology and Engineering at Marshall University and the Statler College of Engineering and Mineral Resources at West Virginia University, to cooperate and study the effect various trucking configurations and weights have on West Virginia’s entire road system, including Interstate Highways; and

Whereas, Such study would include an analysis of which vehicle and load configurations and weights may be utilized with minimal consequence to West Virginia’s infrastructure, including Interstate Highways, while permitting industry to transport commodities and products in the most economically ways; and

Whereas, In order to complete such a study and pilot program, West Virginia needs permission from the Congress of the United States to increase the weight of vehicles permitted to operate on Interstate Highways; Therefore, be it

Resolved by the Legislature of West Virginia: That the Legislature urges the Congress of the United States to pass legislation permitting West Virginia to increase the weight of vehicles permitted to operate on Interstate Highways, that West Virginia may implement a pilot program to study various vehicle configurations and weights; and, be it further

Resolved, That the Legislature urges the President of the United States to sign such legislation; and, be it further

Resolved, That the Clerk of the Senate transmit this resolution to the President and Vice President of the United States, to the Speaker of the House of Representatives, to the Majority Leader of the United States Senate, and to the Minority Leader and Representative from West Virginia in the Congress of the United States.

POM-218. A resolution adopted by the Township Council of the Township of Mahwah, New Jersey, memorializing June 2, 2016, as National Gun Violence Awareness Day; to the Committee on the Judiciary.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. GRASSLEY, from the Committee on the Judiciary, to report an amendment in the nature of a substitute:

S. 994. A bill to amend title 18, United States Code, to provide for the protection of communities from religious affiliation, and for other purposes.

S. 3694. A bill to ensure independent investigations and judicial review of the removal of a special counsel, and for other purposes.

EXECUTIVE REPORTS OF COMMITTEE

The following executive reports of nominations were submitted:

By Mr. GRASSLEY for the Committee on the Judiciary.

Gregory A. Maxwell, of Illinois, to be United States Marshal for the District of Illinois for the term of four years.

Bradley A. Maxwell, of Illinois, to be United States Marshal for the Southern District of Illinois for the term of four years.

(Nominations without an asterisk were reported with the recommendation that they be confirmed.)

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mr. PAUL:

S. 2760. A bill to amend the Clean Air Act to exclude energy efficiency projects, pollution control projects, and reliability projects from the definition of a modification; to the Committee on Environment and Public Works.

By Mr. PAUL:

S. 2761. A bill to amend the Clean Air Act to clarify when a physical change in, or change in the method of operation of, a stationery source constitutes a modification, and for other purposes; to the Committee on Environment and Public Works.

By Ms. HETKAMP (for herself, Ms. COLLINS, Mr. JONES, and Ms. SMITH):

S. 2762. A bill to amend the Farm Security and Rural Investment Act of 2002 to support opportunities for small ranchers and farmers, and for other purposes; to the Committee on Agriculture, Nutrition, and Forestry.

By Mr. BROWN (for himself, Mr. MARKEY, Mr. RUBIO, Mr. PORTMAN, Mr. SCHUMER, and Mrs. CAPITO):

S. 2763. A bill to provide grants to State, local, territorial, and tribal law enforcement agencies to purchase chemical screening devices and train personnel to use chemical screening devices in order to enhance law enforcement efficiency and protect law enforcement officers; to the Committee on the Judiciary.

By Mr. RUBIO (for himself and Ms. CAPITO):

S. 2764. A bill to amend and enhance the High Seas Driftnet Fishing Moratorium Protection Act to improve the conservation of sharks, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. KENNEDY (for himself and Mr. JONES):

S. 2765. A bill to amend the Investment Advisers Act of 1940 to exempt investment advisers who solely advise small business investment companies, and for other purposes; to the Committee on Banking, Housing, and Urban Affairs.

By Mr. SCHATZ (for himself, Mr. MORAN, and Mr. REED):

S. 2766. A bill to require congressional notification related to change in planning and construction of federally funded military construction projects located within 100-year floodplains; to the Committee on Armed Services.

By Mrs. MURRAY:

S. 2767. A bill to make improvements to certain wildfire and disaster recovery programs of the Federal Government, and for other purposes; to the Committee on Homeland Security and Governmental Affairs.

By Mr. RUBIO (for himself and Ms. HASSAN):

S. 2768. A bill to amend title 38, United States Code, to establish the Veterans Economic Opportunity and Transition Administration, and for other purposes; to the Committee on Veterans’ Affairs.

By Mr. HELLER (for himself, Mr. MENENDEZ, and Mr. DASKOS):

S. 2769. A bill to require the Secretary of Health and Human Services to provide for an action plan on recommendations for changes under Medicare and Medicaid to prevent opioid addictions and enhance access to medication-assisted treatment, and for other purposes; to the Committee on Finance.

By Ms. CORTEZ MASTO (for herself, Mr. BLUMENTHAL, and Mr. VON HOLLEN):

S. 2770. A bill to direct the Attorney General to submit to Congress investigative materials in the event of certain pardons granted by the President, and for other purposes; to the Committee on the Judiciary.

By Mr. BOOKER (for himself, Mrs. CAPITO, and Mr. JONES):

S. 2771. A bill to amend the Federal Water Pollution Control Act to require the Administrator of the Environmental Protection Agency to provide grants for the construction, refurbishing, and servicing of individual household decentralized wastewater systems to individuals of moderate income; to the Committee on Environment and Public Works.

By Mr. BOOKER (for himself, Mrs. CAPITO, and Mr. MURKOWSKI):

S. 2772. A bill to amend the Consolidated Farm and Rural Development Act to modify provisions relating to the household water system grant program; to the Committee on Agriculture, Nutrition, and Forestry.

By Mrs. FEINSTEIN (for herself, Mrs. CAPITO, and Ms. HARRIS):

S. 2773. A bill to improve the management of driftnet fishing; to the Committee on Commerce, Science, and Transportation.

By Ms. KLOBUCHAR (for herself, Ms. HARRIS, and Mr. VANDENHEUVEL):

S. 2774. A bill to reauthorize the COPS ON THE BEAT grant program; to the Committee on the Judiciary.

By Ms. SMITH:

S. 2775. A bill to expand career pathways innovation grants to local educational agencies and consortia of local educational agencies, to provide technical assistance within the Office of Career, Technical, and Adult Education to administer the grants and support the local educational agencies with the
preparation of grant applications and management of grant funds, to amend the Higher Education Act of 1965 to support community college and industry partnerships, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

By Mr. BARRASSO (for himself and Mr. RYAN):
S. 2776. A bill to modernize the Public Utility Regulatory Policies Act of 1978, and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. CASSIDY (for himself and Mr. KENNEDY):
S. 2777. A bill to exempt State and county paving offices of the Gulf of Mexico Energy Security Act of 2006 from sequestration; to the Committee on the Budget.

By Mr. C. COZ:
S. 2778. A bill to amend the Endangered Species Act of 1973 to include a prohibition on the listing of a living nonnative species as a threatened species or an endangered species, and for other purposes; to the Committee on Environment and Public Works.

By Mr. FLAKE (for himself and Mr. COONS):
S. 2779. A bill to amend the Zimbabwe Democracy and Economic Recovery Act of 2001; to the Committee on Foreign Relations.

By Mr. GARDNER (for himself and Mr. MENENDEZ):
S. 2780. A bill to require a determination on designation of the Russian Federation as a state sponsor of terrorism; to the Committee on Foreign Relations.

By Mr. LALAFORD (for himself, Mrs. SHAHEEN, and Mr. TILLIS):
S. 2781. A bill to limit the transfer of F-35 aircraft to Turkey; to the Committee on Foreign Relations.

By Mr. MURPHY (for himself, Ms. WARREN, and Mr. WYDEN):
S. 2782. A bill to prohibit covenants not to compete and require employers to notify employees of such prohibition, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

By Mr. NELSON:
S. 2783. A bill to improve the resilience of the built and natural environment to natural disasters and climate change using, among other measures, natural and nature-based features, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. HELLER (for himself, Mr. CASEY, Mr. GRASSLEY, Mr. COONS, and Mr. COZ):
S. 2784. A bill to reauthorize the Family Violence Prevention and Services Act; to the Committee on Health, Education, Labor, and Pensions.

By Mr. DURBIN (for himself and Mr. GRAHAM):
S. 2785. A bill to designate foreign persons who improperly interfere in United States elections as inadmissible aliens, and for other purposes; to the Committee on the Judiciary.

By Mrs. GILLIBRAND (for herself, Mr. YOUNG, Mr. RISCH, Mrs. SHAHEEN, Mr. BOOKER, Ms. COLLINS, and Mr. CARDIN):
S. 2786. A bill to expand opportunities to available employee-owned businesses through expanded Administration loan programs, and for other purposes; to the Committee on Small Business and Entrepreneurship.

By Mr. HATCH:
S. 2787. A bill to amend the Child Nutrition Act of 1966 to clarify and expand food donation under the Bill Emerson Good Samaritan Food Donation Act; and for other purposes; to the Committee on Agriculture, Nutrition, and Forestry.

By Mr. HETINGKAMP:
S. 2788. A bill to repeal the Act entitled “An Act to confer jurisdiction on the State of North Dakota over offenses committed by or against Indians on the Devils Lake Indian Reservation”; to the Committee on Indian Affairs.

By Mr. CORNYN (for himself and Mrs. FEINSTEIN):
S. 2789. A bill to prevent substance abuse and reduce demand for narcotics; to the Committee on the Judiciary.

By Mrs. SHAHEEN (for herself and Ms. COLLINS):
S. 2790. A bill to amend the Farm Security and Rural Investment Act of 2002, to require the Secretary of Agriculture to establish a community wood energy and wood innovation pilot program; to the Committee on Agriculture, Nutrition, and Forestry.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Ms. BALDWIN (for herself, Mrs. MURRAY, Ms. WARREN, and Ms. HASSAN):
S. Res. 467. A resolution supporting the goals and ideals of Workers’ Memorial Day, honoring workers who have been killed or injured in the workplace, and recognizing the importance of stronger workplace health and safety protections; to the Committee on Health, Education, Labor, and Pensions.

By Mr. BOOKER (for himself, Ms. CORTEZ MASTO, Ms. BALDWIN, and Ms. HARRIS):
S. Res. 487. A resolution affirming a commitment to elevate the voices, leadership, and narratives of historically and currently disenfranchised and underserved communities in the effort to end sexual violence and support all survivors of sexual violence, including immigrant survivors, survivors with disabilities, survivors of color, American Indian or Alaska Native survivors, survivors of child sexual abuse, queer and intersex survivors, and lesbian, gay, bisexual, and transgender survivors; to the Committee on the Judiciary.

By Mr. PERDUE (for himself and Mr. ISAKSON):
S. Res. 488. A resolution honoring the 100th anniversary of Fort Benning in Columbus, Georgia; to the Committee on Armed Services.

By Mr. WICKER (for himself, Mr. COONS, Mr. RUBIO, Mr. BOOZMAN, Mr. BROWN, Mr. CUMMINS, and Mr. SMITH):
S. Res. 489. A resolution supporting the goals and ideals of World Malaria Day; considered and agreed to.

By Mr. REED (for himself, Mr. SCOTT, Mr. DONNELLY, Ms. FEINSTEIN, Mr. BLUMENTHAL, Mr. HASSAN, Mr. BROWN, Ms. FEINSTEIN, Mr. WARNER, Mrs. SHAHEEN, Mrs. McCASKILL, Mr. Kaine, Mr. King, Mr. COONS, Mr. PETERS, Mr. VAN HOLLLEN, Mr. CARDIN, Mrs. MURRAY, Mr. SANDERS, Ms. HARRIS, Mr. JOHNSON, and Mr. LEAHY):
S. Res. 490. A resolution expressing the sense of the Senate that, during Public Service Recognition Week, public servants should be commended for their dedication and continuing service to the United States; considered and agreed to.

By Mr. MENENDEZ (for himself, Mr. CRAFO, Mr. BENNET, Ms. CORTEZ MASTO, Ms. DUCKWORTH, Mr. DURBIN, Mrs. FEINSTEIN, Mrs. MURRAY, Mr. RYAN, Mr. HEINICH, Mr. HATCH, and Mr. HELLER):
S. Res. 491. A resolution recognizing April 30, 2018, as “El Dia de los Niños-Celebrating Young Americans”; considered and agreed to.

By Mr. MENENDEZ (for himself, Mr. CORNYN, Mr. BENNET, Ms. CORTEZ MASTO, Mr. CRUZ, Mr. DURBIN, Mr. HEINICH, Ms. HIRANO, Mrs. MURRAY, Mr. SCHUMER, Mr. SMITH, Mr. UDDALL, and Mr. HELLER):
S. Res. 497. A resolution recognizing the cultural and historical significance of the Cinco de Mayo holiday; considered and agreed to.

By Mr. RISCH (for himself, Mr. CARIDN, Mr. INHOFE, Mr. COONS, Mrs. ERNST, Ms. HIRONO, Mr. KENNEDY, Mr. ROUNDS, Mr. RURO, Mr. YOUNG, Mrs. SHAHEEN, Ms. DUCKWORTH, Mr. BOOKER, Mr. SCOTT, and Ms. HEITKAMP):
S. Res. 498. A resolution expressing support for the designation of the week of April 29 through May 5, 2018, as “National Small Business Week” while commending the entrepreneurial spirit of small business owners of the United States, and the impact they have on their communities; considered and agreed to.

By Mr. GRASSLEY (for himself and Mrs. FEINSTEIN):
S. Res. 499. A resolution recognizing and supporting the goals and ideals of National Sexual Assault Awareness and Prevention Month; considered and agreed to.

By Mr. MCDONNELL (for himself and Mr. SCHUMER):
S. Res. 500. A resolution to authorize representation by the Senate Legal Counsel in the case of Peter P. Truan v. Paula Armstrong, et al; considered and agreed to.

ADDITIONAL COSPONSORS

S. 177

At the request of Mr. LEE, the name of the Senator from Nebraska (Mr. SASSE) was added as a cosponsor of S. 177, a bill to provide for congressional review of the imposition of duties and
other trade measures by the executive branch, and for other purposes.

At the request of Mr. Menendez, the name of the Senator from Pennsylvania (Mr. Toomey) was added as a cosponsor of S. 382, a bill to require the Secretary of Health and Human Services to develop a voluntary registry to collect data on cancer incidence among firefighters.

At the request of Mr. Isakson, the name of the Senator from Alabama (Mr. Jones) was added as a cosponsor of S. 397, a bill to amend title XVIII of the Social Security Act to ensure fairness in Medicare hospital payments by establishing a floor for the area wage index applied with respect to certain hospitals.

At the request of Ms. Cantwell, the name of the Senator from Michigan (Mr. Peters) was added as a cosponsor of S. 497, a bill to amend title XVIII of the Social Security Act to provide for Medicare coverage of certain lymphedema compression treatment items as items of durable medical equipment.

At the request of Ms. Sasse, the name of the Senator from Alabama (Ms. Stabenow), the Senator from California (Ms. Feinstein) and the Senator from California (Mrs. Feinstein) was added as a cosponsor of S. 1056, a bill to award a Congressional Gold Medal, collectively, to the Chinese-American Veterans of World War II, in recognition of their dedicated service during World War II.

At the request of Mr. Merkley, the name of the Senator from New Hampshire (Mrs. Shaheen) was added as a cosponsor of S. 1106, a bill to designate the same individual serving as the Chief Nurse Officer of the Public Health Service as the National Nurse for Public Health.

At the request of Mr. Merkley, the name of the Senator from Connecticut (Mr. Blumenthal) was added as a cosponsor of S. 1109, a bill to amend title VIII of the Public Health Service Act to extend advanced education nursing grants to support clinical nurse specialist programs, and for other purposes.

At the request of Ms. Heitkamp, the names of the Senator from Alabama (Mr. Jones) and the Senator from California (Mrs. Feinstein) were added as cosponsors of S. 1112, a bill to support States in their work to save and sustain the health of mothers during pregnancy, childbirth, and in the postpartum period, to eliminate disparities in maternal health outcomes for pregnancy-related and pregnancy-associated deaths, to identify solutions to improve health care quality and health outcomes for mothers, and for other purposes.

At the request of Mr. Crapo, his name was added as a cosponsor of S. 1596, a bill to amend title 38, United States Code, to increase certain funeral benefits for veterans, and for other purposes.

At the request of Ms. Stabenow, the name of the Senator from California (Mrs. Feinstein) was added as a cosponsor of S. 1742, a bill to amend title XVIII of the Social Security Act to provide for an option for any citizen or permanent resident of the United States age 55 to 64 to buy into Medicare.

At the request of Mr. King, the name of the Senator from Minnesota (Ms. Smith) was added as a cosponsor of S. 1839, a bill to amend the Agricultural Trade Act of 1978 to extend and expand the market access program and the foreign market development cooperator program.

At the request of Mr. Boozman, the name of the Senator from Florida (Mr. Rubio) was added as a cosponsor of S. 2105, a bill to modify the presumption of service connection for veterans who were exposed to herbicide agents while serving in the Armed Forces in Thailand during the Vietnam era, and for other purposes.

At the request of Mr. Cornyn, the names of the Senator from Nevada (Mr. Heller) and the Senator from Minnesota (Ms. Klobuchar) were added as cosponsors of S. 2138, a bill to require the Secretary of Housing and Urban Development to improve services for survivors of domestic violence, dating violence, sexual assault, or stalking.

At the request of Mrs. Gillibrand, the name of the Senator from Nevada (Mr. Heller) was added as a cosponsor of S. 2236, a bill to require covered discrimination and covered harassment awareness and prevention training for Members, officers, employees, interns, fellows, and detailed of Congress with in 30 days of employment and annually thereafter, to require a biennial climate survey of Congress, to amend the enforcement process under the Office of Congressional Workplace Rights for covered discrimination and covered harassment complaints, and for other purposes.

At the request of Ms. Harris, the name of the Senator from Wisconsin (Ms. Baldwin) was added as a cosponsor of S. 2272, a bill to amend the Revised Statutes to grant State attorneys general the ability to issue subpoenas to investigate suspected violations of State laws that are applicable to national banks.

At the request of Mr. Schatz, the names of the Senator from Massachusetts (Mr. Markey) and the Senator from Massachusetts (Ms. Warren) were added as cosponsors of S. 2395, a bill to amend title 54, United States Code, to authorize the provision of technical assistance under the Preserve America Program and to direct the Secretary of the Interior to enter into partnerships with communities adjacent to units of the National Park System to leverage local cultural heritage tourism assets.

At the request of Mr. Wicker, the names of the Senator from Maryland (Mr. Cardin) and the Senator from Montana (Mr. Tester) were added as cosponsors of S. 2416, a bill to amend titles 5, 10, and 37, United States Code, to ensure that an order to serve on active duty under section 12304b of title 10, United States Code, is treated the same as other orders to serve on active duty for determining the eligibility of members of the uniformed services for certain benefits.

At the request of Mr. Inhofe, the name of the Senator from New Hampshire (Ms. Hassen) was added as a cosponsor of S. 2506, a bill to establish an aviation maintenance workforce development pilot program.

At the request of Mr. Cassidy, the names of the Senator from West Virginia (Mrs. Capito), the Senator from Michigan (Mr. Peters), the Senator from California (Ms. Feinstein), the Senator from New York (Mr. Schumer), the Senator from Connecticut (Mr. Blumenthal), the Senator from New Hampshire (Mrs. Shaheen), the Senator from Vermont (Mr. Leahy), the Senator from Rhode Island (Mr. Reed), the Senator from Arkansas (Mr. Boozman), the Senator from Illinois (Ms. Duckworth) and the Senator from Arkansas (Mr. Cotton) were added as cosponsors of S. 2652, a bill to award a Congressional Gold Medal to Stephen Michael Gleason.

At the request of Mr. McConnell, the names of the Senator from Hawaii (Mr. Schatz) and the Senator from Maine (Mr. King) were added as cosponsors of S. 2667, a bill to amend the Agricultural Marketing Act of 1946 to provide for State and Tribal regulation of hemp production, and for other purposes.

At the request of Mr. Hatch, the name of the Senator from South Carolina (Mr. Scott) was added as a cosponsor of S. 2669, a bill to provide for accelerated approval of pain and addiction therapies.
The Driftnet Modernization and Bycatch Reduction Act would completely phase out the use of drift gillnets by 2020. The bill also authorizes a program, directed by the Department of Commerce, to award grants to fishermen in transition from drift gillnets to more sustainable gear types which studies have shown actually increase profitability.

Updated fishing gear that could replace drift nets is available and has been successfully deployed in the Atlantic Ocean and in trials in the Pacific Ocean as well. Deep-set buoy gear, for example, allows fishermen to more accurately target swordfish and other marketable species in deep, cold water. The gear alerts fishermen immediately when they have fish on the line, so the fish can be retrieved and delivered to market quickly, fetching a higher price.

A 2016 poll, California voters overwhelmingly supported ending the use of drift gillnets to catch swordfish, with 87 percent of those surveyed in a poll commissioned by The Pew Charitable Trusts agreeing that fishermen should use less harmful gear. The Driftnet Modernization and Bycatch Reduction Act enjoys support from a wide group of stakeholders. I ask unanimous consent that a list of 40 supporting organizations and letters of support be included in the record. The groups include: The Pew Charitable Trusts, Oceana, Sea Legacy, Mission Blue, The American Sportfishing Association, The International Game Fish Association, The California Department of Fish and Wildlife, Coastal Conservation Association of California.

The bill was ordered to be printed in the Record, as follows:

S. 2785
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 ‘‘Defending against Trolls from Enemy Regimes Act’’ or ‘‘DETER Act’’.

Section 2. Defined Term.
Section 101(a) of the Immigration and Nationality Act (8 U.S.C. 1101(a)) is amended by adding at the end the following:

‘‘(53) the term ‘improper interference in a United States election’ means conduct by an alien—

‘‘(A)(i) violates Federal criminal, voting rights, or campaign finance law; or

‘‘(ii) is under the direction of a foreign government; and

‘‘(B) interferes with a general or primary Federal, State, or local election or caucus, including—

‘‘(i) the campaign of a candidate; and

‘‘(ii) a ballot measure, including—

‘‘(I) an amendment;

‘‘(II) a bond issue;

‘‘(III) an initiative;

‘‘(IV) a recall;

‘‘(V) a referral; and

‘‘(VI) a referendum.’’.

Section 3. Improper Interference in United States Elections.
Section 212(a)(3) of the Immigration and Nationality Act (8 U.S.C. 1182(a)(3)) is amended by adding at the end the following:

‘‘(B) improper interference in a United States election, or who has engaged in improper interference in a United States election, is inadmissible.’’.

By Mr. CORNYN (for himself and Mrs. FEINSTEIN):
S. 2789. A bill to prevent substance abuse and reduce demand for illicit narcotics; to the Committee on the Judiciary.

By Mr. CORNYN, Mr. President, I ask unanimous consent that the text of the bill be printed in the Record.

There being no objection, the text of the bill was ordered to be printed in the Record, as follows:

S. 2789
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 ‘‘Substance Abuse Prevention Act of 2018’’.
SEC. 2. REAUTHORIZATION OF THE OFFICE OF NATIONAL DRUG CONTROL POLICY.


(2) Laws described.—The laws described in this paragraph are:—


(B) The Presidential Appointment Efficiency and Streamlining Act of 2011 (Public Law 112–166; 126 Stat. 1283).

(C) The Prescription Drug User Fee Act of 1992 (21 U.S.C. 806(b)(3)).

(D) The Comprehensive Addiction and Recovery Act (42 U.S.C. 290dd–1 et seq.).


(b) Reauthorization.—Section 715(a) of the Office of National Drug Control Policy Reauthorization Act of 1998 (21 U.S.C. 1712(a)) is amended by striking “2010” and inserting “2022”.

SEC. 3. REAUTHORIZATION OF THE DRUG-FREE COMMUNITIES PROGRAM.

Section 1024 of the National Narcotics Leadership Act of 1988 (21 U.S.C. 1524(a)) is amended by striking subsections (a) and (b) and inserting—

“(a) IN GENERAL.—There are authorized to be appropriated to the Office of National Drug Control Policy to carry out this chapter—

“(A) $99,000,000 for each of fiscal years 2018 through 2022.

“(B) $75,000,000 for each of fiscal years 2018 through 2022.

“(C) $65,000,000 for each of fiscal years 2018 through 2022.

“(D) $55,000,000 for each of fiscal years 2018 through 2022.

“(D) $55,000,000 for each of fiscal years 2018 through 2022.

“(D) $55,000,000 for each of fiscal years 2018 through 2022.

(b) REAUTHORIZATION.—Section 715(a) of the Office of National Drug Control Policy Reauthorization Act of 1998 (21 U.S.C. 1712(a)) is amended by striking “2010” and inserting “2022”.

SEC. 4. REAUTHORIZATION OF THE NATIONAL COMMUNITY ANTI-DRUG COALITION INSTITUTE.

Section 4(c)(4) of Public Law 107–82 (21 U.S.C. 1521 note) is amended by striking “2008 through 2012” and inserting “2018 through 2022”.

SEC. 5. REAUTHORIZATION OF THE HIGH-INTENSITY DRUG TRAFFICKING AREA PROGRAM.


(1) in paragraph (4), by striking “and” at the end of paragraph (l); and

(2) by inserting at the end—

“(l) $500,000,000 for each of fiscal years 2018 through 2022.

SEC. 6. REAUTHORIZATION OF DRUG COURT PROGRAM.

Section 1001(a)(25)(A) of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10601(a)(25)(A)) is amended by striking “Except as provided” and all that follows and substituting the following:—

“…(A) IN GENERAL.—There are authorized to be appropriated to carry out this chapter—

“(1) $200,000,000 for each of fiscal years 2018 through 2022.

SEC. 7. DRUG COURT TRAINING AND TECHNICAL ASSISTANCE.

Section 1034 of the National Narcotics Leadership Act of 1988 (21 U.S.C. 1541) is amended by adding at the end the following:

“(c) Drug Court Training and Technical Assistance Program.—Using funds appropriated to carry out this chapter, the Director may make grants to non-profit organizations for the purpose of providing training and technical assistance to drug courts.

SEC. 8. DRUG OVERDOSE RESPONSE STRATEGY.

Section 707 of the Office of National Drug Control Policy Reauthorization Act of 1998 (21 U.S.C. 1706) is amended by adding at the end the following:

“(1) DRUG OVERDOSE RESPONSE STRATEGY IMPLEMENTATION.—The Director may use funds appropriated to carry out this section to implement a drug overdose response strategy in high intensity drug trafficking areas on a nationwide basis to—

“(1) coordinating multi-disciplinary efforts to prevent, reduce, and respond to drug overdoses, including the uniform reporting of fatal and non-fatal overdoses to public health and safety officials;

“(2) increasing data sharing among public safety and public health officials concerning drug-related abuse trends, including new psychoactive substances, and related crime; and

“(3) enabling collaborative deployment of prevention, intervention, and enforcement resources to address substance use addiction and narcotics trafficking.”.

SEC. 9. PROTECTING LAW ENFORCEMENT OFFICERS FROM ACCIDENTAL EXPOSURE.

Section 707 of the Office of National Drug Control Policy Reauthorization Act of 1998 (21 U.S.C. 1706) is amended by adding at the end the following:

“(b) SUPPLEMENTAL GRANTS.—The Director is authorized to make grants in an amount not exceeding $10,000,000 of the amounts otherwise appropriated to carry out this section to provide supplemental competitive grants to high intensity drug trafficking areas to address high levels of fentanyl and new psychoactive substances for the purposes of—

“(1) purchasing portable equipment to test for fentanyl and other substances;

“(2) training law enforcement officers and other first responders on best practices for handling fentanyl and other substances; and

“(3) purchasing protective equipment, including overdose reversal drugs.”.

SEC. 10. DEA 360 STRATEGY.

(a) IN GENERAL.—For each of fiscal years 2018 through 2022, the Attorney General, acting through the Director of the Drug Enforcement Administration, and in coordination with the Director of the Office of National Drug Control Policy and the Secretary of Health and Human Services, may implement a DEA 360 Strategy in pilot cities across the United States to address growing demand for heroin and opioids in the United States.

(b) PROGRAM GOALS.—The goals of the DEA 360 Strategy authorized under subsection (a) shall be—

“(1) preventing the deadly cycle of drug abuse, including heroin and opioid abuse, by targeting drug trafficking organizations and street gangs responsible for increasing the supply of narcotics in communities;

“(2) partner with health-care community to raise awareness of the dangers of heroin abuse and prescription opioid abuse; and

“(3) strengthening community organizations that provide leadership and support for the reduction of drug abuse in the community.

(c) PROGRAM SPECIFICATIONS.—In carrying out the DEA 360 strategy authorized under subsection (a), the Attorney General shall—

“(1) issue an implementation strategy for each pilot city that is tailored to the unique drug abuse problems of the particular city, details specific measures that will be taken to address the problems, identifies key community partners, and sets specific objectives for success;

“(2) provide dedicated funding for coordinated law enforcement actions against drug trafficking organizations, involving Federal, State, and local law enforcement officials, including the United States Attorney’s office for the relevant district; and

“(3) conduct diversion control enforcement actions against registrants with the Drug Enforcement Administration who are unlawfully distributing controlled substances.

“(3) conduct diversion control enforcement actions against registrants with the Drug Enforcement Administration who are unlawfully distributing controlled substances.

SEC. 11. COPS ANTI-METH PROGRAM.

Section 1701 of the Omnibus Crime Control and Safe Streets Act of 1968 (42 U.S.C. 1531 note) is amended—

(1) by inserting subsection (k) as subsection (l); and

(2) by inserting after subsection (j) the following:

“(k) COPS Anti-Meth Program.—The Attorney General shall carry out this section to provide competitive grants, in amounts not less than $500,000 and not more than $1,000,000 for a fiscal year, to State, local, or tribal law enforcement agencies or non-governmental organizations in pilot cities.

“SEC. 12. COMPREHENSIVE ADDICTION AND RECOVERY ACT EDUCATION AND AWARENESS.

(a) AMENDMENT TO CARA.—Section 102(a) of the Comprehensive Addiction and Recovery Act of 2016 (Public Law 114–198; 130 Stat. 698) is amended by inserting “including the Office of National Drug Control Policy,” after “agencies,”.

(b) IN COORDINATION WITH.—Subchapter I of chapter 2 of the National Narcotics Leadership Act of 1988 (21 U.S.C. 1531 et seq.) is amended by adding at the end the following:

“SEC. 1038. COMPREHENSIVE ADDICTION AND RECOVERY ACT EDUCATION AND AWARENESS.

“The Director may use funds made available to carry out this chapter for the purpose of administering, participating in, or expanding awareness campaigns and prevention efforts authorized under section 102 of the Comprehensive Addiction and Recovery Act of 2016 (Public Law 114–198, 130 Stat. 698).”.

SEC. 13. PROTECTING CHILDREN WITH ADDICTED AND NARCOTIC DICTED PARENTS.

Part D of title V of the Public Health Service Act (42 U.S.C. 290dd et seq.) is amended by adding at the end the following:—
SEC. 550. PROTECTING CHILDREN WITH ADICTED PARENTS.

(a) BEST PRACTICES.—The Secretary, acting through the Secretaries of Mental Health and Substance Use and in cooperation with the Commissioner of the Administration on Children, Youth and Families, shall disseminate best practices for States regarding interventions and strategies to keep families affected by substance use disorder together, when it can be done safely. Such best practices shall—

(1) utilize comprehensive family-centered approaches;

(2) ensure that families have access to drug screening, substance use treatment, medication-assisted treatment approved by the Food and Drug Administration, and parental support; and

(3) build upon lessons learned from programs such as the Maternal, Infant, and Early Childhood Home Visiting programs under section 311 of the Social Security Act.

(b) Test Program.—The Secretary, through the Assistant Secretary for Mental Health and Substance Use, shall award grants to States, in consultation with parent advocates and other stakeholders, to design and implement a model designed to keep pregnant and postpartum women who have a substance use disorder together with their newborns, including pilot programs that provide screenings for pregnant and postpartum women for substance use disorders, treatment interventions, supportive housing, nonpharmacological interventions for children born with neonatal abstinence syndrome, medication assisted treatment, and other recovery supports.

SEC. 14. REIMBURSEMENT OF SUBSTANCE USE DISORDER TREATMENT PROFESSIONALS.

(a) GAO Report.—Not later than January 1, 2020, the Comptroller General of the United States shall submit to Congress a report examining how substance use disorder services are financed.

(b) CMS RECOMMENDATIONS.—Not later than January 1, 2019, the Administrator of the Centers for Medicare & Medicaid Services shall make recommendations to Congress (taking into consideration the findings made by the Comptroller General of the United States in the report required under subsection (a)) as to how to reimburse the treatment of substance use disorders at a higher rate in order to attract a more talented work force.

(c) GRANTS TO STATES TO EXPLORE WAYS TO INCREASE MEDICAID REIMBURSEMENT.—The Secretary of Health and Human Services is authorized to make grants to States for the purpose of exploring ways to increase reimbursement of substance use disorder services under the Medicaid program under title XIX of the Social Security Act (42 U.S.C. 1396 et seq.).

(d) GRANTS TO STATES TO SUPPLEMENT MEDICAID REIMBURSEMENT TO CREDENTIALED SUBSTANCE USE DISORDER PROFESSIONALS.—The Secretary of Health and Human Services is authorized to make grants to States for the purpose of supplementing the reimbursement paid to credentialed substance use disorder professionals (as defined by the Secretary) under the Medicaid program under title XIX of the Social Security Act (42 U.S.C. 1396 et seq.).

SEC. 15. TESTING EVIDENCE-BASED MOBILE APPLICATIONS FOR THE TREATMENT OF SUBSTANCE USE DISORDERS.

Section 113A(b)(2) of the Social Security Act (42 U.S.C. 13313(b)(2)) is amended—

(1) in subparagraph (A), by adding at the end the following new sentence: “The models selected under this subparagraph shall include programs described in subparagraph (D), which shall be implemented by not later than January 1, 2020.” and

(2) by adding at the end the following new subparagraph:

“(D) EVIDENCE-BASED MOBILE APPLICATIONS FOR TREATMENT OF SUBSTANCE USE DISORDERS.—The model described in this subparagraph is a model to test the use of evidence-based mobile applications for the treatment of substance use disorders.”

SEC. 16. MEDICATION AS A HOSPITAL REQUIREMENT TO PROVIDE NALOXONE AS PART OF THE DISCHARGE PROTOCOL TO IN-INDIVIDUALS DISCHARGED AFTER SUFFERING AN OPIOID OVERDOSE.

(a) IN GENERAL.—Section 1866(a)(1) of the Social Security Act (42 U.S.C. 1395cc(a)(1)) is amended—

(1) in subparagraph (X), by striking “and” at the end; and

(2) in subparagraph (Y), by striking the period at the end and inserting “;” and

(3) by inserting after subparagraph (Y), the following new subparagraph:

“(2) in the case of a hospital or critical access hospital, to provide naloxone and treatment referral options as part of the discharge protocol to individuals being discharged after suffering an opioid overdose.”

(b) EFFECTIVE DATE.—The amendments made by this section shall apply with respect to hospital discharges on or after the date of the enactment of this Act.

SEC. 17. EDUCATIONAL OUTREACH AND ACCESS TO ABUSE-DETERRENT OPIOIDS.

(a) ACCESS UNDER MEDICARE PART D.—Section 1866D-4(c) of the Social Security Act (42 U.S.C. 1395w-104(c)) is amended by adding at the end the following new paragraph:

“(7) ACCESS TO ABUSE-DETERRENT OPIOIDS.—

(A) IN GENERAL.—The Secretary shall work with PDP sponsors of prescription drug plans to—

(i) ensure appropriate access to abuse-deterrent opioids on plan formularies;

(ii) provide advance notice of any changes to access to abuse-deterrent opioids on plan formularies, including any changes to benefit coverage under such plan or coverage,; and

(iii) encourage access to non-opioid alternatives when appropriate.

(B) PROHIBITION ON REQUIRING FAIL FIRST SCHEMES.—The Secretary shall prohibit PDP sponsors from requiring fail first schemes, also known as step therapy, with respect to abuse-deterrent opioids.

(C) ENCOURAGING EQUAL ACCESS.—The Secretary shall encourage plans to provide equal access to abuse-deterrent opioids on formulary tiers and patient cost-sharing.

(D) ABUSE-DETERRENT OPIOID DEFINED.—In this paragraph, the term ‘abuse-deterrent opioid’ means an abuse-deterrent formulation of an opioid, as determined by the Secretary.

(2) ACCESS UNDER MEDICARE PART A.—Section 1861(a)(1) of the Social Security Act (42 U.S.C. 1395f(a)(1)) is amended by adding at the end the following new subparagraph:

“(8) ACCESS TO ABUSE-DETERRENT OPIOIDS.—

(A) IN GENERAL.—The Secretary shall award grants to States to explore ways to improve referral systems and ensuring that such systems are current and accurate, in order to better enable practitioners to refer patients who are prescribed medication assisted treatment to cognitive therapy.

SEC. 18. GRANT PROGRAM TO PROVIDE SUPPORT FOR MEDICATION ASSISTED TREATMENT.

(a) TRAINING GRANTS.—The Secretary of Health and Human Services shall award grants to States for the purpose of training non-physician health care professionals in the use of medication assisted treatment approved by the Food and Drug Administration and related best practices.

(b) REFERRAL SYSTEM GRANTS.—The Secretary of Health and Human Services shall award grants to States for the purpose of improving referral systems and ensuring that such systems are current and accurate, in order to better enable practitioners to refer patients who are prescribed medication assisted treatment to cognitive therapy.

SEC. 19. SOBRIETY TREATMENT AND RECOVERY TEAMS (START).

Title III of the Comprehensive Addiction and Recovery Act of 2016 (Public Law 114–196; 130 Stat. 717) is amended by adding at the end the following:

“SEC. 304. SOBRIETY TREATMENT AND RECOVERY TEAMS (START).

(a) IN GENERAL.—The Director of the Office of National Drug Control Policy, in coordination with the Secretary of Health and Human Services, may make grants to States, under the Medicaid program, to establish or expand Sobriety Treatment And Recovery Team (referred to in this section as ‘START’) programs to determine the effectiveness of pairing social workers and mentors with families that are struggling with substance abuse and child abuse or neglect in order to help provide peer support, intensive treatment, and child welfare services.

(b) ALLOWABLE USES.—A grant awarded under this section may be used for 1 or more of the following activities:

(1) Training eligible staff, including social workers, social services coordinators, child welfare specialists, substance abuse disorder treatment professionals, and mentors.

(2) Expanding access to substance use disorder treatment services and drug testing.

(3) Enhancing data sharing and law enforcement agencies and child welfare agencies.

(4) Program evaluation.

(c) PROGRAM REQUIREMENTS.—A family may be eligible to participate in a START program that receives funding under this section only if—

(1) there is a substantiated record or finding of child abuse or neglect within the family; and
Before the American public, the health care and social service industries are exposed to toxic chemicals, infectious diseases, violence in health care and social service settings, and the risk of industrial catastrophes caused by chemicals, explosive gases, or combustible dusts;

(2) limited press releases from OSHA on enforcement actions that can act as a deterrent against safety violations by employers; and

(3) removed the names of workers killed on the job from fatality reports issued by OSHA, despite the requests of family members of those workers to include the names of those workers to call attention to preventable workplace-related deaths; and

Whereas observing Workers’ Memorial Day—

(1) allows the people of the United States to honor and remember victims of workplace-related injuries and disease; and

(2) reminds the people of the United States to strive for better safety and health protections for workers: Now, therefore, be it

Resolved, That the Senate—

(1) supports the goals and ideals of Workers’ Memorial Day to honor and remember workers who have been killed or injured in the workplace;

(2) recognizes the importance of strengthening worker health and safety standards to secure that workplaces workers deserve, including enforceable standards to prevent violence in health care and social service settings;

(3) encourages the Occupational Safety and Health Administration, employers, community and worker organizations, professional associations, and academic institutions to support OSHA’s awareness of the importance of preventing illness, injury, and death in the workplace; and

(4) calls upon the people of the United States to observe Workers’ Memorial Day with appropriate ceremonies and respect.

SENATE RESOLUTION 487—AFFIRMING A COMMITMENT TO ELEVATE THE VOICES, LEADERSHIP, AND NEEDS OF HISTORICALLY AND CURRENTLY DISENFRANCHISED AND UNDER-SERVED COMMUNITIES IN THE EFFORT TO END SEXUAL VIOLENCE AND SUPPORT ALL SURVIVORS OF SEXUAL VIOLENCE, INCLUDING IMMIGRANT, LATINA, AND NATIVE SURVIVORS OF CHILD SEXUAL ABUSE, QUEER AND INTERSEX SURVIVORS, AND LÉSBIAN, GAY, BISEXUAL, AND TRANSGENDER SURVIVORS

Mr. BOOKER (for himself, Ms. CORTEZ MASTO, Ms. BALDWIN, and Ms. HARRIS) submitted the following resolution; which was referred to the Committee on Health, Education, Labor, and Pension:

S. Res. 487

Whereas 5,190 workers were killed due to workplace-related injuries in the United States in 2016, and more than 2,700,000 workers across the world die of workplace-related accidents and diseases each year;

Whereas, each day, an average of 14 workers are killed due to workplace-related injuries in the United States;

Whereas, there are more than 3,500,000 occupational injuries and illnesses in the United States;

Whereas, in the industries of health care and social assistance in the United States in 2016—

(1) 585,000 incidents of nonfatal workplace-related injuries occurred; and

(2) 70 percent of all nonfatal workplace-related fatalities occurred;

Whereas tens of thousands of individuals in the United States with workplace-related injuries or illnesses have become permanently disabled;

Whereas the Occupational Safety and Health Administration (referred to in this preamble as OSHA) is the primary Federal agency that establishes and enforces workplace health and safety standards—

(1) only has sufficient resources to inspect each establishment within the jurisdiction of OSHA once every 159 years; and

(2) must receive the resources necessary to adequately protect the health and safety of workers across the United States;

Whereas the current Administration has—

(1) blocked efforts by OSHA to adopt many protections for workers, including workers exposed to hazardous materials, infectious diseases, violence in health care and social service settings, and the risk of industrial catastrophes caused by chemicals, explosive gases, or combustible dusts;

(2) limited press releases from OSHA on enforcement actions that can act as a deterrent against safety violations by employers; and

(3) removed the names of workers killed on the job from fatality reports issued by OSHA, despite the requests of family members of those workers to include the names of those workers to call attention to preventable workplace-related deaths; and

Whereas observing Workers’ Memorial Day—

(1) allows the people of the United States to honor and remember victims of workplace-related injuries and disease; and

(2) reminds the people of the United States to strive for better safety and health protections for workers: Now, therefore, be it

Resolved, That the Senate—

(1) supports the goals and ideals of Workers’ Memorial Day to honor and remember workers who have been killed or injured in the workplace;

(2) recognizes the importance of strengthening worker health and safety standards to secure that workplaces workers deserve, including enforceable standards to prevent violence in health care and social service settings;

(3) encourages the Occupational Safety and Health Administration, employers, community and worker organizations, professional associations, and academic institutions to support OSHA’s awareness of the importance of preventing illness, injury, and death in the workplace; and

(4) calls upon the people of the United States to observe Workers’ Memorial Day with appropriate ceremonies and respect.
Whereas high-quality, medically accurate, and LGBTQ-affirming sex education is critical in the effort to eliminate sexual violence by teaching young people about sexual assault, affirmative consent, and affirming consent;

Whereas less than 40 percent of all high schools and only 14 percent of middle schools in the United States teach all of the topics identified by the Centers for Disease Control and Prevention as important sexual health education topics;

Whereas, according to the Rape, Abuse & Incest National Network, there is an increased likelihood that an individual will suffer from suicidal or depressive thoughts after experiencing sexual violence;

Whereas, at a time of prioritized mass detention and deportation and the rescheduling of the Deferred Action for Childhood Arrivals Program, it is unsafe for immigrants to report sexual violence;

Whereas a history of systemic inequality and discrimination as well as incomplete solutions has resulted in a lack of resources to meet the needs of diverse survivor populations;

Whereas according to the National Alliance to End Sexual Violence:

1. There is a lack of resources for sexual violence prevention for youth;
2. Many rape crisis centers have waiting lists for prevention programs;
3. More investment is needed in the Rape Prevention and Education Program;

Whereas Congress is working to confront pervasive sexual violence in the workplace, in schools, and in every area of life: Now, therefore, be it

Resolved. That the Senate—

1. Affirms a commitment to elevate the voices, leadership, and needs of historically and currently disenfranchised and underserved communities in the effort to end sexual and gender-based violence;

2. Calls upon this Chamber to—
   a. Give priority to the needs of survivors of sexual violence from historically and currently disenfranchised and underserved communities;
   b. Bolster resources based on the needs and vulnerability of diverse survivor populations;
   c. Allocate resources for disaggregated research initiatives that shed light on the disproportionate levels of sexual violence and the impact of sexual violence on diverse survivor populations;
   d. Call upon the executive branch to faithfully and robustly enforce laws that prohibit discrimination on the basis of sexual orientation and gender identity;

3. Calls upon the executive branch to address sexual violence in an educational setting so that comprehensive civil rights laws must be viewed as intersecting and pertaining to both sexual violence and educational access;

4. Calls upon the executive branch to—
   a. Address the unique needs and experiences of survivors of sexual violence from historically and currently disenfranchised and underserved communities;
   b. Allocate resources based on the needs and vulnerability of diverse survivor populations;
   c. Address the disproportionate levels of sexual violence and the impact of sexual violence on diverse survivor populations;

SENATE RESOLUTION 488—HONORING THE 100TH ANNIVERSARY OF FORT BENNING IN COLUMBUS, GEORGIA

Mr. PERDUE (for himself and Mr. ISAKSON) submitted the following resolution; which was referred to the Committee on Armed Services:

S. Res. 488

Whereas 2018 is the 100th anniversary of a military installation operating in Columbus, Georgia;

Whereas Fort Benning is named after Confederate Brigadier General Henry Lewis Benning, a resident of Columbus, Georgia, and a prominent Civil War infantry commander;

Whereas Fort Benning resides on land originally belonging to the Creek Tribe of the Muscogee Nation;

Whereas, on April 4, 1917, the day after President Woodrow Wilson asked Congress for a declaration of war against Germany, the citizens of Columbus began advocating for an and arm camp to be constructed near Columbus, Georgia;

Whereas the War Department decided to move the Infantry School of Arms at Fort Still, Oklahoma, to a more spacious site to train soldiers on infantry skills and tactics;

Whereas, on August 27, 1918, with the help of the Columbus Chamber of Commerce, an 84-acre farm on Macon Road in Columbus, Georgia, was selected as the site for the infantry camp;

Whereas, on September 18, 1918, the Adjutant General’s Office released five officers from Fort Still to report to the newly selected site by October 8, 1918;

Whereas, on October 19, 1918, Columbus native Annie Angell, daughter of the brigadier general, raised the United States flag over the United States Infantry School of Arms, and it was formally christened Camp Benning;

Whereas, after the end of World War I, the Committee on Military Affairs of the Senate voted to re-name Camp Benning to be halted on January 9, 1919;

Whereas Senator Hoke Smith of Georgia strongly advocated for congressional hearings to receive testimonies of construction of the post, allowing for Columbus-area supporters, as well as infantry commanders who fought in World War I, to testify about the need for the post;

Whereas, on March 8, 1919, the Committee on Military Affairs of the Senate voted to re-name Camp Benning to honor the Chief of Staff, General John Pershing;

Whereas the post quickly outgrew the Macon Road location, and on June 17, 1919, Camp Benning was moved to its present site, which included the 1,800-acre plantation of local businessman Arthur Bussey;

Whereas, on January 9, 1922, the War Department issued General Order No. 1 making Camp Benning a permanent military installation and appropriating more than $1,000,000 of additional building funds for the Infantry School of Arms, which later became the Infantry School;

Whereas, on May 12, 1920, 10 Army aircraft were assigned to Camp Benning as the air detachment of the post, marking the first use of aviation at Camp Benning;

Whereas, on February 8, 1922, Camp Benning was redesignated Fort Benning;

Whereas, on June 26, 1940, the commandant of the Infantry School was directed by the Adjutant General to provide a platoon of volunteers for parachute test duty, leading to the formation of the Parachute Test Platoon;

Whereas, on September 16, 1940, the War Department approved the formation of the first Parachute Battalion at Fort Benning;

Whereas, on October 1, 1940, the 501st Parachute Battalion was activated;

Whereas, in July 1941, the modern Officer Candidate School for the Army was established at Fort Benning to provide a rigorous training venue for new officers;

Whereas, in December 1941, the 555th Parachute Infantry Company, later redesignated as Company A, 555th Parachute Infantry Battalion, the first African-American parachute unit, which was known as “Triple Nickles”, was activated at Fort Benning;

Whereas, after World War II, Fort Benning continued to play a vital role in training soldiers for every conflict involving the United States;

Whereas the Ranger Training Center was established October 12, 1950, which trained personnel for the Korean War;

Whereas, during the second longest conflict involving the United States, the Vietnam War, Fort Benning reopened the Officer Training School for Infantry and trained thousands of officers who participated in the war;

Whereas the 11th Air Assault Division was activated at Fort Benning on February 7, 1963, to test and develop the airborne mobile concept;

Whereas the 11th Air Assault Division was activated on July 1, 2002, and replaced by the 1st Cavalry Division (Airmobile) and deployed to Vietnam on September 11, 1965, specializing in flying troops in and out of combat zones via parachute;

Whereas Fort Benning served as a major staging ground for troops sent to the Middle
Whereas Fort Benning is the sixth largest military installation in the United States; and
Whereas the above-named and other visionaries in the United States serving overseas in malaria-endemic regions, and reducing malaria deaths helps to lower risks of instability in less developed countries; and
Whereas United States support for efforts to fight malaria—
(1) is in the diplomatic and moral interests of the United States;
(2) generates goodwill toward the United States; and
(3) highlights the values of the people of the United States through the work of governmental, nongovernmental, and faith-based organizations; and
Whereas, in 2016, 91 countries and areas had ongoing malaria transmissions; and
Whereas nearly ⅔ of the population of the world is at risk for malaria, with sub-Saharan Africa carrying a disproportionately high burden, with 80 percent of malaria cases and 91 percent of malaria deaths in the world;
Whereas young children and pregnant women are particularly vulnerable to, and disproportionately affected by, malaria; and
Whereas malaria affects the health of children, since children under the age of 5 account for an estimated 70 percent of malaria deaths each year;
Whereas the World Malaria Report 2017 by the World Health Organization states that, in 2016, approximately 445,000 people died of malaria, which is a 50-percent decrease since 2000;
Whereas the United States Government has played a leading role in the recent progress made toward reducing the global burden of malaria, particularly through the President’s Malaria Initiative and the contribution of the United States to the Global Fund to Fight AIDS, Tuberculosis, and Malaria; and
Whereas the United States Government is pursuing a comprehensive approach to ending malaria deaths through the President’s Malaria Initiative, which is led by the United States Agency for International Development and implemented with assistance from the Centers for Disease Control and Prevention, the Department of State, the Department of Health and Human Services, the National Institutes of Health, the Department of Defense, and private sector entities; Now, therefore, be it
Resolved, That the Senate—
(1) supports the goals and ideals of World Malaria Day;
(2) recognizes the importance of reducing malaria prevalence and deaths to improve overall child and maternal health, especially in sub-Saharan Africa;
(3) commends the recent progress made toward reducing global malaria morbidity, mortality, and prevalence, particularly through the efforts of the President’s Malaria Initiative and the Global Fund to Fight AIDS, Tuberculosis, and Malaria;
(4) welcomes ongoing public-private partnerships to research and develop more effective and affordable tools for malaria diagnosis, treatment, and vaccination;
(5) recognizes the goals, priorities, and authorities to combat malaria set forth in the Tom Lantos and Henry J. Hyde United States Global Leadership Against HIV/AIDS, Tuberculosis, and Malaria Reauthorization Act of 2008 (Public Law 110–246; 122 Stat. 2018);
(6) supports continued leadership by the United States in bilateral, multilateral, and private sector efforts to combat malaria and to work with developing countries to create long-term strategies to increase ownership over malaria programs; and
(7) encourages all members of the international community to sustain and increase their support for, and financial contributions to, efforts to combat malaria worldwide.

CONGRESSIONAL RECORD — SENATE
April 26, 2018

S2492

Mr. WICKER (for himself, Mr. COONS, Mr. RUBBO, Mr. BOOZMAN, Mr. BROWN, and Mr. DURBIN) submitted the following resolution; which was considered and agreed to:

S. RES. 489

Whereas April 25 of each year is recognized internationally as World Malaria Day;

Whereas malaria is a leading cause of death and disease in many developing countries, despite being preventable and treatable;

Whereas fighting malaria is in the national interest of the United States because reducing the risk of malaria protects members of the Armed Forces and other people of the United States serving overseas in malaria-endemic regions, and reducing malaria deaths helps to lower risks of instability in less developed countries; and

Whereas United States support for efforts to fight malaria—
(1) is in the diplomatic and moral interests of the United States;
(2) generates goodwill toward the United States; and
(3) highlights the values of the people of the United States through the work of governmental, nongovernmental, and faith-based organizations; and

The Senate—
(1) supports the goals and ideals of World Malaria Day;
(2) recognizes the importance of reducing malaria prevalence and deaths to improve overall child and maternal health, especially in sub-Saharan Africa;
(3) commends the recent progress made toward reducing global malaria morbidity, mortality, and prevalence, particularly through the efforts of the President’s Malaria Initiative and the Global Fund to Fight AIDS, Tuberculosis, and Malaria;
(4) welcomes ongoing public-private partnerships to research and develop more effective and affordable tools for malaria diagnosis, treatment, and vaccination;
(5) recognizes the goals, priorities, and authorities to combat malaria set forth in the Tom Lantos and Henry J. Hyde United States Global Leadership Against HIV/AIDS, Tuberculosis, and Malaria Reauthorization Act of 2008 (Public Law 110–246; 122 Stat. 2018);
(6) supports continued leadership by the United States in bilateral, multilateral, and private sector efforts to combat malaria and to work with developing countries to create long-term strategies to increase ownership over malaria programs; and
(7) encourages all members of the international community to sustain and increase their support for, and financial contributions to, efforts to combat malaria worldwide.

S. RES. 490

Whereas, according to the Federal Deposit Insurance Corporation (referred to in this preamble as the “FDIC”), at least 26.9 percent of households in the United States, or nearly 33,500,000 households with approximately 66,700,000 adults, are unbanked or underbanked and therefore do not have access to savings, lending, and other basic financial services;

Whereas, according to the FDIC, approximately 30 percent of banks reported in 2011 that consumers lacked an understanding of the financial products and services banks offer;

Whereas, according to the 2017 Consumer Financial Literacy Survey final report of the National Foundation for Credit Counseling—

Mr. REED (for himself, Mr. SCOTT, Mr. DONNELLY, Mrs. FEINSTEIN, Mr. BLUNT, Mr. KENNEDY, Mr. MANCHIN, Mr. BOOZMAN, Mrs. MURRAY, Ms. KLOBUCHAR, Mrs. CAPITO, Mrs. ERTNST, Ms. SMITH, Mr. WHITEHOUSE, Mr. COONS, Mr. DURBIN, Mr. BLUMENTHAL, Mr. BLUNT, Mr. MENENDEZ, Mr. CARPER, and Mr. WICKER) submitted the following resolution; which was considered and agreed to:

S. RES. 490

Whereas, according to the Federal Deposit Insurance Corporation (referred to in this preamble as the “FDIC”), at least 26.9 percent of households in the United States, or nearly 33,500,000 households with approximately 66,700,000 adults, are unbanked or underbanked and therefore do not have access to savings, lending, and other basic financial services;

Whereas, according to the 2017 Consumer Financial Literacy Survey final report of the National Foundation for Credit Counseling—

Mr. REED (for himself, Mr. SCOTT, Mr. DONNELLY, Mrs. FEINSTEIN, Mr. BLUNT, Mr. KENNEDY, Mr. MANCHIN, Mr. BOOZMAN, Mrs. MURRAY, Ms. KLOBUCHAR, Mrs. CAPITO, Mrs. ERTNST, Ms. SMITH, Mr. WHITEHOUSE, Mr. COONS, Mr. DURBIN, Mr. BLUMENTHAL, Mr. BLUNT, Mr. MENENDEZ, Mr. CARPER, and Mr. WICKER) submitted the following resolution; which was considered and agreed to:

S. RES. 490

Whereas, according to the Federal Deposit Insurance Corporation (referred to in this preamble as the “FDIC”), at least 26.9 percent of households in the United States, or nearly 33,500,000 households with approximately 66,700,000 adults, are unbanked or underbanked and therefore do not have access to savings, lending, and other basic financial services;

Whereas, according to the 2017 Consumer Financial Literacy Survey final report of the National Foundation for Credit Counseling—

Mr. REED (for himself, Mr. SCOTT, Mr. DONNELLY, Mrs. FEINSTEIN, Mr. BLUNT, Mr. KENNEDY, Mr. MANCHIN, Mr. BOOZMAN, Mrs. MURRAY, Ms. KLOBUCHAR, Mrs. CAPITO, Mrs. ERTNST, Ms. SMITH, Mr. WHITEHOUSE, Mr. COONS, Mr. DURBIN, Mr. BLUMENTHAL, Mr. BLUNT, Mr. MENENDEZ, Mr. CARPER, and Mr. WICKER) submitted the following resolution; which was considered and agreed to:

S. RES. 490

Whereas, according to the Federal Deposit Insurance Corporation (referred to in this preamble as the “FDIC”), at least 26.9 percent of households in the United States, or nearly 33,500,000 households with approximately 66,700,000 adults, are unbanked or underbanked and therefore do not have access to savings, lending, and other basic financial services;
(3) only 40 percent of adults in the United States maintain a budget; 
(4) 25 percent of adults in the United States do not have any money saved for retirement; and 
(5) 16 percent of adults in the United States identified not having enough “rainy day” savings for an emergency, and 18 percent of adults in the United States identified not having enough money set aside for retirement, as the most worrisome area of personal finance;

Whereas the 2017 Retirement Confidence Survey conducted by the Employee Benefit Research Institute found that 73 percent of workers are not currently saving for retirement;

Whereas, according to the statistical release of the Board of Governors of the Federal Reserve System for the fourth quarter of 2017 entitled “Financial Accounts of the United States: Flow of Funds, Balance Sheets, and Integrated Macroeconomic Accounts”, outstanding household debt in the United States was $15,660,000,000,000 at the end of the fourth quarter of 2017;

Whereas, according to the 2018 Survey of the States: Economic and Personal Finance Education in Our Nation’s Schools, a biennial report by the Council for Economic Education—
(1) only 22 States require students to take an economics course as a high school graduation requirement; 
(2) only 17 States require students to take a personal finance course as a high school graduation requirement, either independently or as part of an economics course;

Whereas, according to the Gallup-HOPE Index, only 52 percent of students in the United States have money in a bank or credit union account;

Whereas expanding access to the safe, mainstream financial system will provide individuals with less expensive and more secure options for managing finances and building wealth;

Whereas quality personal financial education is essential to ensure that individuals are prepared—
(1) to manage money, credit, and debt; and 
(2) to become responsible workers, heads of household, investors, entrepreneurs, business leaders, and citizens;

Whereas increased financial literacy empowers individuals to make wise financial decisions and reduces the confusion caused by an increasingly complex economy;

Whereas understanding of, and familiarity with, financial markets and institutions will lead to increased economic activity and growth; and

Whereas, in 2001, Congress—
(1) determined that coordinating Federal financial literacy efforts and formulating a national strategy is important; and 
(2) in light of that determination, passed the Personal, Financial and Education Improvement Act (20 U.S.C. 9701 et seq.), establishing the Financial Literacy and Education Commission: Now, therefore, be it

Resolved, That the Senate—
(1) designates April 2018 as “Financial Literacy Month” to raise public awareness about—
(A) the importance of personal financial education in the United States; and 
(B) the serious consequences that may result from a lack of understanding about personal finances; and 
(2) calls on the Federal Government, States, localities, schools, nonprofit organizations, businesses, and the people of the United States to observe Financial Literacy Month with appropriate programs and activities.

SENATE RESOLUTION 491—RECOGNIZING THE INDEPENDENT TRANSPORTATION NETWORK OF AMERICA ON THE OCCASION OF PROVIDING 1,000,000 RIDES TO OLDER AND VISUALLY CHALLENGED PEOPLE OF THE UNITED STATES

Ms. COLLINS (for herself and Mr. KING) submitted the following resolution; which was considered and agreed to:

S. RES. 491

Whereas the number of people of the United States aged 65 and older is projected to more than double from 46,000,000 today to almost 100,000,000 by the year 2060, when people of the United States aged 65 or older will represent nearly a quarter of the total population of the United States;

Whereas transportation is necessary for access to the basic necessities of life and most people of the United States outline their decision to stop driving by more than a decade; Whereas 3 of 4 older people in the United States live in rural and suburban communities that lack the density for traditional transportation solutions;

Whereas the scariness of transportation for older people of the United States leads to social isolation, diminishing quality of life, limited access to health care services, and a strain on families and caregivers; Whereas the Independent Transportation Network of America (referred to in this preamble as “ITNAmerica”) is a nonprofit transportation network company that integrates social capital through volunteerism and local community support with traditional capital to increase the resources available to meet the mobility needs of older people, visually challenged people, and the families of older and visually challenged people;

Whereas the average age of ITNAmerica riders is 84, and 58 percent of riders are 85 years and older;

Whereas ITNAmerica has built Rides in Sight, a searchable, online database of all senior transportation services in the United States, enabling users to discover services catalogued, and offers it to the public as a free service; and

Whereas ITNAmerica has provided 1,000,000 rides to older and visually challenged people of the United States whose rides—
(1) 40 percent were for the purpose of obtaining health care services; 
(2) 21 percent were for people who are visually challenged; and 
(3) 44 percent have been provided by volunteer drivers: Now, therefore, be it

Resolved, That the Senate—
(1) congratulates the volunteers and staff of the Independent Transportation Network of America in communities across the United States for the 1,000,000 rides they have provided to older and visually challenged people, their families, and their communities; 
(2) recognizes the Independent Transportation Network of America as a nonprofit transportation network company that serves the common good and has helped people remain in their homes and communities after they can no longer drive safely; and 
(3) anticipates many more millions of rides in the future as the Independent Transportation Network of America helps to meet the needs of mobile, older and visually challenged people and the needs of small and rural communities across the United States.

SENATE RESOLUTION 492—SUPPORTING THE GOALS AND IDEALS OF NATIONAL SAFE DIGGING MONTH

Mr. THUNE (for himself, Mr. NELSON, Mrs. FISCHER, and Mr. PETERS) submitted the following resolution; which was considered and agreed to:

S. RES. 492

Whereas each year, the underground utility infrastructure of the United States, including pipelines, electric, gas, telecommunications, water, sewer, and cable television lines, is jeopardized by unintentional damage caused by those who fail to have underground lines located prior to digging;

Whereas some utility lines are buried only a few inches underground, making the lines easy to strike, even during shallow digging projects;

Whereas digging prior to locating underground utility lines often results in unintended consequences, such as service interruptions, environmental damage, personal injury, and even death;

Whereas the month of April marks the beginning of the peak period during which excavation projects are carried out around the United States;

Whereas in 2002, Congress required the Department of Transportation and the Federal Communications Commission to establish a 3-digit, nationwide, toll-free number to be used by State “One Call” systems to provide information on underground utility lines;

Whereas in 2005, the Federal Communications Commission designated “811” as the nationwide “One Call” number for homeowners and excavators to use to obtain information on underground utility lines before conducting excavation activities;

Whereas the 1,706 members of the Common Ground Alliance, who are dedicated to ensuring public safety, environmental protection, and the integrity of services, promote the national “Call Before You Dig” campaign to increase public awareness about the importance of homeowners and excavators calling 811 to find out the exact location of underground lines;

Whereas the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (Public Law 112-90; 125 Stat. 1904) affirmed and expanded the “One Call” program by eliminating exemptions given to local and State government agencies and their contractors regarding notifying “One Call” centers before digging; and

Whereas the Common Ground Alliance has designated April as “National Safe Digging Month” to increase awareness of safe digging practices across the United States and to celebrate the anniversary of 811, the national “Call Before You Dig” number: Now, therefore, be it

Resolved, That the Senate—
(1) supports the goals and ideals of National Safe Digging Month; and 
(2) encourages all homeowners and excavators throughout the United States to call 811 before digging.
SENATE RESOLUTION 493—CONGRATULATING THE FIGHTING IRISH OF THE UNIVERSITY OF NOTRE DAME WOMEN’S BASKETBALL TEAM FOR WINNING THE 2018 NATIONAL COLLEGIATE ATHLETIC ASSOCIATION DIVISION I WOMEN’S BASKETBALL CHAMPIONSHIP

Mr. DONELLY (for himself and Mr. Young): submitted the following resolution; which was considered and agreed to:

S. Res. 493

Whereas, on Sunday, April 1, 2018, the University of Notre Dame Women’s Basketball Team (referred to in this preamble as the “Fighting Irish”) won the 2018 National Collegiate Athletic Association (referred to in this preamble as the “NCAA”) Division I title with a 61–58 win over the Mississippi State Bulldogs, becoming 1 of only 7 women’s basketball programs to win multiple NCAA championship titles;

Whereas the Fighting Irish displayed their grit and determination to overcome a 15-point disadvantage to the Bulldogs in the championship game, setting a record for the largest comeback in a NCAA title game;

Whereas the victory marked the second national title, the first of those titles coming on Sunday, April 1, 2001, for the Fighting Irish under the leadership of Head Coach Muffet McGraw;

Whereas Head Coach McGraw has excelled during her 33 seasons with the Fighting Irish, having—

(1) led the Fighting Irish to their 800th win under her leadership to secure their second national championship title;

(2) been inducted into the Naismith Memorial Basketball Hall of Fame in 2017; and

(3) been named 2018 AP, USA Today, and espnW Coach of the Year;

Whereas Head Coach McGraw has been supported by assistant coaches and staff including—

(1) Carol Owens;

(2) Niele Ivey;

(3) Beth Cunningham;

(4) Katie Capes;

(5) Erica Williamson; and

(6) Sharla Lewis;

Whereas the full roster of the 2017–2018 national championship Fighting Irish team includes—

(1) Kristina Nelson;

(2) Lili Thompson;

(3) Mychal Johnson;

(4) Kathryn Westbeld;

(5) Brianna Turner;

(6) Marina Mabrey;

(7) Sharla Lewis;

(8) Marissa Muffett McGraw; and

(9) Jessica Shepard;

(10) Kaitlin Cole;

(11) Jackie Young;

(12) Mikayla Vaughn;

Whereas the Fighting Irish of both athletics and academics continues to advance the sport of women’s basketball and provide inspiration for future generations of young female athletes; and

Whereas the spirit and achievement of the Fighting Irish in the face of adversity and the dramatic conclusion of their championship run inspired the respect and admiration of the basketball-loving State of Indiana: Now, therefore, be it

Resolved, That the Senate—

(1) congratulates the University of Notre Dame women’s basketball team for its victory in the National Collegiate Athletic Association (referred to in this resolving clause as the “NCAA”) tournament claiming the 2018 NCAA Division I title;

(2) recognizes the dedication, perseverance, and hard work of the players, coaches, students, alumni, administration, and support staff that directly contributed to the victory of the University of Notre Dame in the NCAA women’s basketball championship; and

(3) respectfully requests that the Secretary of the Senate transmit an enrolled copy of this resolution to—

(A) Reverend John I. Jenkins, C.S.C., President of the University of Notre Dame;

(B) Muffet McGraw, Head Coach of the University of Notre Dame women’s basketball team; and

(C) Jack Swarbrick, Vice-President and Athletic Director of the University of Notre Dame.

SENATE RESOLUTION 494—CONGRATULATING THE HOOSIERS OF INDIANA UNIVERSITY FOR WINNING THE 2018 WOMEN’S NATIONAL INVITATION TOURNAMENT

Mr. DONELLY (for himself and Mr. Young): submitted the following resolution; which was considered and agreed to:

S. Res. 494

Whereas, on March 31, 2018, the Indiana University women’s basketball team (referred to in this preamble as the “Hoosiers”) defeated the Virginia Tech Hokies by a score of 65–57 in the final game of the Women’s National Invitation Tournament (referred to in this preamble as the “WNIT”) in Bloomington, Indiana;

Whereas the Hoosiers won their first national postseason championship, and became only the sixth Big Ten school to earn a WNIT championship;

Whereas the Hoosiers hosted a record 13,007 fans in Simon Skjodt Assembly Hall for the WNIT championship game to mark the largest crowd in Indiana University women’s basketball history, and the sixth largest crowd in WNIT history;

Whereas the Hoosiers tied a program-record 23 wins for the second straight season, finishing 23–14 overall and 9–7 in the Big Ten Conference;

Whereas the Hoosiers have shined under the leadership of Head Coach Teri Moren and have been supported by assistant coaches and staff including—

(1) Rhet Wierzba;

(2) Janese Banks;

(3) Glenn Box;

(4) Liz Hogenegger;

(5) Briana Bass;

(6) Erin McKinney;

(7) Eddie Peraley; and

(8) Ashley Teague;

Whereas the full roster of the 2017–2018 WNIT championship Hoosier team includes—

(1) Tyra Buss;

(2) Amanda Cahill;

(3) Grace Withrow;

(4) Kym Royster;

(5) Brenna Wise;

(6) Bre Wickware;

(7) Bendu Yeane;

(8) Keyanna Warthen;

(9) Linsey Marquis; and

(10) Jaelynn Penn;

(11) Alexis Johnson; and

(12) Ali Patberg;

Whereas senior Tyra Buss was named Women’s Basketball Coaches Association All-American Honorable Mention and First Team All-Big Ten, setting 8 school records, including the scoring record for Indiana University with 2,384 points;

Whereas senior Amanda Cahill was named College Sports Information Directors of America Academic All-American and Second Team All-Big Ten, scoring over 1,800 points and racking up 1,100 rebounds during her college career;

Whereas freshman Jaelynn Penn became the first Indiana University freshman to be named to the Big Ten All-Freshman Team; and

Whereas the consistent excellence, both academically and athletically, of the Hoosiers has advanced the sport of women’s basketball and inspired countless generations of young women athletes; now, therefore, be it

Resolved, That the Senate—

(1) congratulates and honors the Indiana University women’s basketball team and its loyal fans on the performance of the team in the 2018 Women’s National Invitation Tournament;

(2) recognizes and commends the dedication, determination, and commitment to excellence of the players, parents, families, coaches, and managers of the Indiana University women’s basketball team; and

(3) respectfully requests that the Secretary of the Senate transmit an enrolled copy of this resolution to—

(A) Dr. Michael A. McRobbie, President of Indiana University;

(B) Teri Moren, Head Coach of the Indiana University women’s basketball team; and

(C) Fred Glass, Vice President and Director of Intercollegiate Athletics of Indiana University.

SENATE RESOLUTION 495—EXpressing THE SENSE OF the Senate that, during Public Service Recognition Week, Public Servants Should Be Commended for Their Dedication and Continued Service to the United States

Ms. HEITKAMP (for herself, Mr. LANKFORD, Mr. CARPER, Mr. TESTER, Mr. BLUMENTHAL, Ms. HASSAN, Mr. BROWN, Mrs. FEINSTEIN, Mr. WARNER, Mrs. SHAHEEN, Mrs. McCASKILL, Mr. KAIN, Mr. KING, Mr. COONS, Mr. PETERS, Mr. VAN HOLLEN, Mr. CARDEN, Mrs. MURRAY, Mr. SANDERS, Ms. HARRIS, Mr. JOHNSTON, and Mr. LEAHY) submitted the following resolution; which was considered and agreed to:

S. Res. 495

Whereas the week of May 6 through 12, 2018, has been designated as “Public Service Recognition Week” to honor employees of the Federal Government and State and local governments and members of the uniformed services;

Whereas Public Service Recognition Week provides an opportunity to recognize and
promote the important contributions of public servants and to honor the diverse men and women who meet the needs of the United States through work at all levels of government and as members of the uniformed services;

Whereas millions of individuals work in government service, and as members of the uniformed services, as well as the skilled trades, and as members of the armed forces of the United States, a group that represents nearly 1/3 of the workforce of the United States, are younger than 18 years of age; and

Whereas April 30, 2018, would be an appropriate day to recognize as “El Día de los Niños-Celebrating Young Americans”, a day to bring communities and Latinoes together across the United States to celebrate and uplift children;

Whereas April 30, 2018, would be an appropriate day to recognize as “El Día de los Niños-Celebrating Young Americans” and to honor children of all ages; and

Whereas the designation of a day of special recognition for children in the United States will provide an opportunity for those children to reflect on their futures, to articulate their aspirations, to find comfort and security in the support of their family members, to continue their scholastic pursuits, and to grow to contribute to the United States;

Whereas the United States benefits daily from the knowledge and skills of the highly trained individuals who work in public service;

Whereas public servants—
(1) are committed to doing their jobs responsibly and with dedication to the public interest; and
(2) are on the front lines in the fight to defend and secure critical infrastructure; and
(3) have much to offer, as demonstrated by their involvement in initiatives that serve the needs of the United States and advance the interests of the United States around the world; and
(4) provide vital strategic support functions to the Armed Forces and serve in the National Guard and Reserves;

Whereas the Hispanic population in the United States is the youngest major racial and ethnic minority group in the United States, continues to grow, and is a significant part of the workforce in the United States and children in that population will be consumers, taxpayers, and voters in the future; and

Whereas, as the United States becomes more culturally and ethnically diverse, the people of the United States must strive to bring about cultural understanding and celebrate a tradition that honors all children on El Día de los Niños-Celebrating Young Americans, a day that acknowledges and shares traditions and customs with all people in the United States;

Whereas parents are at the center of teaching children about family values, morality, life preparation, health, survival, and cultural diversity; and

The Senate—
(1) recognizes April 30, 2018, as “El Día de los Niños-Celebrating Young Americans”; and
(2) commends public servants for their outstanding contributions to the United States during Public Service Recognition Week and throughout the year; and
(3) recognizes April 30, 2018, as “El Día de los Niños-Celebrating Young Americans”, a day to bring communities and Latinoes together across the United States to celebrate and uplift children; whereas April 30, 2018, would be an appropriate day to recognize as “El Día de los Niños-Celebrating Young Americans” and whereas the people of the United States should be encouraged to celebrate the gifts of children and to help children take their rightful place in the future of the United States; now, therefore, be it

Resolved, That the Senate—
(1) recognizes April 30, 2018, as “El Día de los Niños-Celebrating Young Americans” and whereas the designation of a day of special recognition for children in the United States will provide an opportunity for those children to reflect on their futures, to articulate their aspirations, to find comfort and security in the support of their family members, to continue their scholastic pursuits, and to grow to contribute to the United States;

Whereas the Hispanic population in the United States, a group that represents nearly 1/3 of the workforce of the United States, are younger than 18 years of age; and

Whereas April 30, 2018, would be an appropriate day to recognize as “El Día de los Niños-Celebrating Young Americans” and whereas the people of the United States should be encouraged to celebrate the gifts of children and to help children take their rightful place in the future of the United States; now, therefore, be it

Resolved, That the Senate—
(1) recognizes April 30, 2018, as “El Día de los Niños-Celebrating Young Americans” and whereas the designation of a day of special recognition for children in the United States will provide an opportunity for those children to reflect on their futures, to articulate their aspirations, to find comfort and security in the support of their family members, to continue their scholastic pursuits, and to grow to contribute to the United States;
Whereas 2 of every 3 new jobs are created by small businesses; and
Whereas, on July 30, 1953, Congress created the Small Business Administration to aid, counsel, assist, and protect the small business community; Whereas, in its 54 years of existence, the Small Business Administration has—
(1) aided countless people in the United States in attaining their entrepreneurial dream; (2) preserved and advanced the interests of small businesses through advocacy; and (3) ensured that businesses in the contracting process of the Federal Government; and Whereas the President designated the week of April 29 through May 5, 2018, as "National Small Business Week"; now, therefore, be it
Resolved, That the Senate—
(1) recognizes the historic struggle of the people of Mexico for independence and freedom, which Cinco de Mayo commemorates; and
(2) encourages the people of the United States to observe Cinco de Mayo with appropriate ceremonies and activities.
Whereas national, State, territorial, and tribal coalitions, community-based rape crisis centers, and other organizations across the United States are committed to—
(i) increasing public awareness of sexual violence and the prevalence of sexual violence; and
(ii) eliminating sexual violence through prevention and prosecution;
Whereas important partnerships have been formed among criminal and juvenile justice agencies, health professionals, public health workers, educators, first responders, and victim service providers;
Whereas thousands of volunteers and staff at rape crisis centers, State coalitions against sexual assault, and nonprofit organizations across the United States play an important role in making crisis hotlines and other services available to survivors of sexual assault;
Whereas free, confidential help is available to all victims and survivors of sexual assault through—
(i) the National Sexual Assault Hotline—
(A) by telephone at 800-656-HOPE; and
(B) online at https://hotline.rainn.org; and
(ii) more than 1,000 sexual assault service providers across the United States;
Whereas the National Sexual Assault Hotline—
(i) in 2017, helped nearly 210,000 survivors of sexual assault, which represented the greatest number of survivors assisted through the hotline since the founding of the hotline in 1994; and
(ii) continues to receive record requests for support in 2018;
Whereas the Department of Defense provides the Safe Helpline, Safe HelpRoom, and Safe Helpline mobile application, each of which offers support and help to members of the Department of Defense community—
(i) by telephone at 877-995-5247; and
(ii) online at https://safehelpline.org; and
Whereas individual and collective efforts reflect the dream of the people of the United States—
(i) for individuals and organizations to actively work to prevent all forms of sexual violence; and
(ii) for no victim of sexual assault to be unserved or feel that there is no path to justice; and
Whereas April 2018 is recognized as “National Sexual Assault Awareness and Prevention Month”;
Resolved, therefore, be it
Resolved, That—
(i) it is the sense of the Senate that—
(A) National Sexual Assault Awareness and Prevention Month provides a special opportunity to—
(i) educate the people of the United States about sexual violence; and
(ii) encourage—
(I) the prevention of sexual assault;
(II) improvement in the treatment of survivors of sexual assault; and
(III) the prosecution of perpetrators of sexual assault;
(B) it is appropriate to properly acknowledge survivors of sexual assault and to commend the volunteers and professionals who assist those survivors in their efforts to heal;
(C) national and community organizations and private sector supporters should be recognized and applauded for their work in—
(i) promoting awareness about sexual assault;
(ii) providing information and treatment to survivors of sexual assault; and
(iii) increasing the number of successful prosecutions of perpetrators of sexual assault; and
(D) public safety, law enforcement, and health professionals should be recognized and applauded for their hard work and innovative strategies to ensure perpetrators of sexual assault are held accountable; and
(2) the Senate supports the goals and ideals of National Sexual Assault Awareness and Prevention Month.

SENATE RESOLUTION 500—TO AUTHORIZE REPRESENTATION BY THE SENATE LEGAL COUNSEL IN THE CASE OF PETER P. TRUMAN V. PAULA ARMSTRONG, ET AL

Mr. MCCONNELL (for himself and Mr. SCHUMER) submitted the following resolution; which was considered and agreed to:

S. RES. 500

Whereas two Senate employees, Paula Armstrong and Edie Smith, have been named as defendants in the case of Peter P. Truman v. Paula Armstrong, et al., D. Me., currently on appeal in the United States Court of Appeals for the First Circuit, No. 18-1095; and
Whereas, pursuant to sections 703(a) and 704(a)(4) of the Ethics in Government Act of 1978, 2 U.S.C. §§288b(a) and 288a(a)(1), the Senate may direct its counsel to defend employees of the Senate in civil actions relating to their official responsibilities: Now, therefore, be it
Resolved, That the Senate Legal Counsel is authorized to represent Paula Armstrong and Edie Smith in the case of Peter P. Truman v. Paula Armstrong, et al.

Mr. MCCONNELL, Mr. President, on behalf of myself and the distinguished Democratic leader, Mr. SCHUMER, I send to the desk a resolution authorizing representation by the Senate Legal Counsel and ask for its immediate consideration.

Mr. President, this resolution concerns a pro se civil action filed in Maine Federal court against two employees of Senator King’s office regarding claims arising out of volunteer assistance the pro se plaintiff provided to that office. The District Court, on its own initiative, dismissed the lawsuit without needing to hear from the defendants, and the plaintiff has filed a notice of appeal.

This resolution would authorize the Senate Legal Counsel to represent the Senate employees in that appeal in order to seek dismissal of the appeal or affirmance of the lower court’s dismissal of this suit.

AUTHORITY FOR COMMITTEES TO MEET

Mrs. ERNST. Mr. President, I have 4 requests for committees to meet during today’s session of the Senate. They have the approval of the Majority and Minority leaders.

Pursuant to rule XXVI, paragraph 5(a), of the Standing Rules of the Senate, the following committees are authorized to meet during today’s session of the Senate:

COMMITTEE ON ARMED SERVICES

The Committee on Armed Services is authorized to meet during the session of the Senate on Thursday, April 26, 2018, at 9:30 a.m. to conduct a hearing.

COMMITTEE ON THE JUDICIARY

The Committee on the Judiciary is authorized to meet during the session of the Senate on Thursday, April 26, 2018, at 10 a.m. to conduct a hearing on S. 2644 and S. 2559 and following nominations: Mark Jeremy Bennett, of Hawaii, to be United States Circuit Judge for the Ninth Circuit, Nancy E. Brasel, and Eric C. Toobin, both to be United States District Judges for the District of Minnesota, Robert J. Summerhayes, to be United States District Judge for the Western District of Louisiana, and Gregory Allyn Forest, to be United States Marshal for the Western District of North Carolina, and Bradley A. Maxwell, to be United States Marshal for the Southern District of Illinois, both of the Department of Justice.

SELECT COMMITTEE ON INTELLIGENCE

The Select Committee on Intelligence is authorized to meet during the session of the Senate on Thursday, April 26, 2018, at 2 p.m. to conduct a closed hearing.

PERMANENT SUBCOMMITTEE ON INVESTIGATIONS

The Permanent Subcommittee on Investigations of the Committee on Homeland Security and Governmental Affairs is authorized to meet during the session of the Senate on Thursday, April 26, 2018, at 10 a.m. to conduct a hearing entitled “Oversight of HHS and DHS Effort to Protect Unaccompanied Alien Children from Human Trafficking and Abuse.”

PRIVILEGES OF THE FLOOR

Mr. BOOZMAN. Mr. President, I ask unanimous consent that Alexandra Webb, an intern in the office of Senator SULLIVAN, be granted floor privileges for the remainder of the day.

The PRESIDING OFFICER. Without objection, it is so ordered.

SECOND CHANCE MONTH

Mr. MCCONNELL. Madam President, I ask unanimous consent that the Judiciary Committee be discharged from further consideration of and the Senate now proceed to the consideration of S. Res. 440.

The PRESIDING OFFICER. Without objection, it is so ordered.

The clerk will report the resolution by title.

The senior assistant legislative clerk read as follows:

A resolution (S. Res. 440) designating April 2018 as "Second Chance Month."

There being no objection, the Senate proceeded to consider the resolution.

Mr. MCCONNELL. I ask unanimous consent that the resolution be agreed to, and the motions to reconsider be considered made and laid upon the table.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolution (S. Res. 440) was agreed to.

The preamble was agreed to.

(The resolution, with its preamble, is printed in the RECORD of March 20, 2018, under “Submitted Resolutions.”)
SUPPORTING THE GOALS AND IDEALS OF TAKE OUR DAUGHTERS AND SONS TO WORK DAY

Mr. MCCONNELL. Madam President, I ask unanimous consent that the Committee on Health, Education, Labor, and Pensions be discharged from further consideration of and the Senate now proceed to the consideration of S. Res. 461.

The PRESIDING OFFICER. Without objection, it is so ordered.

The clerk will report the resolution by title:

The junior assistant legislative clerk read as follows:

A resolution (S. Res. 461) supporting the goals and ideals of Take Our Daughters And Sons To Work Day.

There being no objection, the Senate proceeded to consider the resolution.

Mr. MCCONNELL. Madam President, I ask unanimous consent that the resolution be agreed to, the preamble be agreed to, and the motions to reconsider be considered made and laid upon the table.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolution (S. Res. 461) was agreed to.

The preamble was agreed to.

(The resolution, with its preamble, is printed in the Record of April 16, 2018, under “Submitted Resolutions.”)

RESOLUTIONS SUBMITTED TODAY

Mr. MCCONNELL. Madam President, I ask unanimous consent that the Senate now proceed to the en bloc consideration of S. Res. 489 through and including S. Res. 500, which were submitted earlier today.

There being no objection, the Senate proceeded to consider the resolutions en bloc.

Mr. MCCONNELL. I know of no further debate on the resolutions.

The PRESIDING OFFICER. Is there further debate?

Hearing none, the question is on agreeing to the resolutions en bloc.

The resolutions were agreed to.

Mr. MCCONNELL. I ask unanimous consent that the preamble be agreed to en bloc.

The PRESIDING OFFICER. Without objection, it is so ordered.

The preamble was agreed to.

(The resolutions with their preambles, are printed in today’s Record under “Submitted Resolutions.”)

Mr. MCCONNELL. I ask unanimous consent that the motions to reconsider be considered made and laid upon the table en bloc.

The PRESIDING OFFICER. Without objection, it is so ordered.

ORDERS FOR MONDAY, APRIL 30, 2018, THROUGH MONDAY, MAY 7, 2018

Mr. MCCONNELL, Madam President, I ask unanimous consent that when the Senate completes its business today, it adjourn, to then convene for pro forma sessions only, with no business being conducted, on the following dates and times, and that following each pro forma session, the Senate adjourn until the next pro forma session: Monday, April 30, at 2:30 p.m. and Thursday, May 3, at 10:30 a.m. I further ask that when the Senate adjourns on Thursday, May 3, it next convene at 3 p.m. on Monday, May 7, and that following the prayer and pledge, the morning hour be deemed expired, the Journal of proceedings filed during today’s session ripen at 5:30 p.m. on Monday, May 7.

The PRESIDING OFFICER. Without objection, it is so ordered.

ADJOURNMENT UNTIL MONDAY, APRIL 30, 2018, AT 2:30 P.M.

Mr. MCCONNELL, Madam President, if there is no further business to come before the Senate, I ask unanimous consent that it stand adjourned under the previous order.

There being no objection, the Senate, at 5:30 p.m., adjourned until Monday, April 30, 2018, at 2:30 p.m.

NOMINATIONS

Executive nominations received by the Senate:

DEPARTMENT OF LABOR

JOHN LOWRY III, OF ILLINOIS, TO BE ASSISTANT SECRETARY OF LABOR FOR VETERANS’ EMPLOYMENT AND TRAINING, VICE MICHAEL HERMAN MICHAUD.

IN THE NAVY

JOHN LYNES, OF GEORGIA, TO BE UNITED STATES MARSHAL FOR THE SOUTHERN DISTRICT OF GEORGIA FOR THE TERM OF FOUR YEARS.

IN THE AIR FORCE

KIRSTEN DAWN MADISON, OF FLORIDA, TO BE AN ASSOCIATE JUDGE AND CHIEF UNITED STATES MARSHAL FOR THE MIDDLE DISTRICT OF FLORIDA FOR THE TERM OF SEVEN YEARS.

DEPARTMENT OF JUSTICE

TIMOTHY A. GARRISON, OF MISSOURI, TO BE UNITED STATES ATTORNEY FOR THE WESTERN DISTRICT OF MISSOURI FOR THE TERM OF FOUR YEARS.

DEPARTMENT OF STATE

JOHN R. B RICK, OF GEORGIA, TO BE UNITED STATES ATTORNEY FOR THE DISTRICT OF HAWAII FOR THE TERM OF SEVEN YEARS.

DEPARTMENT OF THE TREASURY

JOSEPH L. FALVEY, JR., OF MICHIGAN, TO BE A JUDGE OF THE UNITED STATES COURT OF APPEALS FOR VETERANS CLAIMS FOR THE TERM OF FIFTEEN YEARS.

DEPARTMENT OF VETERANS AFFAIRS

PAUL R. LAWRENCE, OF VIRGINIA, TO BE SECRETARY FOR BENEFITS OF THE DEPARTMENT OF VETERANS AFFAIRS.

DEPARTMENT OF JUSTICE

NICHOLAS T. HANNA, OF CALIFORNIA, TO BE UNITED STATES ATTORNEY FOR THE CENTRAL DISTRICT OF CALIFORNIA FOR THE TERM OF FOUR YEARS.

DEPARTMENT OF THE INTERIOR

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES NAVY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 624:

JOSEPH SIMONS, OF FLORIDA, TO BE A FEDERAL TRADE COMMISSIONER FOR THE TERM OF SEVEN YEARS FROM SEPTEMBER 26, 2017.

RICHARD F. WILSON, OF VIRGINIA, TO BE A FEDERAL TRADE COMMISSIONER FOR THE TERM OF SEVEN YEARS FROM SEPTEMBER 26, 2017.

DEPARTMENT OF THE NAVY

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE SENIOR FOREIGN SERVICE, CLASS OF MINISTERS COUNSELORS AND LAW ENFORCEMENT AFFAIRS:

ANDREA L. THOMPSON, OF SOUTH DAKOTA, TO BE UNDER SECRETARY OF STATE FOR ARM'S CONTROL AND INTERNATIONAL SECURITY.

DEPARTMENT OF THE ARMY

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE SENIOR FOREIGN SERVICE, CLASS OF MINISTERS COUNSELORS AND LAW ENFORCEMENT AFFAIRS:

KATHRYN D. STENSON, OF CALIFORNIA, TO BE AMBASSADOR EXTRAORDINARY AND PLENIPOTENTIARY OF THE UNITED STATES OF AMERICA TO THE FEDERAL REPUBLIC OF GERMANY.

DEPARTMENT OF THE AIR FORCE

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE SENIOR FOREIGN SERVICE, CLASS OF MINISTERS COUNSELORS AND LAW ENFORCEMENT AFFAIRS:

JAMES D. POOLE, OF VIRGINIA, TO BE AN ASSISTANT SECRETARY OF STATE FOR VERIFICATION AND COMPLIANCE.

DEPARTMENT OF THE NAVY

HUSBAND WARE, OF THE VIRGIN ISLANDS, TO BE AMBASSADOR EXTRAORDINARY AND PLENIPOTENTIARY OF THE UNITED STATES OF AMERICA TO THE FEDERAL REPUBLIC OF GERMANY.

DEPARTMENT OF THE ARMY

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE SENIOR FOREIGN SERVICE, CLASS OF MINISTERS COUNSELORS AND LAW ENFORCEMENT AFFAIRS:

ROHIT CHOPRA, OF NEW YORK, TO BE A FEDERAL TRADE COMMISSIONER FOR THE TERMS OF SEVEN YEARS FROM SEPTEMBER 26, 2011.

JOSEPH J. SIMONS, OF FLORIDA, TO BE A FEDERAL TRADE COMMISSIONER FOR THE TERMS OF SEVEN YEARS FROM SEPTEMBER 26, 2017.

RICHARD F. WILSON, OF VIRGINIA, TO BE A FEDERAL TRADE COMMISSIONER FOR THE TERMS OF SEVEN YEARS FROM SEPTEMBER 26, 2017.

CONFIRMATIONS

Executive nominations confirmed by the Senate April 26, 2018:

REFERENCE COMMITTEE ON THE STATE

RICHARD GRENELL, OF CALIFORNIA, TO BE AMBASSADOR EXTRAORDINARY AND PLENIPOTENTIARY OF THE UNITED STATES OF AMERICA TO THE FEDERAL REPUBLIC OF GERMANY.
To be brigadier general

CAPT. MICHAEL T. GERBER
IN THE ARMY
THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES ARMY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C. SECTION 601.

To be begeneral

GEN. TERRENCE J. O’SHAUGHNESSY

To be general

VICE ADM. JOHN C. AQUILINO

To be general

VICE ADM. CHARLES A. RICHARD

To be rear admiral (lower half)

CAPT. GREGORY N. TODD

To be rear admiral (lower half)

CAPT. JOHN S. LEMMON

To be rear admiral (lower half)

REAR ADM. (LH) RONALD C. C OPLING

To be rear admiral (lower half)

REAR ADM. (LH) BRIAN K. COREY

To be rear admiral (lower half)

REAR ADM. (LH) DARSE E. CRANDALL

To be rear admiral (lower half)

CAPT. KRISTEN B. FAIRY

To be rear admiral (lower half)

CAPT. HEIDI K. BERG

To be rear admiral (lower half)

CAPT. JOHN J. ADAMETZ

To be rear admiral (lower half)

CAPT. JAMES A. AXEN

To be rear admiral (lower half)

CAPT. RICHARD J. CHEESEMAN, JR.

To be rear admiral (lower half)

CAPT. CRAIG A. CLAPPSTON

To be rear admiral (lower half)

CAPT. JOSEPH A. DOMINGUEZ, JR.

To be rear admiral (lower half)

CAPT. CHRISTOPHER B. GRAY

To be rear admiral (lower half)

CAPT. JOHN E. GIUSELLE

To be rear admiral (lower half)

CAPT. JAMES A. KIRK

To be rear admiral (lower half)

CAPT. TONI A. KOTT

To be rear admiral (lower half)

CAPT. FREDERICK R. NUGENT

To be rear admiral (lower half)

CAPT. PHILIP J. SCOTT

To be rear admiral (lower half)

CAPT. DOUGLAS C. VERISSIMO

To be rear admiral (lower half)

CAPT. GEORGE M. WILKOFF
THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES AIR FORCE TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C. SECTION 601.

To be general

GEN. TERRENCE J. O’SHAUGHNESSY

FOREIGN SERVICE
FOREIGN SERVICE NOMINATION OF ROBERT F. GRECH.
FOREIGN SERVICE NOMINATIONS BEGINNING WITH KAREN S. SLITER AND ENDING WITH ELIA P. VANEGANOS, WHICH NOMINATIONS WERE RECEIVED BY THE SENATE AND APPEARED IN THE CONGRESSIONAL RECORD ON FEBRUARY 13, 2018.

FOREIGN SERVICE NOMINATION OF TUYVAN NGUYEN.
FOREIGN SERVICE NOMINATIONS BEGINNING WITH BENJAMIN THOMAS ARDELL AND ENDING WITH ALEXANDER ZVINAKIS, WHICH NOMINATIONS WERE RECEIVED BY THE SENATE AND APPEARED IN THE CONGRESSIONAL RECORD ON MARCH 12, 2018.

FOREIGN SERVICE NOMINATION OF ABIGAIL MARIE NGUEMA.
RECOGNITION OF 25 YEARS OF THE MAFFS MISSION SUPPORTED BY THE 302D Airlift Wing at Peterson AFB, CO

HON. DOUG LAMBORN
OF COLORADO
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. LAMBORN. Mr. Speaker, I rise today in honor of the Citizen Airmen serving in the Air Force Reserve’s 302nd Airlift Wing, Air at Peterson Air Force Base, Colorado.

Today I recognize their 25 years of dedicated support of the Department of Defense’s C-130 Modular Airborne Fire Fighting System, or MAFFS mission.

In 1993, the Air Force Reserve portion of the MAFFS mission was moved to the 302nd Airlift Wing, Peterson Air Force Base, Colorado from March Air Force Base, California.

On October 28, 1993, two aircrews from the 302nd Airlift Wing’s 731st Airlift Squadron and maintenance personnel from the 302nd Maintenance Group departed for Point Mugu Naval Air Warfare Center, California for their first MAFFS activation.

Since that first activation, hundreds of Reserve Citizen Airmen have trained, supported and expanded the Defense Support of Civil Authorities Mission assisting in the tireless efforts of ground firefighting crews through reaching inaccessible areas by air, supporting the containment of hundreds of wildland fires and saving lives and property throughout the United States of America and Mexico.

In addition to supporting fire suppression efforts across the U.S., 302d Airlift Wing Servicemen have responded to fires in their own backyards supporting suppression of major Colorado fires including the Hayman fire (2002), Waldo Canyon fire (2012) and Black Forest fire (2013).

Innovation is in their DNA, and it comes from the diverse experiences our Reserve Citizen Airmen bring to the mission. We honor all who work tirelessly to support and make this special mission possible both in the air and on the ground. We recognize the hundreds of hours of labor expended by the Reserve aircraft maintenance crews who ensure the MAFFS-equipped C-130s, call-signs MAFFS 2 and MAFFS 5, are mission ready. We honor the highly-experienced Air Force Reserve aircrews flying one of the most challenging missions in the U.S. Air Force.

When not supporting the wildland firefighting mission, the 302nd is always ready to answer our nation’s call with the agility to shift to its tactical airlift mission supporting rapid global mobility.

Today, it is also important to remember the six Reserve Citizen Airmen who lost their lives in support of the MAFFS mission, specifically the crew of SUMIT 38, a MAFFS support mission from Boise, Idaho that did not make it back to Peterson Air Force Base, Colorado on May 13, 1995; and four members of the crew of MAFFS 7 from the 146th Airlift Wing, North Carolina Air National Guard who were lost during a MAFFS mission in White Draw, South Dakota on July 1, 2012.

Today, the Reserve Citizen Airmen from Colorado’s Peterson Air Force Base along with their Air National Guard counterparts continue to provide the surge support to wildland firefighting efforts when requested by the National Interagency Fire Center at a moment’s notice. To make it happen, we seek the best and brightest minds from across the nation to fill critical career fields such as Air Force Reserve pilots and maintenance technicians.

Today, in 2018, the continued bravery, sacrifice, expertise and dedication to this mission by our Reserve Citizen Airmen has allowed for 25 years of unwavering support of the MAFFS mission by the Air Force Reserve at Peterson Air Force Base, Colorado.

IN RECOGNITION OF PAULA LINKER

HON. DAVID SCHWEIKERT
OF ARIZONA
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. SCHWEIKERT. Mr. Speaker, I rise today to thank a very special member of my community. For as long as I have been involved in working for Arizona, Paula Linker has been a friend and supporter. Those who know Paula admire her for her courage and determination. She is forthright and dependable. She works every single day to make sure that the causes and people she cares for most have all the support she has to give.

And, it is in that spirit that I am so pleased she is being awarded the Lincoln Lifetime Achievement Award from the Maricopa County Republican Committee.

The community celebrates Paula, and it is with great enthusiasm that I include these remarks into the Record of the U.S. House of Representatives.

DIGITAL AUTHORITARIANISM AND THE GLOBAL THREAT TO FREE SPEECH

HON. CHRISTOPHER H. SMITH
OF NEW JERSEY
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. SMITH of New Jersey. Mr. Speaker, today we held a hearing on China’s digital authoritarianism. China has the world’s largest number of internet users as well as the world’s most sophisticated and aggressive internet censorship and control regime. The Chinese government, under the leadership of Xi Jinping, views digital controls as necessary for its political stability and control of core digital technologies as necessary for its economic future.

The Chinese government spends $10 billion on maintaining and improving their censorship apparatus. The U.S. government has an annual internet freedom budget of $55 million and Congress still has little idea how this money is spent.

Over the past year or so, Chinese companies were ordered to close websites that hosted discussions on the military, history, and international affairs and crack down on “illegal” VPNs (in response, Apple was forced to remove VPNs from the China App store). New regulations were announced restricting anonymity online, and the Chinese government rolled out impressive new censorship technologies, censoring photos in one-to-one WeChat discussions and disrupting WhatsApp.

Beijing has also deployed facial and voice recognition, artificial intelligence, and other surveillance technologies throughout the country, but particularly targeting the Uyghur ethnic minority, where between 500,000 to 1 million Uyghurs have been detained arbitrarily.

The Chinese government and Communist Party’s attempts to enforce and export a digital authoritarianism poses a direct threat to Chinese rights defenders and ethnic minorities and poses a direct challenge to the interests of the U.S. and the international community.

The U.S. must recognize that we are engaged in a battle of ideas with a reinvigorated authoritarianism—online, in the marketplace, and elsewhere—and we need up our “competitive game” to meet the challenge.

The Administration’s National Security Strategy says quite clearly that the Chinese government and Communist Party (along with Russia) seek to “challenge American power, influence, and interests, attempting to erode American security and prosperity. They are determined to make economies less free and less fair, to grow their militaries, and to control information and data to repress their societies and expand their influence.”

The Chinese government and Communist Party want to shape a world antithetical to U.S. values and interests and to export its economic, political, and censorship models globally.

In response, the U.S. and like-minded allies must stand resolutely for the freedom of religion, worship and free trade, labor rights, freedom of navigation, the rule of law and the freedom of expression—including online.

A coherent and engaged internet freedom strategy must be a critical part of the U.S. diplomatic toolbox. This strategy should have at its core a commitment to protect fundamental freedoms, privacy, and promote the free flow of news and information.

But it is not a matter of just having a strategy; it should be the right one. The Bush and Obama Administrations pursued cyber diplomacy; yet internet freedom has declined...
around the world, privacy is increasingly under threat, and the free flow of information has become more endangered.

The right strategy must start with some humility. Cyberspace is a place to spread democratic ideals and a place where criminals, terrorists, corporations, traffickers, and governments exploit vulnerabilities with impunity. Online communication can convey highest ideals and our worst fears. It can shine a light on repression and be the source of hatred, manipulation, fake news, coercion, and conflict. It can bring people together or push us apart.

Despite all this, I agree with the NSS’s conclusions which says, “The Internet is an American invention, and it should reflect our values as it continues to transform the future for all nations and all generations. A strong, defensible cyber infrastructure fosters economic growth, protects our liberties, and advances our national security.”

Central to a revitalized U.S. internet freedom strategy should be a priority to open gaping holes in China’s Great Firewall.

Right now, I’m just not confident that this is the policy of the Broadcasting Board of Governors or the State Department right now. I think there are certain goals we should prioritize in our internet freedom strategy regarding China.

First, China’s netizens require easy, reliable and free access to uncensored information through anti-censorship technologies, so that anybody can freely access information regardless of their technical ability. Reliable solutions should work all the time, regardless of intensified crackdowns or major events (Party Congress, June 4th anniversary) taking place in-country.

Second, solutions should also present difficult choices for the Chinese authorities—if the authorities want to disrupt these solutions, then they must disrupt many online services which they would normally be hesitant and unlikely to block.

Third, Access to solutions should also come at no cost for Chinese netizens, the Chinese authorities often block access to payment providers so even if Chinese can afford a circumvention solution, they cannot get past censorship by their payment provider.

Fourth, holistic anti-censorship solutions should be encouraged, including not just technical circumvention but also distribution of those tools (getting around Google Play being blocked, and censorship in the Apple App Store) and well as helping users share anti-censorship tools, as well as content, through messaging apps, social networks and QR codes.

These are just a few starting principles. I am open to a conversation about these goals with experts and allies. But given the stakes and possible outcomes, moving quickly to fund and distribute anti-censorship technologies should be a priority.

The future of our grandchildren—in the U.S. and China alike—may very well depend on open, interoperable communications online, with minimal barriers to the global exchange of information, data, ideas, and services.
United States Army where he faithfully served his country for 8 years. Pastor Daniels was honorably discharged in 1992, at the rank of Sergeant E-5.

In early 1993, when the First Greater New Hope Baptist Church often referred to as "The Hope," was in search of a new pastor and leader, Reverend Daniels was called upon to occupy the pulpit. The congregation knew right away that they had the right man for the job. On May 2, 1993, Pastor Daniels became the second pastor of the First Greater New Hope Baptist Church, and he continues to lead his congregation today.

Under his leadership, the First Greater New Hope Baptist Church established multiple ministries and grew to over 600 active members. If that is not enough, Pastor Daniels is also currently pursuing a master's degree in Theology at the Trinity Theological Seminary.

Most importantly, he is the proud father of Brittany and Brianna Daniels, and the proud grandfather of Brittan Ray Daniels.

After 25 years, Pastor Daniels has certainly left his mark not only on his church but also in the City of Fort Worth. His passion and love for the ministry explain why so many follow his vision of hope.

Therefore, I include in the RECORD this statement in recognition of Pastor B.R. Daniels, Jr.'s 25 years of dedicated service to the First Greater New Hope Baptist Church.

CELEBRATING THE 2018 CONGRESSIONAL ART COMPETITION

HON. RODNEY P. FRELINGHUYSEN
OF NEW JERSEY
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. FRELINGHUYSEN. Mr. Speaker, once again, I come to the floor to recognize the great success of strong local schools working with dedicated parents and teachers. I rise today to congratulate and honor a number of outstanding high school artists from the 11th Congressional District of New Jersey. Each of these talented young men and women participated in the 2018 Congressional Art Competition, "An Artistic Discovery." Their works of art are exceptional.

Sixty-three students from twenty-three high schools in Morris, Essex, Sussex and Passaic counties participated.

Mr. Speaker, I would like to congratulate the winners of our art competition. First place was awarded to Alyssa Talon from Pope John XXIII Regional High School for her oil painting entitled, "Girl on the Bus." Second place was awarded to Ava Economou from Wayne Valley High School for her conte pencil work entitled, "Reflections of Past." Third place was awarded to Rachel Cenicola from Madison High School for her photograph entitled, "The Stories We Wear."

Honorable Mentions were awarded to: Tajari Dempster from Whippany Park High School for his colored pencil work entitled, "Bioluminescence," Caitlin Gethins from Whippany Park High School for her photograph entitled, "From Heaven Above," Morgan Hoover from Wayne Valley High School for her gel pen work entitled, "Mel," and Katherine Hu from the Morris County Technical School for her acrylic painting entitled, "Perspicacious."

Mr. Speaker, I would like to recognize each artist for their participation by including in the RECORD their high school, their name and the title of their contest entries:

Delbarton School: Lucas C. Accocella, "Unexpected Beauty"; Sean Taylor, "A Cut Above the Rest";
Eastern Christian High School: Steve Blanc, "What I Saw in the Water"; Angela Han, "The Friend"
Hanover Park High School: Jenna Glinski, "Freedom Tower"; Ronald Petriella, "Flashback"; Delaney Trignano, "Utanisle"
Jefferson Township High School: Kaitlyn Hollar, "Shapes of the Rainbow"; Katrina Jenisch, "Child's Play"; Rachel Warncke, "Oliver"
Livingston High School: Tiffany Acosta, "Four Eyes"; Bari Greenwald, "Chivalrie Romance at the Abbey"; Rachel Selibel, "Jurassic Art"; Breena Rettig, "Fading"
Madison High School: Loryn Camp, "Acceptance"; Rachael Cenicola, "The Stories We Wear"; Julia Ferranti, "Distorted"; Kierran Matos "Don't Go"
Morris County Technical School: Katherine Hu, "Perspicacious"
Nutley High School: Zawar Ahmed, "Fair and Lovely"; Barbara Benda, "Detached"; Paul Ibrahim, "Entropy"; Sabrina Kuo, "Individuality"
Parisppany Hills High School: Emma Mykowski, "Connection to the Past"; Passaic County Technical Institute: Christopher Cortez, "Narcissus"; Emmaalie Foti, "Space Mammals"; Ava Liguori, "Colors"
Passaic Valley High School: Jonathan Alarcen, "Earth's Sanctuary"; Danielle Burden, "Oasis"; Matthew Nelson, "1:05"
Pope John XXIII Regional High School: Margaret Butler, "Teeth"; Ann Hard, "Do You Want to Build a Snowman?"; Alyssa Talon, "Girl on the Bus"; Jessica Whittam, "Taz"
Rae Kushner Yeshiva High School: Maya Homa, "American Beauty Rose"; Noa Mobilia, "Lone Bonsai"
Sparta High School: Sydney Van Brunt, "Country Girl"; Sarah Wille, "Freedom of Speech"; Andie Wittenmehler, "Veteran"
Trinity Christian School: Ben Genberg, "Mesa Verde"; Villa Walsh Academy: Lucy Anderson, "Midnight in the Garden"; Maureen Walsh, "Coming of Age"
West Orange High School: David Fernandez, "Dream Deferred"; Whippany Park High School: Tafari Dempster, "Bioluminescence"; Emily Garries, "Get the Truth"; Caitlin Gethins, "From Heaven Above"; Sara Kahn, "Playful Elephants"

Each year the winner of the competition has their art work displayed with other winners from across the country in a special corridor here at the U.S. Capitol. Thousands of our fellow Americans walk through the exhibition and are reminded of the vast talents of our young men and women. Indeed, all of these young artists are winners, and we should be proud of their achievements so early in life.

Mr. Speaker, I urge my colleagues to join me in congratulating these talented young people from New Jersey's 11th Congressional District.

RECOGNIZING THE BROAD INSTITUTE

HON. KATHERINE M. CLARK
OF MASSACHUSETTS
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Ms. CLARK of Massachusetts. Mr. Speaker, today we celebrate National DNA Day, which marks the completion of the Human Genome Project that produced the first complete DNA sequence of a human being. On the 15th anniversary of this milestone, the Broad Institute of MIT and Harvard will reach another remarkable achievement: having now sequenced a total of 100,000 human genomes since the conclusion of the Human Genome Project.

Connecting MIT, Harvard, the Harvard teaching hospitals, and the life sciences and technology industries in Cambridge, MA and beyond, the Broad Institute is one of the world's leading biomedical research institutions. In the service of its mission to propel the understanding and treatment of disease, the Broad Institute is also one of the largest producers of human genomic information; it has made more genomic data available for health research than any other organization.

Over the last decade, the Broad Institute has generated about ten percent of the world's entire knowledge base of human genomic data. Scientists in the United States and around the globe have used its data to research the underlying causes of devastating diseases, from common conditions such as heart disease, diabetes, and cancer to very rare childhood disorders.

I want to thank the Broad Institute for their commitment to science, health, and progress. I am incredibly proud to have this institution and their historic achievements within my district.
Moreover, Curtis is a devoted husband, father and son who dedicates his life to his family and many charitable and non-profit organizations. In a very brief time, Curtis has completed more than most people could in three lifetimes and I have a tremendous amount of respect for him, even selling him one of my precious gems for only one point in time. That never happens as I really love my guns—but I gave him a great deal.

Curtis has a great wit, a sharp mind, and sometimes a sharp tongue, but you can always count on him to be there for you. His epitome is loyalty, honesty and courage. He has stood by my side through all of the political and personal ups and downs and I cannot thank him enough for all he has done for the great State of Alaska and for me as a politician and a person. He is just simply a great guy with an even better wife and son.

Mr. Speaker, Curtis’s wife Josie and his son Matthew stand beside a great man who will have many more years to make Alaska an even better place to live. Fifty is just the beginning for this young man.

Happy birthday to my friend, Curtis W. Thayer.

HONORING THE PRESS DEMOCRAT
OF CALIFORNIA
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Mr. THOMPSON of California. Mr. Speaker, I rise today to recognize the staff of The Press Democrat for being awarded the 2018 Pulitzer Prize for Breaking News Reporting “for lucid and tenacious coverage of historic wildfires that ravaged the city of Santa Rosa and Sonoma County.”

The Press Democrat is a locally-owned, daily newspaper that was founded in 1897 and is headquartered in Santa Rosa, in my district. This national recognition of its exemplary reporting reinforces what our community already knows—that The Press Democrat is a world-class newspaper with exceptional reporters, photographers, editors, online producers and page designers.

During the historic October 2017 wildfires, the staff at The Press Democrat filled a dual role. They told the larger stories, reporting on the devastation and community-wide heartbreak and photographing the looming flames and incredible heroism. They also kept people in our community informed of whether they needed to evacuate, where they could go if in our community informed of whether they needed to evacuate, where they could go if in our community informed of whether they needed to evacuate, where they could go if in our community informed of whether they needed to evacuate, where they could go if in our community informed of whether they needed to evacuate, where they could go if

Mr. Speaker. The Press Democrat is an important newspaper and institution in our community. It is therefore fitting and proper that we honor the staff and their accomplishment of winning a Pulitzer Prize for Breaking News Reporting.

HONORING RABBI STEVEN KUSHNER ON HIS RETIREMENT FROM TEMPLE NER TAMID

HON. BILL PASCRELL, JR.
of New Jersey
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Mr. PASCRELL. Mr. Speaker, I rise today to honor Rabbi Steven Kushner upon his retirement from serving as the spiritual leader of Temple Ner Tamid in Bloomfield, New Jersey. Since its inception in 1980 when two Bloomfield congregations—one reform and one conservative-merged, the Jewish community at Temple Ner Tamid has not just grown, but thrived, under Rabbi Kushner’s tenure.

Rabbi Kushner has been instrumental in the growth and expansion of the Ner Tamid congregation to hundreds of families serving three generations of members. In that time he has developed adult education, interfaith, social action, outreach, and family programming at the synagogue. Whether officiating at B’nai Mitzvah, confirmations, weddings, bris ceremonies, baby namings, or funerals, Rabbi Kushner has played an integral role in major life events of New Jersey families. His high-holiday sermons were always thought-provoking, and included the right dash of movie references or popular culture. By all accounts, Rabbi Kushner took his title very seriously. The word “rabbi” means Jewish teacher in Hebrew, and Rabbi Kushner is a tremendous educator. In fact, Rabbi Kushner helped prepare my Chief of Staff, Ben Rich, for his Bar Mitzvah almost three decades ago. And through leading his confirmation class trip to Washington, D.C., helped influence Ben’s path toward what has been a long career working for the people of northern New Jersey on Capitol Hill.

Rabbi Kushner is certainly a figure of respect in the Jewish community, and he has made his mark in the community at large as a distinguished and respected member of the clergy in Essex County and throughout New Jersey.

Rabbi Kushner is past president of the New Jersey Association of Reform Rabbis, the Coalition of Religious Leaders of New Jersey, and the Metro West Conference on Soviet Jewry and Jewish History. He is a Trustee of The Blue Card, a unique charity that provides emotional and monetary assistance to Holocaust survivors and their families.

A native of Michigan and long suffering Lions fan, Rabbi Kushner received a Bachelor of Arts from Wayne State University in Detroit before earning a Master of Arts in Hebrew Letters from Hebrew Union College-Jewish Institute of Religion. Rabbi Kushner has also received Certification in Pastoral Counseling from the Postgraduate Center for Mental Health in New York City, and was awarded a Doctor of Divinity from the Hebrew Union College-Jewish Institute of Religion in March of 2002.

Rabbi Kushner served on the faculty of B’nai B’rith College from 1983 to 2003. In May of 1995, the college honored him with a Doctor of Laws honoris causa degree.

Mr. Speaker, I ask my colleagues to join me in acknowledging the dedicated service given. Let us come together to join Rabbi Kushner’s family, including his daughters A viva and Hannah, his friends, and the Ner Tamid community in congratulating Rabbi Steven Kushner on his retirement after thirty-eight years of serving the Jewish community of northern New Jersey and Temple Ner Tamid of Bloomfield.

HONORING POLICE CHIEF RONDA WALLACE

HON. DON YOUNG
OF ALASKA
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Mr. YOUNG of Alaska. Mr. Speaker, I rise today to ask the House of Representatives to join me in honoring the career and achievements of Chief Ronda Wallace of Kodiak, Alaska, who has served her community and the Kodiak Police Department with distinction for the past 20 years. Chief Wallace first joined the Department in 1997 as a Public Safety Dispatcher, and the next year was commissioned as a patrol officer. She steadily rose through the Department’s ranks and held numerous positions including Narcotics and Investigative Detective, Patrol Sergeant, and Lieutenant, until becoming Kodiak’s first female Police Chief in 2013.

Chief Wallace’s leadership by example, care for the community of Kodiak, and compassion for its citizens have come to define the Kodiak Police Department. During her career she has gotten countless drugs off our streets, solved homicides, worked tirelessly to help women and children who are victims of abuse and assaults, and consistently raised the bar for professional police work. And, like all true leaders, her shining example will continue through the legacy she has created in Kodiak and the many people she has mentored, both within the police department and the community at large.

Throughout her 20-year career she has displayed the highest possible standards of police work, and is an inspiration to future generations of law enforcement professionals and public servants. I greatly appreciate and admire her selfless dedication to Kodiak, to her fellow citizens, to our great State of Alaska, and to our Nation as a whole through her cooperation with the Federal Bureau of Investigation and the Coast Guard Investigative Service.

Therefore, it gives me distinct pleasure to honor Chief Wallace today, and I ask that my colleagues in the United States House of Representatives join me in congratulating Ronda and wishing her continued success.
Mr. PERLMUTTER. Mr. Speaker, I rise today to recognize and applaud Alexander Olson for receiving the Arvada Wheat Ridge Service Ambassadors for Youth award.

Alexander Olson is a student at Drake Middle School and received this award because his determination and hard work have allowed him to overcome adversities. The dedication demonstrated by Alexander Olson is exemplary of the type of achievement that can be attained with hard work and perseverance. It is essential students at all levels strive to make the most of their education and develop a work ethic which will guide them for the rest of their lives.

I extend my deepest congratulations to Alexander Olson for winning the Arvada Wheat Ridge Service Ambassadors for Youth award. I have no doubt he will exhibit the same dedication and character in all of his future accomplishments.

IN RECOGNITION OF SIERRA PACIFIC HS GIRLS BASKETBALL TEAM

HON. DAVID G. VALADAO
OF CALIFORNIA
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. VALADAO. Mr. Speaker, I rise today to congratulate the Sierra Pacific High School Golden Bears Girls Basketball Team for their victory as California Interscholastic Federation (CIF) Division V Basketball Champions. The Golden Bears of Hanford, California defeated Lowell High School of San Francisco, California by a margin of 52–26 at the Golden Center in Sacramento, California. Their victory capped a 32–5 overall record for the 2017–2018 season.

Starting varsity play in 2011, Sierra Pacific’s basketball program quickly evolved from the upstart to champions. As the all-time leading scorer for the Golden Bears, Miss Roberts became the most valuable player of the Eastern Sequoia League.

Led by Head Coach Amy Bush and Assistant Coaches Heather Brasil and Victor Chavarin, Jr., Sierra Pacific High School was proudly represented by Cristina Avila, Haley Bettencourt, Kylie Brasi, Kalea Bush, Arianna Chavarin, Ciana Gonzales, Hailey Leslie, Celeste Lewis, Rose Miller, Alana Roberts, Kaylie Rocha, Annabelle Saavedra, Janae Tolbert, and Savannah Torres.

I further congratulate players Kalea Bush, Haley Bettencourt, and Alana Roberts for their terrific performance this season. By the conclusion of the season, Miss Bush became the all-time leading scorer for the Golden Bears, earning 1,099 points. Miss Bettencourt, who is the second all-time leading scorer for Sierra Pacific, was awarded the Pursuing Victory with Honor Award for her performance and sportsmanship during the State Championship game.

In the Championship game, Miss Roberts led Sierra Pacific in both scoring and rebounds, collecting twenty points and twelve rebounds.

The success of the ladies of Sierra Pacific High School is an inspiration to our Central Valley community, their victory is a testament to the bonds of sportsmanship, dedication, and camaraderie.

Mr. Speaker, I ask my colleagues in the United States House of Representatives to join me in congratulating the players and coaching staff of the Sierra Pacific High School Golden Bears Girls Basketball Team for their terrific athletic achievement during their 2017–2018 season.

CONGRATULATING LINDSEY JENSEN

HON. ADAM KINZINGER
OF ILLINOIS
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. KINZINGER. Mr. Speaker, I rise today to honor Lindsey Jensen, who was named the 2018 Illinois Teacher of the Year. Mrs. Jensen began her teaching career 12 years ago, and her positive spirit and passion for education has profoundly impacted countless lives across our community.

As an English teacher at Dwight Township High School for the last 10 years, Mrs. Jensen has continually demonstrated her passion for teaching and her commitment to serving students, her colleagues, and her community. High School is such a pivotal and exciting time for students, especially as they prepare themselves for their next steps. These young adults need teachers like Mrs. Jensen who can inspire them, motivate them, and push them to reach their full potential.

Colleagues of Mrs. Jensen have described her as an educator who radiates with infectious positivity, saying she is more than a teacher of English, but rather a teacher of the people. As the son of a public-school teacher, I know the importance of having passionate and creative teachers in the classroom, and I know how important a good education is to giving a student hope and opportunity for a brighter future.

Mr. Speaker, on behalf of the 16th District of Illinois, I wish to express our sincere gratitude to Mrs. Jensen for her dedicated service to our students and the Dwight community. It is my honor to congratulate Mrs. Jensen on this much deserved recognition as the 2018 Illinois Teacher of the Year, and we are truly proud to have this exemplary educator representing our community.

DAIMON OSWALT
HON. ED PERLMUTTER
OF COLORADO
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. PERLMUTTER. Mr. Speaker, I rise today to recognize and applaud Daimon Oswalt for receiving the Arvada Wheat Ridge Service Ambassadors for Youth award.

Daimon Oswalt is a student at Wayne Carle Middle School and received this award because his determination and hard work have allowed him to overcome adversities. The dedication demonstrated by Daimon Oswalt is exemplary of the type of achievement that can be attained with hard work and perseverance. It is essential students at all levels strive to make the most of their education and develop a work ethic which will guide them for the rest of their lives.

I extend my deepest congratulations to Daimon Oswalt for winning the Arvada Wheat Ridge Service Ambassadors for Youth award. I have no doubt he will exhibit the same dedication and character in all of his future accomplishments.
IN APPRECIATION OF MAURI GRAY’S WORK WITH THE HOUSE JUDICIARY COMMITTEE

HON. JERROLD NADLER
OF NEW YORK
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. NADLER. Mr. Speaker, today, as Ranking Member of the Committee on the Judiciary, I join with Representative SHEILA JACKSON LEE, Ranking Member of the Subcommittee on Crime, Terrorism, Homeland Security, and Investigations, in expressing our appreciation for Mauri Gray’s work with the Committee over the past two years.

Mauri came to us as a detailee from the Administrative Office of the U.S. Courts, having worked for nearly six years as an Assistant Federal Public Defender in Puerto Rico, representing indigent clients in federal criminal cases. Prior to starting her career as a public defender, Mauri attended the University of Florida and the University of Georgia School of Law.

At the conclusion of her detail to the Committee, she will be resuming her work, moving to the Federal Defender’s office in Phoenix, Arizona.

As counsel to the Committee’s Democrats, Mauri provided an indispensable analysis and advice concerning oversight hearings and a wide range of proposed legislation, including various child protection bills, legislation to combat opioid abuse, proposals to fight online sex trafficking, legislation concerning arrest authority of federal law enforcement officers, and bills concerning federal benefits for those with criminal records. Often, her counsel helped Members defeat or improve bills intended to inappropriately expand the scope of federal criminal law or to impose unjust penalties.

As the Committee has engaged in the beginnings of an initiative to reform our criminal justice system, Mauri’s experience as a federal defender has informed our legislative efforts. She has helped us examine and prepare our sentencing laws as well as legislation to reform various aspects of federal prisons.

We have appreciated and benefited from Mauri’s energy, enthusiasm, and insight over the past two years, during which she became an integral part of our team. We will miss her.

We thank Mauri for her selfless service to the Committee, and we wish her the best as she continues her career.

CELEBRATING THE BICENTENNIAL OF SANDUSKY, OHIO

HON. MARCY KAPTUR
OF OHIO
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Ms. KAPTUR. Mr. Speaker, I rise to recognize and applaud Dante Padro for receiving the Arvada Wheat Ridge Service Ambassadors for Youth award.

Dante Padro is a student at Arvada K-8 and received this award because of his determination and hard work have allowed him to overcome adversities.

The dedication demonstrated by Dante Padro is exemplary of the type of achievement that can be attained with hard work and perseverance. It is essential students at all levels strive to make the most of their education and develop a work ethic which will guide them for the rest of their lives.

I extend my deepest congratulations to Dante Padro for winning the Arvada Wheat Ridge Service Ambassadors for Youth award. I have no doubt he will continue in the same dedication and character in all of his future accomplishments.

IN HONOR OF THE LIFE OF SANFORD M. SAUNDERS, JR.

HON. BARBARA COMSTOCK
OF VIRGINIA
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mrs. COMSTOCK. Mr. Speaker, I rise today with a heavy heart to honor the life of Mr. Sanford M. Saunders, Jr., whom we lost too soon at the age of 59. A constituent of McLean, Virginia, Sandy was married to his wife of nearly 22 years, Beth Saunders and predeceased by his parents, Eugene and Paula David.

Sandy was loved immensely, sharing a special bond with his wife, Beth that came from his great heart and genuine nature. They had similar personalities and are together sought the adventures of life, year after year finding the treasures of the world. Love is not an easy feeling to put in words but with Sandy, his love for Beth was revolutionary and he devoted himself to her.

Sanford M. Saunders, Jr., whom we lost too soon at the age of 59. A constituent of McLean, Virginia, Sandy was married to his wife of nearly 22 years, Beth Saunders and predeceased by his parents, Eugene and Paula David.
Mr. PERLMUTTER. Mr. Speaker, I rise today to recognize and applaud Andreas Jermaine Perea for receiving the Arvada Wheat Ridge Service Ambassadors for Youth award.

Andreas Jermaine Perea is a student at Wheat Ridge High School and received this award because his determination and hard work have allowed him to overcome adversity.

The dedication demonstrated by Andreas Jermaine Perea is exemplary of the state of achievement that can be attained with hard work and perseverance. It is essential students at all levels strive to make the most of their education and develop a work ethic which will guide them for the rest of their lives. I extend my deepest congratulations to Andreas Jermaine Perea for winning the Arvada Wheat Ridge Service Ambassadors for Youth award. I have no doubt he will exhibit the same dedication and character in all of his future accomplishments.

HONORING THE LIFE OF MARY I. GREGORY

Ms. KAPTUR. Mr. Speaker, I rise to pay tribute to the life of a remarkable woman. Mary Gregory passed from this life on April 2, 2018. Her friends and family will gather this week to remember and honor her.

Mary Gregory was born to Louise and Richard Booker in Marion Indiana in 1930. Though they lived in town, the family owned a farm and Mary participated in its daily operation. She regularly attended the Methodist Church. Surely, Mary's message was instilled at an early age. Some of her family left for work in Toledo and eventually the rest of the family, including Mary, joined them. Her mother established a beauty salon, one of the first African American owned salons in Toledo. After graduating from Libbey High School, Mary was at first unable to pursue a nursing degree as she had chosen, because no nursing schools would admit an African American. In 1947 she was admitted into the St. Vincent School of Nursing and was the first African American to do so. She graduated in 1951, married Raymond Gregory, and together they raised a family of four children. Mary continued her education, completing her Masters of Education, Community Health and Administration Degree from the University of Toledo. She went on to a 47 year career at St. Vincent Hospital.

Mary Gregory's tenure at St. Vincent's was writ large. Beginning in the Emergency Room, she later was an operating room staff nurse. Then Mary really established herself. She instructed and trained students as surgical technicians for twenty years. During this time she developed a "patient centered" curriculum and initiated a two year Surgical Tech training program. The program was so successful it was transferred to Lawrence Tech so that it could grow and was replicated in other places. Mary also supervised the St. Vincent Sickle Cell Free Testing and Education Program provided to Toledo's African American community. She even wrote the grants to fund this service.

It was through her position as Manager of Health Promotions that Mary Gregory indelibly stamped her imprint on St. Vincent and the Toledo community. She developed free community health screenings and education, going out into the neighborhoods, migrant camps, and other underserved areas. She met the people where they were, at community events, shopping centers and health fairs. She talked to them about health and wellness. She worked tirelessly to assure that they knew and understood health and well-being were disproportionately addressed. Mary Gregory became the face of health promotion for many and fought to eliminate disparities in health care availability and accessibility.

At the same time her career progressed at St. Vincent Hospital, Mary Gregory served our community in many ways, committed to community health. She was a member of the Toledo-Lucas County Board of Health, the Toledo Health AIDS Task Force, the Ohio Commission on Minority Health. Mary was a co-founder of the Toledo Council of Black Nurses, serving as its first president. Additionally, Mary started a caregiver service at Warren AME Church, implemented health screenings at Toledo Public Schools, worked through the organizations through which she was a member to provide cancer, diabetes, and heart disease screenings, lupus support services, and smoking cessation help as part of April's Minority Health Month, and she was an Ambassador for the American Heart Association.

Mary Gregory used her time and talents for the benefit of others. Through her efforts our community was compassionate, and our most vulnerable neighbors were ministered to in many ways. She lived Christ's message of love. Surely at her homegoing, she was greeted as in Matthew 25:23, "Well done, thou good and faithful servant."

To Mary Gregory's family and friends, we offer our condolences. We hope they find comfort in shared memories and the gift of her life.

RECOGNIZING INTERNATIONAL STUDENTS

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, I rise today to highlight the value and importance of international students in the United States. I am fortunate enough to represent numerous colleges and universities in my district. I have a deep appreciation for the important role these institutions play in providing opportunities for students around the globe.

The University of Illinois at Urbana-Champaign, the largest university in my district, enrolls over 10,000 international students from 122 different countries. Illinois State University boasts students from 67 countries and Southern Illinois University Edwardsville has 325 international students from 50 countries.

I am proud to represent institutions like these that welcome the world's brightest learners. I believe that today's students become tomorrow's leaders. The former presidents of both Ecuador and the Philippines earned doctoral degrees from universities in my district, and I know that presidents and prime ministers all over the world have earned their college degrees right here in the United States.

Welcoming international students and scholars strengthens our diplomatic ties with countries across the globe and contributes significantly to national security and to our economy. International students and scholars are the fabric of our nation's identity. Through the exchange of ideas, languages, and cultures, diplomacy is strengthened and our world is made a better place.
Mr. PERLMUTTER. Mr. Speaker, I rise today to recognize and applaud Richard (Richey) Pruett for receiving the Arvada Wheat Ridge Service Ambassadors for Youth award.

Richard Pruett is a student at The Manning School and received this award because his determination and hard work have allowed him to overcome adversities.

The dedication demonstrated by Richard Pruett is exemplary of the type of achievement that can be attained with hard work and perseverance. It is essential students at all levels strive to make the most of their education and develop a work ethic which will guide them for the rest of their lives.

I extend my deepest congratulations to Richard Pruett for winning the Arvada Wheat Ridge Service Ambassadors for Youth award. I have no doubt he will exhibit the same dedication and character in all of his future accomplishments.

It’s a real tribute to Ms. Haley’s skill and vision that her work was chosen as the winner of this year’s competition. I should add that Haley won fourth place in the competition last year for her colored pencil drawing entitled “Every Day People.” Ms. Peretic’s artwork, which will represent the 14th Congressional District of Pennsylvania in the national exhibit of high school students’ artwork that will be displayed in the United States Capitol over the coming year.

I encourage my colleagues as well as any visitor to Capitol Hill to view Ms. Peretic’s artwork, along with the winning entries from the high school art contests held in other congressional districts, which will be on display in the Capitol tunnel. It is amazing to walk through this corridor and see the interpretation of life through the eyes of these young artists from all across our country.

Laurel Black from Springdale High School was awarded second place for her oil painting “Sweet Innocence.” Derek Kotecki from Baldwin High School received third place for his charcoal reduction drawing entitled “Self.” Rachel Simcic from Springdale High School was awarded fourth place for her composition involving mixed media, digital art, and markers entitled “Thief,” and Taylor Rebyanski from Westinghouse Arts Academy, was awarded fifth place for her colored pencil drawing “Iris.”

In addition, Honorable Mention Awards were presented to works by Summer Berotnas from Baldwin High School, Nicole Ellwood from East Allegheny High School, Julia Conway from Gateway High School, Erin Douglas from Gateway High School, Aliza Hamid from Gateway High School, Shaina McKinney from Gateway High School, Anwita Sherigar from Gateway High School, Jennifer Gustafson from Highlands High School, Sophie Gatesman from Oakland Catholic High School, Madison Pastore from South Allegheny High School, Kathleen Marsali from Springdale High School, and Sophia Lebiere from Winchester Thurston School.

I would like to recognize all of the participants in this year’s 14th Congressional District of Pennsylvania’s High School Art Competition: Summer Berotnas, Morgan Bell, Meghan Bradley, Brian Genovesi, Derek Kotecki, and Tina Odato from Baldwin High School; Sam Chickini from Carlynton High School; Haley Peretic from Cornerstone Christian Preparatory Academy; Larrissa Bloom, Nicole Ellwood, Makenzie Freed-DePastino, Marissa Riggs, and Taya Tassone from East Allegheny High School; Kiera Harrell-Danks, Emma M. Harvey, Alexis Kentebe, Calista Martin-Singer, Lowrie Woodside, and Chiara Zuccoli from The Ellis School; Julia Conway, Erin Douglas, Aliza Hamid, Shaina McKinney, Ava Parker, and Anwita Sherigar from Gateway High School; Maddie Cincola, Erin Frantz, and Jennifer Gustafson from Highlands High School; Kiran Black, Claire Ishiyma, Madelyn Largent, and Emma Miller from Northgate High School; Sophie Gatesman, Noelle Pina, Giovanna Tatantani, Julia Vrabel, and Angela Zenchak from Oakland Catholic High School; Sarah Artuhevich, Skye Cato, Kylie Meyer, Elizabeth Szurzszewski, Mia Walker, and Dania Zaymullin from Penn Hills High School; Eva Curlee, Allison Paton, and Sydney Reyes from Priory High School; Isabella McMillen from Shadyside Academy; Ariannah Bellamy, Kourtnee Duval, Macy Kelly Ernst, Madison Pastore, Robert Nesky, and Morgan Templeton from South Allegheny High School; Laurel Black, Patricia Linderman, Kathleen Marsali, Alicia Matthews, Rachel Selzer, and Rachel Simcic from Springdale High School; Ashton Bowler, Reonna Collington, Renae Darcy, Alexus Frazee, and Alexis Sekinger from Sto-Rox High School; Jenny Rohach from West Allegheny High School; Caden Fereta, Anaeha Halliburton, Angelina Kukic, Alyssa Marchbank, Taylor Rebyanski, Pheobe Elise Richardson, and Allison Riley from Westinghouse Arts Academy; Yixin Allison Cai, Maya Husni, Sophia Labiere, Rivers Leche, and Isael Paez from the Winchester Thurston School; and Mariah Faith Smith, Juliette Gough, Andre Hilliard, Colleen Malecki, and Erin Reichert from Woodland Hills High School.

I would like to thank these impressive young artists for allowing us to share and celebrate their talent, imagination, and creativity. The efforts these talented students have put into expressing themselves in a powerful and positive manner are deeply inspiring.

I hope that all of them will continue to utilize their artistic talents, and I wish them all great success in their future endeavors.

MARCUS SMALE-SCHMELM

HON. ED PERLMUTTER
OF COLORADO
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018
Mr. PERLMUTTER. Mr. Speaker, I rise today to recognize and applaud Marcus Smale-Schmellem for receiving the Arvada Wheat Ridge Service Ambassadors for Youth award.

Marcus Smale-Schmellem is a student at Arvada K-8 and received this award because his determination and hard work have allowed him to overcome adversities.

The dedication demonstrated by Marcus Smale-Schmellem is exemplary of the type of achievement that can be attained with hard work and perseverance. It is essential students at all levels strive to make the most of their education and develop a work ethic which will guide them for the rest of their lives.

I extend my deepest congratulations to Marcus Smale-Schmellem for winning the Arvada Wheat Ridge Service Ambassadors for Youth award. I have no doubt he will exhibit the same dedication and character in all of his future accomplishments.

HONORING THE LIFE OF THEODORE “TED” VAN DER MEID

HON. DARIN LAHOOD
OF ILLINOIS
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018
Mr. LAHOOD. Mr. Speaker, today I would like to honor and remember the life of Theodore “Ted” Van Der Meid. A dedicated public servant, he is the House of Representatives, Ted will be greatly missed by his former colleagues and friends.

Born in Rochester, New York in 1957, Ted displayed natural leadership qualities at a young age. During his high school years, Ted traveled to Western Europe as part of the People to People Student Ambassador Program, which exposed him to cultures and governments veiled by Russian influence during
the Cold War. These experiences taught him the importance of coalition building and the interconnectedness of humanity; lessons he carried with himself into his professional life on Capitol Hill.

Ted committed his life to service and was known throughout the halls of Congress for his commitment to his community, and his pragmatic approach to politics. Ted was a trusted advisor to numerous members of Congress, including former House Republican Leader Bob Michel, of Illinois, Representative Nancy Johnson, of Connecticut, and, ultimately, the 51st Speaker of the House.

Ted’s most enduring physical legacy in the U.S. Capitol is the Capitol Visitors Center, which enhances the visitor experience for three to five million visitors a year. From his position in the Speaker’s office, Ted played an instrumental role in the completion of the building, which was created in the wake of the Capitol shooting in 1998 and the terrorist attacks in 2001. The Capitol Visitors Center safeguards millions of visitors every year and will remain a lasting memory of Ted’s abilities. His ability to build consensus, combined with the care and compassion he had for those around him, made its completion possible.

We mourn the passing of Ted Van Der Meid, a friend and colleague to many. He left a lasting impact on those who had the pleasure of working with him and his memory will be forever entwined in the fabric of the Capitol.

HONORING MR. KENNETH L. TUCKEY
HON. LOU BARLETTA
OF PENNSYLVANIA
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. BARLETTA. Mr. Speaker, it is my honor to recognize Mr. Kenneth L. Tuckey, who is receiving the Cumberland County Friends of Scouting Award. I know I will be neither the first, nor the last, to applaud Mr. Tuckey for this well-deserved honor.

The Friends of Scouting Award is given to individuals who have shown exceptional support for their local Boy Scouts of America programs. Cumberland County’s division of Boy Scouts has chosen Mr. Tuckey as their honoree this year for his outstanding community service and his ambassadorship for the Boy Scouts.

A lifelong resident of South Central Pennsylvania, Mr. Tuckey has long been a pillar of the Carlisle community. Throughout his storied career, he has helped his community both economically and through countless volunteer ventures.

Mr. Tuckey owns and operates Tuckey Mechanical Services, Inc., Tuckey Metal Fabricators, Inc., and Tuckey Restorations, Inc., and has led each of these companies to success. For instance, Tuckey Mechanical Services Inc., just celebrated its 50th anniversary this year. He and his wife, Marsha, have two sons, Matthew and Nathan, who also work in the family businesses. Through his work, Mr. Tuckey has been integral in the revitalization and historic preservation of downtown Carlisle.

Additionally, Mr. Tuckey contributes to his community as Board Chairman of the University of Pittsburgh Medical Center Pinnacle-Carlisle’s Board of Directors, and serves on many other non-profit boards, such as the Cumberland County Economic Development Corporation, the Cumberland County Industrial Development Authority, and the Pennsylvania State Workforce Investment Board.

I believe we can all take a cue from Mr. Tuckey’s inspiring story and his personal motto of “service above self,” as a guiding principle. This award is proof that hard work and quality service do not go unnoticed, and that a positive impact on the region is widely recognized.

Mr. Speaker, please join me in recognizing Mr. Tuckey for all he has done and continues to do for the Carlisle community and congratulate him on receiving the Cumberland County Friends of Scouting Award.

PERSONAL EXPLANATION
HON. RODNEY P. FREILINGHUYSEN
OF NEW JERSEY
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. FREILINGHUYSEN. Mr. Speaker, on rollcall No. 153, on passage of H.R. 3144, I am not recorded. Had I been present, I would have voted ‘aye.’

PETE YAZZIE-RODRIGUEZ
HON. ED PERLMUTTER
OF COLORADO
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. PERLMUTTER. Mr. Speaker, I rise today to recognize and applaud Pete Yazzie-Rodriguez for receiving the Arvada Wheat Ridge Service Ambassadors for Youth award. Pete Yazzie-Rodriguez is a student at Arvada West High School and received this award because his determination and hard work have allowed him to overcome adversities.

The dedication demonstrated by Pete Yazzie-Rodriguez is exemplary of the type of achievement that can be attained with hard work and perseverance. It is essential students at all levels strive to make the most of their education and develop a work ethic which will guide them for the rest of their lives.

I extend my deepest congratulations to Pete Yazzie-Rodriguez for winning the Arvada Wheat Ridge Service Ambassadors for Youth award. I have no doubt he will exhibit the same dedication and character in all of his future accomplishments.

IN RECOGNITION OF SHERIFF JOHN R. GOSSAGE
HON. MIKE GALLAGHER
OF WISCONSIN
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. GALLAGHER. Mr. Speaker, I rise today to recognize Mr. John R. Gossage’s 31 years of service as law enforcement, including two terms as Brown County sheriff, and the successful legacy he leaves as Brown County’s top law enforcement officer. Sheriff Gossage’s long and reputable career includes many professional accomplishments that reflect the caliber of his leadership and service.

Sheriff Gossage joined the police department in May 1987 and proved himself a natural leader. He worked hard and steadily rose in the department as he mastered numerous life-saving skills from law enforcement operations to public-safety issues. He became the chief deputy under former sheriff Dennis Kocken’s administration, and quickly received the endorsements of Mr. Kocken and other previous sheriffs in his campaign for county leadership.

Sheriff Gossage has served with distinction in what he calls “the finest law enforcement agency in the nation.” Brown County is the oldest sheriff’s office in Wisconsin, but Sheriff Gossage has faced many challenging cases throughout his tenure. Nevertheless, he has provided steady leadership during times of change and supported his department while protecting Northeast Wisconsin communities.

The historic Brown County sheriff’s office, Mr. Gossage once observed, is much like the Green Bay Packers—an institution rich with traditions, achievements, and pride. There is no doubt that Sheriff Gossage will be missed by the officers who worked and served with him, the county officials who depended on him, and members of the communities he helped keep safe. As Sheriff Gossage steps down, he has pursued other opportunities. I have no doubt that he will continue to serve well.

Mr. Speaker, I urge all members of this body to join me in commending Mr. Gossage for his service as sheriff and his long career protecting the great state of Wisconsin.

IN RECOGNITION OF THE 100TH BIRTHDAY OF JOSEPH P. SILVA
HON. WILLIAM R. KEATING
OF MASSACHUSETTS
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. KEATING. Mr. Speaker, I rise today in recognition of Joseph Silva, a resident of New Bedford, Massachusetts, who turned 100 years young on Thursday, April 12th.

Joseph has dedicated his life to serving his community and country. In World War II he was drafted into the U.S. Army, serving two years in North Africa and another in Italy. During his service, Joseph attained the rank of staff sergeant for the 22nd Quarter Master Battalion, Company A.

Upon returning home, Joseph joined the New Bedford Fire Department, and remains the first and only Cape Verdean to achieve the rank of deputy chief. Joseph served at the Fire Department for thirty-six years, where he routinely encouraged other Cape Verdians to apply, even inviting them into his home to study for the firefighter’s exam. On his days off he worked as a longshoreman for nineteen years.

In 1950, Joseph married Julia Barros. The two would go on to have two daughters together and today Joseph is a proud grandfather. Joseph has remained active in his community, receiving the Marian Medal from the Dioceses of Fall River for his dedicated service, and serving on his church’s Building and maintenance Committee until just five years ago.
Mr. Silva’s children and grandchildren speak incredibly highly of him, noting the value he placed on education, as well as the importance of listening and understanding.

Mr. Speaker, I am proud to honor Joseph Silva on this joyous occasion of his 100th birthday. I ask that my colleagues join me in wishing him many more years of health and happiness.

CADEE STON
HON. ED PERMUTTER
OF COLORADO
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. PERLMUTTER, Mr. Speaker, I rise today to recognize and applaud Caleb Stockton for receiving the Avrada Wheat Ridge Service Ambassadors for Youth award.

Caleb Stockton is a student at Mandalay Middle School and received this award because his determination and hard work have allowed him to overcome adversities.

The dedication demonstrated by Caleb Stockton is exemplary of the type of achievement that can be attained with hard work and perseverance. It is essential students at all levels strive to make the most of their education and develop a work ethic which will guide them for the rest of their lives.

I extend my deepest congratulations to Caleb Stockton for winning the Avrada Wheat Ridge Service Ambassadors for Youth award. I have no doubt he will exhibit the same dedication and character in all of his future accomplishments.

IN HONOR OF FORMER FIRST LADY OF THE UNITED STATES—BARBARA BUSH
HON. GENE GREEN
OF TEXAS
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. GENE GREEN of Texas. Mr. Speaker, I rise today to recognize, Barbara Bush, the former First Lady of the United States from 1989 to 1993. Barbara Bush was the only woman besides Abigail Adams to serve her country as both a wife and a mother to a president of the United States. However, her service to her country did not end there. She also dedicated her life to literacy efforts through the Barbara Bush Foundation for Family Literacy.

Mrs. Bush, a dedicated wife and mother, committed her life to her family and community. Early on in her life she volunteered at YMCA and United Way and actively participated in her husband’s campaigns. When her husband became U.S. ambassador to the United Nations and Chief of the U.S. Liaison Office in the People’s Republic of China, her time entertaining foreign dignitaries and traveling abroad to China gave her the experience and levels strive to make the most of their education and develop a work ethic which will guide them for the rest of their lives.

I extend my deepest congratulations to Caleb Stockton for winning the Avrada Wheat Ridge Service Ambassadors for Youth award. I have no doubt he will exhibit the same dedication and character in all of his future accomplishments.

When her husband became President, she dedicated her life to supporting literacy efforts, and it was during this time that she started her non-profit, the Barbara Bush Foundation for Family Literacy. Once her husband left office and moved back to Texas, she continued to devote her life to her non-profit and later served as an ambassador-at-large for AmeriCares.

Today, I honor former First Lady Barbara Bush for her commitment to literacy efforts for children across the United States and her grace, poise, and leadership as she supported her husband and, later, her son in leading the United States.

HON. BRUCE WESTERMAN
OF ARKANSAS
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. WESTERMAN. Mr. Speaker, I rise today to recognize the 50th anniversary of the University of Arkansas at Pine Bluff’s historic ROTC officer program.

In 1968, the United States Department of the Army began holding classes under the Reserve Officers Training Corp at the University of Arkansas at Pine Bluff. Since the establishment of the Golden Lion Battalion, more than 500 Army officers have received their commission.

Students here learn many skills including teamwork, critical thinking, leadership theory, time management, and problem solving making them effective leaders in our Armed Forces.

I take this time to thank the alumni of the Golden Lion Battalion for their years of service, and for their continued commitment to training the next generation of leaders enrolled in the ROTC program at the University of Arkansas at Pine Bluff.

HONORING UAPB’S GOLDEN LION BATTALION

HON. JOSE VILLEGAS
OF COLORADO
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. PERLMUTTER, Mr. Speaker, I rise today to recognize and applaud Jose Villegas for receiving the Arvada Wheat Ridge Service Ambassadors for Youth award.

Jose Villegas is a student at Jefferson High School and received this award because his determination and hard work have allowed him to overcome adversities.

The dedication demonstrated by Jose Villegas is exemplary of the type of achievement that can be attained with hard work and perseverance. It is essential students at all levels strive to make the most of their education and develop a work ethic which will guide them for the rest of their lives.

I extend my deepest congratulations to Jose Villegas for winning the Avrada Wheat Ridge Service Ambassadors for Youth award. I have no doubt he will exhibit the same dedication and character in all of his future accomplishments.

Today, I honor former First Lady Barbara Bush for her commitment to literacy efforts for children across the United States and her grace, poise, and leadership as she supported her husband and, later, her son in leading the United States.

HON. SANDER M. LEVIN
OF MICHIGAN
IN THE HOUSE OF REPRESENTATIVES
Thursday, April 26, 2018

Mr. LEVIN. Mr. Speaker, I rise today to recognize Allie Ingalls from Royal Oak High School. I met Allie last week at a rally in Royal Oak as part of the student led National School Walkout. Allie is a senior and one of the student leaders in her community. I was so impressed with her courage and the passion with which she delivered her remarks that I wanted to share her speech with my colleagues. Therefore, I include in the RECORD the remarks of Allie Ingalls:

It is 5:30 AM. I have an hour before I need to wake up for school. But instead of sleeping, my body is shaking and I am sure I’m about to throw up. But this isn’t new. I have had this nightmare before. Always in the same place in the hallway, leaving a class I’m not sure I even have. And I try to run. But we all know you cannot outrun a bullet. Do not tell me it is not about guns. Do not tell me it is not about guns when it is not a face I see in my nightmares, but a trigger. Do not tell me it is not about guns when middle schoolers tell me they’re afraid of high school because of backpacks. Where a gun can be hidden. Our fears are not unprecedented. Shootings that have occurred on school grounds in 2018. Winston Salem, North Carolina. Itta Bena, Mississippi. Norfolk, Virginia. Mount Pleasant, Michigan. Jackson, Mississippi. Birmingham, Alabama. Mobile, Alabama. Seaside, California. Lexington Park, Maryland.

We are four months into 2018. The only thing this is about, is guns.

I do not want clear backpacks. I do not want my teachers to carry a guns. I do not want bulletproof desks. I do not want to be taught the difference between the sound a firework makes, and the sound a gun makes. I want common sense gun control. I want to go to school, without wearing a bulletproof vest. I want Helena Ramsey in a classroom today. I want Peter Wang in a classroom today. I want Luke Hoyer in a classroom today. I want Charlotte Bacon to celebrate her eleventh birthday. I want Noah Pozner to see his sister again. I want Olivia Engel to go to dance class today. But their voices have been silenced, the only thing our politicians hear is the NRA. We live in a generation where our dollar has more of a voice than the 16 million people who sit in a classroom. Today, I stand here for the 16 million people who have been silenced by the adults who are in a position to make a change. Every single student in the United States is my classmate. Every single teacher in the United States is my teacher. In the wise words of Parkland survivor Marjory Stoneman Douglas, “Was the blood of my classmates and teachers worth your NRA blood money?”

To the adults who have failed us, to the politicians who have failed us, to the states who have failed us, those who have our loyalty stands, to the Royal Oak School Board, to the individuals who have called us “nitwits,” among other names, I would like to personally thank you. Thank you for empowering me. Thank you for proving what we already knew, we are the change. We are the people who will vote them out. We are the generation who will put our children first. We are the generation on the right side of history. You have all
proved that we live in a society where the adults are compliant while the youth rise in resistance.

To the adults who have stood up with us, to my teachers who have encouraged me to use my strong voice, to Gabby, you have helped create a generation that is unstoppable. You have given us the tools to be louders than the NRA, you given us the tools to be what this country needs.

With that, to all my peers, WE ARE VICTIMS, WE ARE STUDENTS, WE ARE CHANGE. So, we will all be armed with something much stronger than an AR-15: Our voter cards. Our ballots are stronger than the gun lobby or any gun law. So, arm yourself today. Register to vote. To those who are not, your voice is just as powerful, our politicians represent all of us. Write your reps, call your reps, become so persistent they know your name, write letters till your fingers bleed. Our voices will no longer be silenced. Make way for the youth. Because we’re coming, and we will not be quiet.

Allie Ingalls is just one of the thousands of young people throughout our district and our country who have stood up and said “Enough is Enough.” Mr. Speaker, we must stand with these students and their allies who demand solutions to ending gun violence. We as leaders must do better by our young people. We as a Congress must act now.

I ask my colleagues to join me in recognizing Allie Ingalls. I wish her the best of luck in all her future endeavors and have no doubt we will be hearing more from her in the future.

CELEBRATING THE 200TH ANNIVERSARY OF LIBBEY GLASS COMPANY

HON. MARCY KAPTUR
OF OHIO
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Ms. KAPTUR. Mr. Speaker, I rise today to recognize an achievement few American companies have attained: the 200th anniversary celebration of Libbey, a glass manufacturer in Toledo. Through successive generations including his father before him, Edward Drummond Libbey became the company’s president in 1880. In 1888, the company’s 70th year of operation, after studying a location for a move and noting something much stronger than an AR-15: Our voter cards. Our ballots are stronger than the gun lobby or any gun law. So, arm yourself today. Register to vote. To those who are not, your voice is just as powerful, our politicians represent all of us. Write your reps, call your reps, become so persistent they know your name, write letters till your fingers bleed. Our voices will no longer be silenced. Make way for the youth. Because we’re coming, and we will not be quiet.

Allie Ingalls is just one of the thousands of young people throughout our district and our country who have stood up and said “Enough is Enough.” Mr. Speaker, we must stand with these students and their allies who demand solutions to ending gun violence. We as leaders must do better by our young people. We as a Congress must act now.

I ask my colleagues to join me in recognizing Allie Ingalls. I wish her the best of luck in all her future endeavors and have no doubt we will be hearing more from her in the future.

CELEBRATING THE 200TH ANNIVERSARY OF LIBBEY GLASS COMPANY

HON. MARCY KAPTUR
OF OHIO
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Ms. KAPTUR. Mr. Speaker, I rise today to recognize an achievement few American companies have attained: the 200th anniversary celebration of Libbey, a glass manufacturer in Toledo. Through successive generations including his father before him, Edward Drummond Libbey became the company’s president in 1880. In 1888, the company’s 70th year of operation, after studying a location for a move and noting something much stronger than an AR-15: Our voter cards. Our ballots are stronger than the gun lobby or any gun law. So, arm yourself today. Register to vote. To those who are not, your voice is just as powerful, our politicians represent all of us. Write your reps, call your reps, become so persistent they know your name, write letters till your fingers bleed. Our voices will no longer be silenced. Make way for the youth. Because we’re coming, and we will not be quiet.

Allie Ingalls is just one of the thousands of young people throughout our district and our country who have stood up and said “Enough is Enough.” Mr. Speaker, we must stand with these students and their allies who demand solutions to ending gun violence. We as leaders must do better by our young people. We as a Congress must act now.

I ask my colleagues to join me in recognizing Allie Ingalls. I wish her the best of luck in all her future endeavors and have no doubt we will be hearing more from her in the future.
Collins, Detective Dino Murges, Deputy Selina Sly and Deputy Jerod Wolfe of the Manatee County Sheriff’s Office will receive the Preservation of Life Award.

Sergeant Shawn Johnson, Detective James Klay, Detective Eric Wedin, Detective Eric Ellis and Civilian Brook Buzzell of the Sarasota County Sheriff’s Office’s Digital Forensics Lab will receive the Unit Citation Award.

Captain Jim Riesser, Captain (ret.) Kevin Stiff, Lieutenant Michael Schwietertman, Sergeant Jaymi Delcos, Officer Clifton Bishop, Officer David Dubendorf, Officer Dan Griesdorn, Officer Matthew Grochowski, Officer Matthew Kimball, Case Manager Kristal Frazier and Legal Advisor Joseph Polzak of the Sarasota Police Department’s Homeless Outreach team will receive the Unit Citation Award.

Lieutenant Darin Bankert, Sergeant Karen DeVries, Detective Charles Butler, Detective Darryl Davis, Detective Daniel Dickerman, Detective Benjamin Main and Detective Rabin Moss of the Manatee County Sheriff’s Office, Lieutenant Bob Bourque of the Longboat Key Police Department, Detective Chad Oyler of the Palmetto Police Department, Sergeant Brian Hall of the Holmes Beach Police Department, Sergeant Lenard Diaz of the Bradenton Beach Police Department and Detective James Curulla of the City of Bradenton Police Department will receive the Manatee Homicide Investigative Unit Citation Award.

Mr. BLUM. Mr. Speaker, I rise today to pay tribute to an exemplary student from the 1st District of Iowa. I am pleased to announce that Caleb Kleman of Cedar Rapids, Iowa has been accepted to the United States Military Academy in West Point, New York.

Mr. Kleman is an outstanding student—ranking in the top 1 percent of Iowa Assessments each year of his high school career. In addition to awards such as Academic Numerals, Academic Letter, and Academic Certificate, he is recognized as an AP Scholar with distinction in his third year. Mr. Kleman’s academic recognition is well deserved as he ranks 5th of 309 students in his class with a weighted GPA of 4.492 while enrolling in over ten advanced placement courses.

Further developing his leadership skills, Mr. Kleman attained the position Vice President of the National Honor Society, Section Leader of the United States Military Academy Band and Concert Band. His participation in the band as a first chair trumpet player for four years led to performances at All-State competitions. Serving as Captain of the Marching Band, and First Chair of both Jazz Band and the U.S. Army.
such as bringing double delights roses from his garden to the secretary office, or oranges and grapefruits to our lab meetings, cultivated by his own hands in a small parcel of land in Venice, Los Angeles. He fondly loved that place, which he once told me, reminded him of his childhood at the family farm in strawberry farm near Soliman, Tunisia on Cap Bon.

Jean was like a cool breeze bringing bal-samic accords to the spirit at dawn of warm summer mornings. Although the sadness of losing Jean will never disappear, we owe it to him to stand up and stay in the race. He was a long-distance runner and he has now passed the baton of his legacy to us.

HONORING JONATHAN LAWSON

HON. SAM GRAVES
OF MISSOURI
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Mr. GRAVES of Missouri. Mr. Speaker, I proudly pause to recognize Jonathan Lawson. Jon is a very special young man who has exemplified the finest qualities of citizenship and leadership by taking an active part in the Boy Scouts of America, Troop 376, and earning the most prestigious award of Eagle Scout.

Jon has been very active with his troop, participating in many scout activities. Over the many years Jon has been involved with scouting, he has not only earned numerous merit badges, but also the respect of his family, peers, and community. Most notably, Jon has become a member of both the tribe Mic-O-Say and Order of the Arrow. Jon has also contributed to his community through his Eagle Scout project. Jon built a fire pit at the Rush Creek Campus of Liberty United Methodist Church.

Mr. Speaker, I proudly ask you to join me in commending Jonathan for his accomplishments with the Boy Scouts of America and for his efforts put forth in achieving the highest distinction of Eagle Scout.

PERSONAL EXPLANATION

HON. DIANE BLACK
OF TENNESSEE
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Mrs. BLACK. Mr. Speaker, I am not recorded for roll call votes on Wednesday, April 25, 2018 because I was unavoidably detained. Had I been present, I would have voted Aye on final passage for H.R. 5447, the Music Modernization Act. The music industry is extrememly valuable to Tennessee both economically and culturally. This bill recognizes the extremely valuable to Tennessee both economically and culturally. This bill recognizes the

MUSIC MODERNIZATION ACT

SPEECH OF
HON. F. JAMES SENSENBRENNER, JR.
OF WISCONSIN
IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 25, 2018

Mr. SENSENBRENNER. Mr. Speaker, the Music Modernization Act, which the House is considering is a major step forward in providing fairness for those in the music industry. This legislation updates several key provisions of U.S. copyright law regarding music licensing, including the creation of a single licensing entity to administer mechanical reproduction rights for digital music compositions, and the establishment of royalty payments for pre-1972 artists. I am proud to support it.

While this legislation is a major achievement, there are additional issues around the public performance of musical works which have been a priority for me that must be addressed. Specifically, we need to address the fact that venues such as restaurants, bars, hotels, wineries, and other retail establishments cannot rely on the repertories published by the Performing Rights Organizations to make decisions about what music to play. I’ve heard from many business owners in our district throughout the years that have had to decrease their use of live music as a result of a complicated and convoluted music licensing process. Currently, they face a “take it or leave it” situation: Either buy licenses from all the Performing Rights Organizations or don’t play music. This not only hurts small businesses, it hurts the artists when their music isn’t played.

This problem certainly isn’t localized to Wisconsin. It’s happening throughout the entire country, and it’s up to Congress to take the necessary steps to fix it. For this reason, I introduced H.R. 3350, the Transparency in Music Licensing and Ownership Act, last year. This bill would establish a fully searchable, up-to-date, comprehensive digital database of historical and current copyright ownership and licensing information. By increasing transparency we can help ensure that when a business pays a music licensing fee, it knows exactly what it is buying. It is my hope that this and other issues can be addressed in subsequent legislation.

HONORING THE PUNAHOU SCHOOL NATIONAL SCIENCE BOWL 2018 FINALISTS

HON. COLLEEN HANABUSA
OF HAWAII
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Ms. HANABUSA. Mr. Speaker, I rise today to celebrate Punahou School’s win in the Hawaii Regional High School Science Bowl and for earning the honor of competing in the National Science Bowl for the third year in a row.

Created by the Department of Energy’s Office of Science in 1991, the National Science Bowl is one of the largest and most prestigious academic competitions in the United States. Over 290,000 students have participated throughout the National Science Bowl’s 27 years. Each year, this competition has encouraged thousands of students—in all 50 U.S. States, the District of Columbia, and Puerto Rico—to expand their understanding of mathematics and science and pursue careers in such fields. This year, 1,211 teams competed nationwide.

The team from Punahou School will face the remaining 64 high school teams in the National Science Bowl Finals in Washington, D.C. this week. To the Punahou School team—Alexander Apo, Anna Kimata, Evan Liu, Ryan Park, Dong-Woo Seo, and Coaches Tiffany Coke and Melissa Giresi—all the best in this year’s competition. You are a shining example to your peers and I wish you continued success in your education and careers.

Mr. Speaker, I am honored to represent these students and their families in the United States Congress and I know all my colleagues in the House will join me in congratulating Punahou School on competing in the National Science Bowl Finals 2018.

HONORING CALEB ZORN

HON. SAM GRAVES
OF MISSOURI
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Mr. GRAVES of Missouri. Mr. Speaker, I proudly pause to recognize Caleb Zorn. Caleb is a very special young man who has exemplified the finest qualities of citizenship and leadership by taking an active part in the Boy Scouts of America, Troop 261, and earning the most prestigious award of Eagle Scout. Caleb has been very active with his troop, participating in many scout activities. Over the many years Caleb has been involved with scouting, he has not only earned numerous merit badges, but also the respect of his family, peers, and community. Most notably, Caleb has become a member of both the tribe Mic-O-Say and Order of the Arrow. Caleb has also contributed to his community through his Eagle Scout project. Caleb built four wooden benches for the local Down Syndrome Guild.

Mr. Speaker, I proudly ask you to join me in commending Caleb for his accomplishments with the Boy Scouts of America and for his efforts put forth in achieving the highest distinction of Eagle Scout.

PERSONAL EXPLANATION

HON. ERIC SWALWELL
OF CALIFORNIA
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Mr. SWALWELL of California. Mr. Speaker, I missed votes on April 24. Had I been present, I would have voted as follows: Roll Call Vote Number 148 (Passage of H. Con Res. 111); YES; Roll Call Vote Number 149 (Passage of H.R. 5086, the Innovators to Entrepreneurs Act of 2018): YES.

HONORING THE LIFE OF STEVEN SZIEBERT

HON. DAN NEWHOUSE
OF WASHINGTON
IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Mr. NEWHOUSE. Mr. Speaker, I rise today to recognize the life of Steven Sziebert, who passed away at his home in Yakima, Washington on February 23, 2018. Steve was an exemplary community member with an admirable story. His family immigrated to the United States in 1957 during the Hungarian Revolution. He graduated from Santa Clara University and entered the Army,
servicing 5 years as an Airborne Ranger stationed at Fort Lewis and in South Korea.

At Fort Lewis, he met his wife, Marcia, relocated to the Yakima Valley, and quickly fell in love with Central Washington and all it had to offer his growing family. It was in Yakima that Steve set out on a path of construction. He spent his career managing projects across Washington and improving local infrastructure.

Steve will be fondly remembered for his jokes and stories, his welcoming personality, his kindness, and his service to his community. He will be missed by many, and we are grateful for his time and resources to the success of athletic programs at Defiance, through the George M. Smart Athletic Center, which opened in 2012. Mr. Smart’s lifelong loyalty to the Cleveland Browns, from the victorious “Kardiac Kids” in the 1980s, to the challenges of rebuilding the franchise today, serves as an inspiration to NFL fans everywhere. In 2006, the Ohio Foundation of Independent Colleges (OFIC) inducted Mr. Smart into its Hall of Excellence, thereby honoring George for his service to Defiance College, as well as his impact on society through professional achievement, leadership and scholarship.

I am especially proud of the George and Sandy Smart Family Foundation, whose mission is to help the needy and spread the word of the gospel in the Medina and Canton, Ohio area. Additionally, the Foundation sponsors children at churches in Ecuador, which has directly benefited from FirstEnergy’s growth and success.

Mr. Smart is currently a trustee at his alma mater, Defiance College, where he was an undefeated quarterback for the Defiance College Yellow Jackets. Now, Mr. Smart devotes his time and resources to the success of athletic programs at Defiance, through the George M. Smart Athletic Center, which opened in 2012. Mr. Smart’s lifelong loyalty to the Cleveland Browns, from the victorious “Kardiac Kids” in the 1980s, to the challenges of rebuilding the franchise today, serves as an inspiration to NFL fans everywhere. In 2006, the Ohio Foundation of Independent Colleges (OFIC) inducted Mr. Smart into its Hall of Excellence, thereby honoring George for his service to Defiance College, as well as his impact on society through professional achievement, leadership and scholarship.

I am especially proud of the George and Sandy Smart Family Foundation, whose mission is to help the needy and spread the word of the gospel in the Medina and Canton, Ohio area. Additionally, the Foundation sponsors children at churches in Ecuador, which has directly benefited from FirstEnergy’s growth and success.

Mr. Smart is currently a trustee at his alma mater, Defiance College, where he was an undefeated quarterback for the Defiance College Yellow Jackets. Now, Mr. Smart devotes his time and resources to the success of athletic programs at Defiance, through the George M. Smart Athletic Center, which opened in 2012. Mr. Smart’s lifelong loyalty to the Cleveland Browns, from the victorious “Kardiac Kids” in the 1980s, to the challenges of rebuilding the franchise today, serves as an inspiration to NFL fans everywhere. In 2006, the Ohio Foundation of Independent Colleges (OFIC) inducted Mr. Smart into its Hall of Excellence, thereby honoring George for his service to Defiance College, as well as his impact on society through professional achievement, leadership and scholarship.

I am especially proud of the George and Sandy Smart Family Foundation, whose mission is to help the needy and spread the word of the gospel in the Medina and Canton, Ohio area. Additionally, the Foundation sponsors children at churches in Ecuador, which has directly benefited from FirstEnergy’s growth and success.

FirstEnergy experienced significant growth during the period Mr. Smart served as Director, growing from Ohio Edison with 1 million customers, to having 6 million customers in six states. Mr. Smart is concluding his service to shareholders as Director of FirstEnergy Corp. on May 15, 2018. Throughout his life, Mr. Smart has been a respected business leader, with civic and charitable organizations in the region.

Mr. Speaker, it is my honor to extend my congratulations and well wishes to George for his many years of dedicated service as a Director of FirstEnergy Corp., his support of Defiance College and the OFIC, and the George and Sandy Smart Family Foundation’s ongoing philanthropic efforts. When Mr. Smart served as chairman of its Board, FirstEnergy remained committed to the long-term prosperity and vitality of Summit County. His work has been critical in supporting economic development efforts that created jobs, sustained local suppliers and attracted new businesses to the 16th District of Ohio.

Mr. Speaker, I rise today to give special recognition to Deanne Haenke from Royal Oak. I met Deanne and her family last week at a rally in Royal Oak as part of the student led National School Walkout. Deanne is a mother and a parent ally who felt compelled to speak up and let the students in her community know that there are adults who will stand with them.

I was so impressed with her courage and the passion with which she delivered her remarks that I wanted to share her speech with my colleagues. Therefore, I include in the RECORD the remarks of Deanne Haenke:

Hello. My name is Deanne Haenke and I am an auntally.

I was asked to speak because I attended a PTA meeting at the high school where there was a discussion about school safety and the walkout. Much to my own shock, I stood up to say a few things. After the meeting, the student leaders thanked me for what I said and that was that. But, a few days later, I realized that they wanted to speak at today’s rally. I was flattered but very hesitant because I am not a public speaker and I wasn’t sure what more I could bring to this conversation. As I was talking to my husband about it, my eldest son came running into the house saying he had gotten a text from Jonah asking if I would speak at the rally. I was looking at my husband, who I knew would understand if I said no, and then looking at my sons who seemed so eager for me to say yes. And as we talked about it, I realized, there was no way I would not speak. How could I tell my sons, whose childhood reality is so completely different than what mine was and what I wanted theirs to be, that I am too afraid to speak at a rally when they are scared to walk into school, yet they do it anyway? When there was a rumor a few months ago that a kid was planning something at the high school, since he had wanted to stay home. He emphatically said, “Yes, I want to stay home. I want to stay home every day! But if I stay home today, I won’t go tomorrow and win.” So even though I didn’t want him to go and as his parent I had the right to make him stay home, I listened to him, I said ok, told him I loved him and, with terror in my heart, watched him walk out the door.

People who try to dismiss him because he is young are extremely ignorant to what this generation is facing and what courage they are capable of. You have all been forced to grow up far too quickly and you have every right to be heard.

This is not going to be easy. It is not going to be quick. As we see on a daily basis, common sense falls on deaf ears. I know how hard it is to listen to these are not listening to you. But if you do listen to them, you will hear what they are really saying. Every dismissive comment, every immature insult is simply for them. They are afraid of you. They are afraid of your determination, they are afraid of your numbers and they are most definitely afraid of your intellect because the reform you are demanding makes sense. And when they can’t argue the sensible gun reform that is being proposed, they resort to personal attacks, name calling, fear mongering by shouting “Those people’ want to take ALL the guns away or they try to place the blame anywhere where else they can.

Yes there is a bullying problem.
Yes there are mental health issues.
Yes, for numerous reasons, there are some kids who don’t have a good support system at home.

And of course it would be great if we could solve all of those problems and we must continue to strive to do so. But there was bullying when I was kid. There were mental issues (and that was in a time when people didn’t dare talk about mental health issues so it was harder to find help) and there were kids who didn’t have a great support system at home.

Yet, we weren’t dying in school.

Today, kids are the ones doing the dying.

To those opposing any sensible gun reform . . .
them to their core? Kids are the ones doing the dying. Sadly, we know that has not affected the NRA, or the politicians they have bought and paid for. And that is only because they are aware of the people dying. Their ability to turn a blind eye is indefensible.

At the board meeting last week, as students and parents asked the board repeatedly, it was incredible to simply state for the record that they support the students and the march today to call for sensible gun reform. ... the board sat there stone faced and silent. It is said that it is hard to speak truth to power, but as I sat there watching 14 to 17 year old kids speak, I was stunned and embarrassed by every member of the board. It, as it became crystal clear that it is much harder for power to speak truth.

No matter what they tell themselves, there is no excuse that they would not stand up with their community and say "we proclaim that we are with you, that enough is enough and we will not stop until sensible gun reform is passed."

Unfortunately, everyone is not on your side. But a lot of people are. So keep doing what you're doing. Keep showing up. Keep speaking out and as soon as you can, vote for the people who will speak truth to power and will not continue to repeat the same generic rhetoric that too many elected officials spew.

If you do that, you are going to save this country and I want to take this opportunity to say the two feel despair for far too long and I couldn't find solace anywhere, most certainly not from our leaders. And then you stood up. And now I have hope.

I look forward to voting with you in November and voting for you in the years to come.

Thank you.

Mr. Speaker, we must stand with mothers like Deanne Haenke and show our students that we support them in their efforts. We as leaders must do better by our young people. We as a Congress must act now.

I ask my colleagues to join me in recognizing Deanne Haenke and to thank her for her compelling remarks.

IN RECOGNITION OF DOOR COUNTY RESIDENT JIM SARKIS

HON. MIKE GALLAGHER
OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Mr. GALLAGHER, Mr. Speaker, I rise today in honor of the life and legacy of long-time resident of Door County, Mr. Jim Sarkis.

Mr. Sarkis was a businessman, philanthropist, and, most importantly, a beloved husband, father, and friend. Jim fought cancer for 4 years, never letting it prevent him from having a positive attitude and showing kindness for others. Jim will leave a lasting legacy on Northeastern Wisconsin.

When reflecting on Jim's time with us, the verses read at his memorial, Hebrews 12:1-2a are most certainly fitting. "Therefore, since we are surrounded by such a great cloud of witnesses, let us throw off every hindrance and the sin that so easily entangles. And let us run with perseverance the race marked out for us, fixing our eyes on Jesus, the pioneer and perfecter of faith."

A realtor by trade, Jim pursued many passions in life including golfing, reading, storytelling, and naturally the Green Bay Packers.

In addition to these, Jim's deepest passions were to family, community, and hard work that brought him wonderful success in life. Men like Jim, who are so passionate about their family and community, are rare to find and extremely difficult to lose.

Jim's extraordinary memory will be cherished by many of the lives he touched in Wisconsin and across the United States. It is not often that everyone in a community will think of a common theme or description of a giant from their corner of the world. But "if you don't know Jim Sarkis, you don't know Door County" truly captures Jim's life. May his passion, dedication, and loving spirit be remembered and carried on by all who knew him.

Mr. Speaker, I urge all members of this body to join me in honoring the legacy of Jim Sarkis and his lifelong dedication to his family, community, and the great state of Wisconsin.

RECOGNIZING THE CONSERVATION WORK OF SISTER JEREMIAS STINSON

HON. MARCY KAPTUR
OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2018

Ms. KAPTUR. Mr. Speaker, I include in the Record an article from the Toledo Blade, dated the 20th of April 2018.

In doing so, I want to recognize the conservation work of the Sisters of St. Francis in Sylvania, Ohio and Sister M. Jeremias Stinson.

As the superintendent of Environmental Stewardship, Gardens, Shrines and Woodland Management, in Sylvania, Sister Jeremias has committed her life to protecting over 250 native species of trees under her care.

With Earth Day being this past Sunday, and a few weeks away from Arbor Day, we as a Nation need to recognize the part we take in our environment.

As said by Sister Jeremias, "To care for all creation, we have to balance the forces of creation. You have to make wise decisions."

[From the Blade, Apr. 20, 2018]

NUN OVERSEES CONSERVATION OF SAINT FRANCIS’ WOODLAND IN SYLVANIA

(BY NICKI GORNAY)

It’s a bright spring afternoon at the motherhouse of the Sisters of St. Francis in Sylvania, and Sister M. Jeremias Stinson is zipping around the grounds on a John Deere Gator, navigating stick-strung paths through the woods as adeptly as the manicured lawns between buildings.

"We’re going to clean up," the 77-year-old nun tells a reporter beside her at one point, fully committed to showing off the full scope of the grounds within a time-crunched tour.

The tour starts on the day that begins the Arbor Day, celebrated in Ohio on the last Friday in April, covered just a sampling of the more than 5,000 mature trees that shade the grounds. As Sister Jeremias drove, she rattled off the names of species that stand tall in wooded areas and in deliberate clusters, like an arboretum between buildings just north of the Franciscan Center.

There are oaks, firs, and pines—250 native species in all to keep straight. Sister Jeremias, superintendent of the environmental stewardship, gardens, shrines, and woodland management, has mapped and documented them all.

The motherhouseholds the distinction of having the most diverse number of plant specimens in the region, said Sister Jeremias, who undertook a canopy study of the grounds that began in 2006. The grounds are also recognized as a conservation sanctuary, as approved in 1930 by the Lucas County Conservation District and Ohio Forest Commission.

"They’re a great leader in promoting conversation on private lands," said Jamie Kochensparger, education and outreach director for the Lucas County Soil and Water Conservation District.

Her agency is one of several at the county, state, and federal level to interact with Sister Jeremias and the religious community on forestry and conservation-related matters. With the vast majority of land in the United States under private ownership, Mrs. Kochensparger said, conscientious partners play an important role in this arena.

"They’ve been great ambassadors for that," she said.

The distinctions reflect deliberate planning and maintenance on the part of the sisters who arrived in Sylvania in 1916. Sister Jeremias sees practicality and spirituality in the number and diversity of trees on the grounds, pointing to their assistance as guidance and windbreaks as well as their alignment with the values of St. Francis Assisi.

"He respected it in all its forms," she said. "He respected it in all its forms.""As Franciscans, we are each called—we are all called, but as Franciscans, we have a stronger leaning and a strong responsibility—to look and care for all creation."

Sister Jeremias has overseen the grounds since 1994, when she submitted a proposal to leave her position as a local schoolteacher and "put full time into the witness to the dignity of manual work and contemplation."

She started with the renovation of the Portiuncula chapel on the grounds, she said, and went on to maintain and, in many more instances, develop the shrines, paths, and other landscape elements that create a peaceful environment on the campus.

Her work continues and forwards that of her predecessor, whose name came up frequently during her recent tour of the grounds.

"That fir tree over there, the tall one, was planted by Mother Adelaide," she said at one point, a variation on a theme that applied to some of the tallest trees on the grounds.

Mother Adelaide led the original sisters who established a convent in Sylvania in 1921. While some of the 89 acres they settled on were natively wooded, Sister Jeremias said, much was farmland. Mother Adelaide took it upon herself to obtain and plant trees on the campus that would "create windbreaks, and fulfill other practical functions."

"A footprint is still here," Sister Jeremias said.

It’s there, for example, in a cluster of Norway spruces behind the Our Lady of Lourdes Grotto. It’s also there in a handful of original trees in the arboretum, whose establishment Sister Jeremias credited to Mother Adela, even if she’s had to since replace many of the original trees that were planted there over the years.

This sort of maintenance has been an important part of Sister Jeremias’ work on the grounds. She’s overseen the introduction of pine seedlings in a patch near the Rosary Care Center, which will find permanent homes on the grounds as they grow larger. When the emerald ash borer, an insect that tactically killed off 1,841 trees on the campus in 2006, she replanted an area that she now calls...
Whenever she removes trees from the grounds, with an eye toward long-term sustainability, she replaces them with new trees that maintain respect to species diversity and the individual site. While all species are native to the region, not all thrive in the same soil or at the same elevation. “To care for all of creation, we have to balance the forces of creation,” Sister Jeremias said. “You have to make wise decisions.”

When Sister Jeremias proposed that she focus solely on grounds work in 1974, Mother Adelaide had died only about 10 years earlier. Sister Jeremias recalled that she began to notice downed trees and other effects of the community having gone without a dedicated grounds presence in these years.

It was a role for which the outdoorsy Sister Jeremias, who grew up in Port Clinton, tagging along to work sites with her father, a builder, felt she was well suited—and one that she’s been fulfilling faithfully for more than 40 years.

“I followed her footprint,” she said of Mother Adelaide.
Daily Digest

HIGHLIGHTS

Senate confirmed the nomination of Mike Pompeo, of Kansas, to be Secretary of State.

Senate

Chamber Action

Routine Proceedings, pages S2447–S2500

Measures Introduced: Thirty-one bills and fifteen resolutions were introduced, as follows: S. 2760–2790, and S. Res. 486–500. Pages S2484–85

Measures Reported:

S. 994, to amend title 18, United States Code, to provide for the protection of community centers with religious affiliation, with an amendment in the nature of a substitute.

S. 2644, to ensure independent investigations and judicial review of the removal of a special counsel, with an amendment in the nature of a substitute. Page S2484

Measures Passed:

Second Chance Month: Committee on the Judiciary was discharged from further consideration of S. Res. 440, designating April 2018 as “Second Chance Month”, and the resolution was then agreed to. Page S2497

Take Our Daughters And Sons To Work Day: Committee on Health, Education, Labor, and Pensions was discharged from further consideration of S. Res. 464, supporting the goals and ideals of Take Our Daughters And Sons To Work Day, and the resolution was then agreed to. Page S2498

World Malaria Day: Senate agreed to S. Res. 489, supporting the goals and ideals of World Malaria Day. Page S2498

Financial Literacy Month: Senate agreed to S. Res. 490, designating April 2018 as “Financial Literacy Month”. Page S2498

Recognizing the Independent Transportation Network of America: Senate agreed to S. Res. 491, recognizing the Independent Transportation Network of America on the occasion of providing 1,000,000 rides to older and visually challenged people of the United States. Page S2498

National Safe Digging Month: Senate agreed to S. Res. 492, supporting the goals and ideals of National Safe Digging Month. Page S2498

Congratulating the University of Notre Dame Fighting Irish: Senate agreed to S. Res. 493, congratulating the Fighting Irish of the University of Notre Dame women’s basketball team for winning the 2018 National Collegiate Athletic Association Division I women’s basketball championship. Page S2498

Congratulating the Indiana University Hoosiers: Senate agreed to S. Res. 494, congratulating the Hoosiers of Indiana University for winning the 2018 Women’s National Invitation Tournament. Page S2498

Public Service Recognition Week: Senate agreed to S. Res. 495, expressing the sense of the Senate that, during Public Service Recognition Week, public servants should be commended for their dedication and continued service to the United States. Page S2498

El Dia de los Ninos: Senate agreed to S. Res. 496, recognizing April 30, 2018, as “El Dia de los Ninos—Celebrating Young Americans”. Page S2498

Recognizing Cinco de Mayo: Senate agreed to S. Res. 497, recognizing the cultural and historical significance of the Cinco de Mayo holiday. Page S2498

National Small Business Week: Senate agreed to S. Res. 498, expressing support for the designation of the week of April 29 through May 5, 2018, as “National Small Business Week” while commending the entrepreneurial spirit of small business owners of the United States, and the impact they have on their communities. Page S2498
National Sexual Assault Awareness and Prevention Month: Senate agreed to S. Res. 499, recognizing and supporting the goals and ideals of National Sexual Assault Awareness and Prevention Month.

Page S2498

Authorizing Representation by Senate Legal Counsel: Senate agreed to S. Res. 500, to authorize representation by the Senate Legal Counsel in the case of Peter P. Truman v. Paula Armstrong, et al.

Page S2498

Pro Forma Sessions—Agreement: A unanimous-consent agreement was reached providing that the Senate adjourn, to then convene for pro forma sessions only, with no business being conducted on the following dates and times, and that following each pro forma session, the Senate adjourn until the next pro forma session: Monday, April 30, 2018 at 2:30 p.m.; Thursday, May 3, 2018 at 10:30 a.m.; and that when the Senate adjourns on Thursday, May 3, 2018, it next convene at 3 p.m., on Monday, May 7, 2018.

Page S2498

Engelhardt Nomination—Cloture: Senate began consideration of the nomination of Kurt D. Engelhardt, of Louisiana, to be United States Circuit Judge for the Fifth Circuit.

A motion was entered to close further debate on the nomination, and, in accordance with the provisions of Rule XXII of the Standing Rules of the Senate, and pursuant to the unanimous-consent agreement of Thursday, April 26, 2018, a vote on cloture will occur at 5:30 p.m., on Monday, May 7, 2018.

Prior to the consideration of this nomination, Senate took the following action:

Senate agreed to the motion to proceed to Legislative Session.

Page S2464

Senate agreed to the motion to proceed to Executive Session to consider the nomination.

A unanimous-consent agreement was reached providing that Senate resume consideration of the nomination at approximately 3 p.m., on Monday, May 7, 2018; and that notwithstanding the provisions of Rule XXII, the cloture motions filed on Thursday, April 26, 2018 ripen at 5:30 p.m., on Monday, May 7, 2018.

Page S2465

Brennan Nomination—Cloture: Senate began consideration of the nomination of Michael B. Brennan, of Wisconsin, to be United States Circuit Judge for the Seventh Circuit.

A motion was entered to close further debate on the nomination, and, in accordance with the provisions of Rule XXII of the Standing Rules of the Senate, a vote on cloture will occur upon disposition of the nomination of Kurt D. Engelhardt, of Louisiana, to be United States Circuit Judge for the Fifth Circuit.

Prior to the consideration of this nomination, Senate took the following action:

Senate agreed to the motion to proceed to Legislative Session.

Page S2465

Senate agreed to the motion to proceed to Executive Session.

Page S2464

Carson Nomination—Cloture: Senate began consideration of the nomination of Joel M. Carson III, of New Mexico, to be United States Circuit Judge for the Tenth Circuit.

A motion was entered to close further debate on the nomination, and, in accordance with the provisions of Rule XXII of the Standing Rules of the Senate, a vote on cloture will occur upon disposition of the nomination of Michael B. Brennan, of Wisconsin, to be United States Circuit Judge for the Seventh Circuit.

Prior to the consideration of this nomination, Senate took the following action:

Senate agreed to the motion to proceed to Legislative Session.

Page S2465

Senate agreed to the motion to proceed to Executive Session to consider the nomination.

Page S2464

Nalbandian Nomination—Cloture: Senate began consideration of the nomination of John B. Nalbandian, of Kentucky, to be United States Circuit Judge for the Sixth Circuit.

A motion was entered to close further debate on the nomination, and, in accordance with the provisions of Rule XXII of the Standing Rules of the Senate, a vote on cloture will occur upon disposition of the nomination of Joel M. Carson III, of New Mexico, to be United States Circuit Judge for the Tenth Circuit.

Prior to the consideration of this nomination, Senate took the following action:

Senate agreed to the motion to proceed to Legislative Session.

Page S2465

Senate agreed to the motion to proceed to Executive Session to consider the nomination.

Page S2465

Scudder Nomination—Cloture: Senate began consideration of the nomination of Michael Y. Scudder, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

A motion was entered to close further debate on the nomination, and, in accordance with the provisions of Rule XXII of the Standing Rules of the Senate, a vote on cloture will occur upon disposition of the nomination of John B. Nalbandian, of Kentucky, to be United States Circuit Judge for the Sixth Circuit.

Prior to the consideration of this nomination, Senate took the following action:
Senate agreed to the motion to proceed to Legislative Session.

Senate agreed to the motion to proceed to Executive Session to consider the nomination.

**St. Eve Nomination—Cloture:** Senate began consideration of the nomination of Amy J. St. Eve, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

A motion was entered to close further debate on the nomination, and, in accordance with the provisions of Rule XXII of the Standing Rules of the Senate, a vote on cloture will occur upon disposition of the nomination of Michael Y. Scudder, of Illinois, to be United States Circuit Judge for the Seventh Circuit.

Prior to the consideration of this nomination, Senate took the following action:

Senate agreed to the motion to proceed to Legislative Session.

Senate agreed to the motion to proceed to Executive Session to consider the nomination.

**Zais Nomination—Agreement:** A unanimous-consent-time agreement was reached providing that at a time to be determined by the Majority Leader, in consultation with the Democratic Leader, Senate begin consideration of the nomination of Mitchell Zais, of South Carolina, to be Deputy Secretary of Education; that there then be 10 hours of debate, equally divided in the usual form, and that following the use or yielding back of time, Senate vote on confirmation of the nomination, with no intervening action or debate.

**Nominations Confirmed:** Senate confirmed the following nominations:

- By 57 yeas to 42 nays (Vote No. EX. 84), Mike Pompeo, of Kansas, to be Secretary of State.

  During consideration of this nomination today, Senate also took the following action:
  - By 57 yeas to 42 nays (Vote No. 83), Senate agreed to the motion to close further debate on the nomination.
  - By 56 yeas to 42 nays (Vote No. EX. 85), Richard Grenell, of California, to be Ambassador to the Federal Republic of Germany.

- Andrea L. Thompson, of South Dakota, to be Under Secretary of State for Arms Control and International Security.

- Yleem D. S. Poblete, of Virginia, to be an Assistant Secretary of State (Verification and Compliance).

- Kenneth Steven Barbic, of the District of Columbia, to be an Assistant Secretary of Agriculture.

- Joseph L. Falvey, Jr., of Michigan, to be a Judge of the United States Court of Appeals for Veterans Claims for the term of fifteen years.

- Rohit Chopra, of New York, to be a Federal Trade Commissioner for the unexpired term of seven years from September 26, 2012.

- Noah Joshua Phillips, of Maryland, to be a Federal Trade Commissioner for the term of seven years from September 26, 2016.

- Joseph Simons, of Virginia, to be a Federal Trade Commissioner for the term of seven years from September 26, 2017.

- Christine S. Wilson, of Virginia, to be a Federal Trade Commissioner for the unexpired term of seven years from September 26, 2011.

- Christine S. Wilson, of Virginia, to be a Federal Trade Commissioner for the term of seven years from September 26, 2018.

- Kirsten Dawn Madison, of Florida, to be an Assistant Secretary of State (International Narcotics and Law Enforcement Affairs).

- John Cary Bittick, of Georgia, to be United States Marshal for the Middle District of Georgia for the term of four years.

- Timothy A. Garrison, of Missouri, to be United States Attorney for the Western District of Missouri for the term of four years.

- Steven L. Gladden, of North Carolina, to be United States Marshal for the Middle District of North Carolina for the term of four years.

- Nicola T. Hanna, of California, to be United States Attorney for the Central District of California for the term of four years.

- David L. Lyons, of Georgia, to be United States Marshal for the Southern District of Georgia for the term of four years.

- Rodney D. Ostermiller, of Montana, to be United States Marshal for the District of Montana for the term of four years.

- Kenji M. Price, of Hawaii, to be United States Attorney for the District of Hawaii for the term of four years.

- Paul R. Lawrence, of Virginia, to be Under Secretary for Benefits of the Department of Veterans Affairs.

- Jon Parrish Peede, of Mississippi, to be Chairperson of the National Endowment for the Humanities for a term of four years.
Brendan O. Heffner, of Illinois, to be United States Marshal for the Central District of Illinois for the term of four years.

Theodor G. Short, of Maine, to be United States Marshal for the District of Maine for the term of four years.

Rebecca Kelly Slaughter, of Maryland, to be a Federal Trade Commissioner for the term of seven years from September 26, 2015.

3 Air Force nominations in the rank of general.
19 Army nominations in the rank of general.
11 Marine Corps nominations in the rank of general.
56 Navy nominations in the rank of admiral.


Nominations Received: Senate received the following nominations:

John Lowry III, of Illinois, to be Assistant Secretary of Labor for Veterans' Employment and Training.

2 Marine Corps nominations in the rank of general.

1 Navy nomination in the rank of admiral.


Pages S2466–68, S2473–74

Committee Meetings

APPROPRIATIONS: DEFENSE HEALTH PROGRAM


APPROPRIATIONS: MILITARY CONSTRUCTION AND FAMILY HOUSING

Committee on Appropriations: Subcommittee on Military Construction and Veterans Affairs, and Related Agencies concluded a hearing to examine proposed Department of Defense budget estimates and justification for fiscal year 2019 for military construction and family housing, after receiving testimony from Lucian Niemeyer, Assistant Secretary for Energy, Installations and Environment, Lieutenant General Gwendolyn Bingham, USA, Assistant Chief of Staff for Installation Management, Vice Admiral Dixon R. Smith, USN, Deputy Chief of Naval Operations for Fleet Readiness and Logistics, Major General Vincent A. Coglianese, USMC, Commander, Marine Corps Installations Command and Assistant Deputy Commandant, Installations and Logistics (Facilities), and Major General Timothy S. Green, USAF, Director of Civil Engineers and Deputy Chief of Staff for Logistics, Engineering and Force Protection, all of the Department of Defense.

DEPARTMENT OF DEFENSE BUDGET

Committee on Armed Services: Committee concluded a hearing to examine the Department of Defense budget posture in review of the Defense Authorization Request for fiscal year 2019 and the Future Years Defense Program, after receiving testimony from James N. Mattis, Secretary, David L. Norquist, Under Secretary (Comptroller), and General Joseph F. Dunford, Jr., USMC, Chairman of the Joint Chiefs of Staff, all of the Department of Defense.

HUMAN TRAFFICKING AND ABUSE OVERSIGHT

Committee on Homeland Security and Governmental Affairs: Permanent Subcommittee on Investigations
concluded an oversight hearing to examine Department of Health and Human Services and Department of Homeland Security efforts to protect unaccompanied alien children from human trafficking and abuse, including actions still needed to improve transfers and monitoring of care, after receiving testimony from James W. McCament, Deputy Under Secretary, Office of Strategy, Policy, and Plans, Department of Homeland Security; Steven Wagner, Acting Assistant Secretary, Administration for Children and Families, Department of Health and Human Services; Kathryn A. Larin, Director, Education, Workforce, and Income Security, Government Accountability Office; Allison E. Herre, Catholic Charities of Southwestern Ohio, Cincinnati; Jessica A. Ramos, Advocates for Basic Legal Equality, Inc., Dayton, Ohio; Kelsey R. Wong, Shenandoah Valley Juvenile Center, Staunton, Virginia; Pattiva McKean Cathell, Sussex Central High School, Georgetown, Delaware; and Laura Carothers Graham, Community Legal Aid Society, Inc., Wilmington, Delaware.

BUSINESS MEETING
Committee on the Judiciary: Committee ordered favorably reported the following business items:

S. 2644, to ensure independent investigations and judicial review of the removal of a special counsel, with an amendment in the nature of a substitute; and

The nominations of Gregory Allyn Forest, to be United States Marshal for the Western District of North Carolina, and Bradley A. Maxwell, to be United States Marshal for the Southern District of Illinois, both of the Department of Justice.

INTELLIGENCE
Select Committee on Intelligence: Committee met in closed session to receive a briefing on certain intelligence matters from officials of the intelligence community.

House of Representatives

Chamber Action

Public Bills and Resolutions Introduced: 21 public bills, H.R. 5624–5644; and 7 resolutions, H. Con. Res. 119; and H. Res. 849–854, were introduced.

Additional Cosponsors:

Reports Filed: Reports were filed today as follows:

H.R. 4743, to amend the Small Business Act to strengthen the Office of Credit Risk Management within the Small Business Administration, and for other purposes, with an amendment (H. Rept. 115–655);

H.R. 2121, to require the appropriate Federal banking agencies to revise regulations to specify that certain funds shall not be taken into account when calculating any supplementary leverage ratio for custodial banks, and for other purposes, with amendments (H. Rept. 115–656); and

H.R. 5076, to amend the Federal Deposit Insurance Act to extend the examination cycle for certain insured depository institutions, with an amendment (H. Rept. 115–657).

Speaker: Read a letter from the Speaker wherein he appointed Representative Harper to act as Speaker pro tempore for today.
Shuster en bloc amendment No. 1 consisting of the following amendments printed in part A of H. Rept. 115–650: Lewis (GA) (No. 2) that allows AIP and PFC funds to purchase generators in passenger areas of the airport, to separate backup power supplies from main power supplies, and for similar projects; Soto (No. 3) that requires sinks or sanitizing equipment to be provided in any Mothers’ Rooms at airports; Watson Coleman (No. 4) that requires medium or large hub airports to maintain baby changing tables in one men’s and one women’s restroom in each passenger terminal building; McMorris Rodgers (No. 5) that exempts Airports with more than 25,000 passenger enplanements in calendar year 2014 from any cost-share requirements under the contract tower program; Westerman (No. 6) that clarifies the application of Qualifications-Based Selection procedures on airport projects; Krishnamoorthi (No. 7) that adds “economic impacts” to the study on the effects of airport noise on communities near busy airports; Jayapal (No. 8) that adds the city of Seattle to the list of communities to be studied on the potential health impacts of overflight noise; Lipinski (No. 9) that adds contract tower construction as an eligible activity under 49 USC 47116, the AIP small airport fund; Smith (NE) (No. 10) that extends small airport regulatory relief for Fiscal Years 2018, 2019, and 2020; Torres (No. 11) that amends section 158, the Environmental Mitigation Pilot Program, to allow DOD to provide additional funding for mitigation projects on sites previously managed by DOD; Ted Lieu (CA) (No. 12) that requires a report from the Secretary of Transportation and the National Research Council on aviation gasoline that assesses non-leded fuel alternatives to the aviation gasoline used by piston-powered general aviation aircraft; Meng (No. 14) that permits the Secretary to carry out an aircraft noise, emission, and fuel burn reduction research and development program (CLEEN II); Bass (No. 15) that requires a Report to Congress on the status of Terminal Sequencing and Spacing (TSAS) implementation across all completed NextGen Metropoles with specific information provided by airline regarding the adoption and equipping of aircraft and the training of pilots in its use; Speier (No. 16) that requires a GAO report studying: (1) while maintaining safety as the top priority, whether air traffic controllers and airspace designers are trained on noise and health impact mitigation in addition to efficiency; and (2) the prevalence of vectoring flights due to over-crowded departure and arrival paths, and alternatives to this practice; McSally (No. 18) that adds a representative to the Safety Oversight and Certification Advisory Committee for airport owners and operators; Kildee (No. 19) that requires the FAA to allow airports to use non-fluorinated chemicals in firefighting foam as long as it abides by the National Fire Protection Association’s standards; Estes (No. 20) that expands the scope of the FAA Task Force on Flight Standards Reform to address issues involving flight standards offices and aircraft original equipment manufacturers; Soto (No. 21) that requires the Administrator to also consider the potential emergency medical needs of pregnant women when evaluating the minimum contents of approved medical kits—currently the bill only specifies the consideration of children’s emergency medical needs; Keaning (No. 22) that directs FAA to lead efforts to publish guidance for improving workforce readiness, and directs GAO to include in their report recommendations for strengthening and developing aviation workforce training programs; Long (No. 23) that directs the FAA Administrator to review the current safety procedures regarding unoccupied exit rows on commercial aircraft; Crist (No. 24) that commissions a GAO study on whether or not FAA “Compliance Philosophy”—favoring communication over enforcement—is effective; Sanford (No. 25), as modified, that clarifies and tightens the 336 modelers exemption to ensure that those utilizing the exemption are following an appropriate course of safety; and allows the FAA to create rules for recreational UAS; DeFazio (No. 26) that modifies existing prohibition in regard to FAA issuing any regulation on model aircraft flown for hobby/recreational purposes and provides FAA flexibility to collaborate with industry to update operational parameters needed for unmanned aircraft flown for hobby/recreational purposes, to mitigate risks to aviation safety and national security; Hanabusa (No. 27) that ensures the role of state and local government is considered during an emergency situation where an unmanned aircraft system may pose a threat to public safety; Lewis (MN) (No. 28) that codifies the Department of Transportation’s Unmanned Aircraft Systems Integration Pilot Program; Schiff (No. 29) that directs FAA to establish a program to utilize available remote detection and identification technologies for safety oversight, including enforcement actions against operators of unmanned aircraft systems that are not in compliance with applicable Federal aviation laws, including regulations; requires annual reporting by FAA to Congress to report the number of drones entering restricted airspace, the number of enforcement cases brought by FAA or other agencies, and recommendations by FAA for detection and mitigation systems; and Grothman (No. 30) that requires the Administrator of the Federal
Aviation Administration to issue regulations necessary to authorize the use of certain actively tethered public unmanned aircraft systems by government public safety agencies without any requirement to obtain a certification of waiver, certificate of authorization, or other approval by the Federal Aviation Administration; Pages H3643–51

Roskam amendment (No. 13 printed in part A of H. Rept. 115–650) that directs the FAA Administrator to study the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports, requires the FAA Administrator to submit the results of the study in a report to Congress; Page H3651

Denham amendment (No. 17 printed in part A of H. Rept. 115–650) that harmonizes the statute of limitations for Section 1309 of Public Law 114–94 with other Department of Transportation projects; Pages H3651–52

Shuster en bloc amendment No. 2 consisting of the following amendments printed in part A of H. Rept. 115–650: Cramer (No. 31) that requires the FAA, NTIA and the FCC to submit to Congress a report on whether UAS operations should be permitted to operate on spectrum designated for aviation use; the report would also include recommendations of other spectrum frequencies (such as LTE) that may be appropriate for flying UAS; LoBiondo (No. 32) that requires the FAA to review inter-agency coordination and standards for the authorized federal use of C–UAS systems; Davis (CA) (No. 33) that directs the FAA to partner with non-governmental organizations, state, and local agencies to prevent recreational unmanned aircrafts from interfering with the efforts of emergency responders; Sanford (No. 34) that aligns the FAA’s critical programs supporting UAS integration and the development of commercial UTM; Cicilline (No. 35) that requires air carriers to outline rebooking options, refunds, meals, and lodging to the public in instances where a customer’s flight is diverted; Cárdenas (No. 36) that requires a study on the impact of over-booking policies of air carriers on the US economy, including effects on cost to passengers; Meng (No. 37) that requires GAO to submit a report to Congress reviewing airlines’ training policies for employees and contractors regarding racial, ethnic, and religious non-discrimination, and requires the Secretary of Transportation to develop and disseminate best practices based upon the findings of the report; Bonamici (No. 38) that creates the position of Aviation Consumer Advocate at the FAA; the Aviation Consumer Advocate would assist consumers in resolving complaints with air carriers, recommend actions the FAA could take to improve enforcement of consumer protection rules, and recommend policies to more effectively resolve complaints; Langevin (No. 39) that ensures passengers with disabilities receive timely and effective assistance at the airport and on the aircraft; personnel providing physical assistance to passengers with disabilities may be required to receive hands on training to perform assistance and use any needed equipment; O’Halleran (No. 40) that requires the Comptroller General to include in its report an analysis of the impact of any option for EAS reform on local communities with airports receiving EAS funding; Espaillat (No. 43) that states that not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study that examines the ground transportation options at the Nation’s 10 busiest airports in order to understand the impact of new and emerging transportation options for travelers to get into and out of airports, including the fees charged to ground transportation providers for airport access; Sanford (No. 45) that requires the GAO to study airport finances under § 47107(b)(2) of title 49, United States Code; Fleischmann (No. 48) that states that the Administrator of the Federal Aviation Administration will encourage the use of durable, resilient, and sustainable materials, including the use of geosynthetic materials and other innovative technologies in carrying out the activities of the Federal Aviation Administration; Meng (No. 50) that requires the Secretary to issue a rule creating designated areas at airports at which pets and service animals traveling with their owners may relieve themselves; Mitchell (No. 51) that establishes a pilot program with specified parameters for aircraft with certain NextGen avionics to have limited preferential access to certain airports designated by the Administrator of the Federal Aviation Administration; the pilot program has a sunset and a reporting requirement; Mitchell (No. 52) that requires the Inspector General of the Department of Transportation to study the potential impacts of a significantly delayed, significantly diminished, or completely failed delivery of the Next Generation Air Transportation System modernization initiative by the Federal Aviation Administration, including impacts to the air traffic control system and the national airspace system as a whole; DeGette (No. 54) that limits FAA regulation of non-federally sponsored property to facilitate airports’ ability to generate non-aeronautical revenue; Banks (No. 55) that designates the main hangar at Smith Field in Fort Wayne, Indiana, as the National Airmail Museum, as the United States Postal Service began commercial airmail service at Smith Field in 1930; Sinema (No. 56) that directs the Administrator of the FAA to conduct a review of the effectiveness, safety, and consistency of its approval process for air tankers used for wildland firefighting, with the goal
of developing standardized next-generation requirements for air tankers; requires an FAA report to Congress describing the outcome of its review; Biggs (No. 57) that ensures the Secretary of Transportation must publicize for comment a cost-benefit analysis before implementing the additional baggage reporting requirements of 14 CFR 234.6; Esty (No. 58) that directs the Administrator of the Federal Aviation Administration to create and facilitate the Women in Aviation Advisory Board; the Board would promote organizations and programs that provide education, training, mentorship, outreach, and recruitment of women into the aviation industry; Graves (MO) (No. 59) that creates a GAO study on the use of proprietary exclusive rights by airports; Kilmer (No. 61) that requires the FAA to consider the emergency preparedness needs of a community served by an airport when evaluating that airport’s master plan under the Airport Improvement Program; Panetta (No. 62) that directs the Administrator of the Federal Aviation Administration to evaluate alternative metrics to the current average day night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns and provide a report to Congress; Hill (No. 64) that requires the FAA to report on the status of the LIT VORTAC Agreement; and Lowey (No. 65) that requires the FAA to study and submit a report on the prevalence of allergic reactions on board flights, the reporting of reactions on flights, and the frequency of first aid inventory checks; Pages H3652–58

Higgins (LA) amendment (No. 41 printed in part A of H. Rept. 115–650) that requires the Administrator of the FAA to initiate a pilot program to permit the operator of a State 2 airplane to operate that airplane in non-revenue service into medium hub airports or non-hub airports if certain parameters are met; Page H3658

Cohen amendment (No. 46 printed in part A of H. Rept. 115–650), as modified, that alleviates delays in compliance with existing federal regulations to vet prospective pilots, by enabling 3rd party access to the National Driver Register; Page H3660

Burgess amendment (No. 47 printed in part A of H. Rept. 115–650) that establishes prohibitions to prevent the use of unmanned aircraft systems as a weapon while operating in the national airspace; Pages H3660–61

Perlmutter amendment (No. 49 printed in part A of H. Rept. 115–650) that implements recommendations from the FAA’s Rotorcraft Occupant Protection Working Group to require all newly manufactured helicopters to meet certain standards to improve helicopter fuel system crash resistance within 18 months; Pages H3661–63

Shuster en bloc amendment No. 3 consisting of the following amendments printed in part A of H. Rept. 115–650: Fortenberry (No. 66) that allows Airport Improvement Program funds to be used to construct storage facilities to shelter snow removal, aircraft rescue, and firefighting equipment meeting certain conditions regardless of whether federal funding was used to acquire the equipment; Suozzi (No. 69) that asks for a report on airline and passenger safety pertaining to aging commercial aircraft: the average age of commercial aircraft owned and operated by United States carriers, overall use of planes, including average lifetime of commercial aircraft, the number of hours the aircraft are in flight, and the impact of metal fatigue on aircraft safety; review on contractor assisted maintenance of commercial aircraft and re-evaluation of the rules on inspection of aging airplanes; Maxine Waters (CA) (No. 70) that requires the FAA to issue a report on diversions of aircraft from Los Angeles International Airport (LAX) to Hawthorne Municipal Airport; Pearce (No. 71) that makes a technical correction to the Military Air Program (MAP) to ensure MAP benefits are available to all former installations, as was the original intent of the enacting law; Fleischmann (No. 72) that states if the Secretary determines that safety is not affected, highway specifications of a State may be used for airfield pavement construction and improvement at nonprimary airports with aircraft under 60,000 pounds; Takano (No. 73) that provides a sense of Congress that the Administrator of the FAA and Secretary should produce a smart airports initiative plan that focuses on creating a more connected and consumer-friendly airport experience; Speier (No. 74) that directs the FAA Administrator to review and evaluated the design and effectiveness of commercial airline oxygen masks, and determine whether changes to the design could increase correct passenger usage; Gibbs (No. 76) that amends age adjustment for Part 135 and Part 91 that perform at least 150,000 turbojet operations; Hastings (No. 77) that requires the FAA to study and submit to Congress a report on technologies developed by international entities that have been installed in American airports and aviation systems, and aviation safety technology implemented by international entities that may assist in improving American aviation operations and safety; Denham (No. 80) that sets a one year deadline for FAA to issue a rulemaking in accordance with Section 2209 of the FAA Extension, Safety, and Security Act of 2016 to establish procedures for unauthorized UAV use over critical infrastructure; Doggett (No. 82) that requires second-class medical certifications for operators of a commercial air balloon; Carter (GA) (No. 83) that requires federal agencies, in their cost-benefit analysis
for acquisition of heavy equipment, to factor in renting as a viable alternative; Lance (No. 85) that requires the FAA to study the economic impact of TFRs on local airports and recommend ways to mitigate negative effects, including but not limited to, the potential of using security procedures to allow limited use of certain airports during a TFR; Jayapal (No. 86) that directs the FAA Administrator to conduct a study on the infrastructure needs of fast-growing airports; Meng (No. 89) that requires the FAA to develop a 5-year aircraft noise research and mitigation strategy; Meng (No. 90) that requires the FAA within 1 year of enactment of the bill to complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard; Meadows (No. 91) that codifies a directive of President Clinton’s 1993 Executive Order 12866, Section 1(b)(8), which stipulates that, whenever possible, any new standards promulgated by the FAA shall be performance-based standards providing an equal or higher level of safety; DeSaulnier (No. 92) that requires a review of the feasibility of expanding the use of systems capable of detecting wrong surface alignment; DeSaulnier (No. 93) that requires recommendations to ensure aviation safety in the event of power outages at airports; DeSaulnier (No. 94) that requires a review of the risks and benefits of equipping aircraft with runway awareness advisory systems; DeSaulnier (No. 95) that requires a progress report on improving the Aviation Safety Information Analysis and Sharing program; Lawrence (No. 98) that requires FAA to develop and transmit to Congress a report on cybersecurity and artificial intelligence standards plan for FAA operations; Cárdenas (No. 99) that expresses a sense of Congress that the aviation industry should hire more of the Nation’s veterans; Lipinski (No. 100) that directs a GAO study to quantify the costs and burdens imposed by significant airline network disruptions; and Moore (No. 101) that authorizes FAA to take steps to improve compliance with the existing Department of Transportation Prompt Payment rule that requires subcontractors to be paid within a certain time period for satisfactory performance of their contracts; would also require the FAA to keep track of violations of this rule;

Smith (NE) amendment (No. 68 printed in part A of H. Rept. 115–650) that directs the Controller General to assess the current state of the aviation workforce, barriers to entry to the aviation workforce, and options to increase the future supply of individuals in the aviation workforce;

Lewis (MN) amendment (No. 75 printed in part A of H. Rept. 115–650) that clarifies that MPOs established prior to December 18, 1991 should also have local elected officials on their governing boards;

González-Colón amendment (No. 81 printed in part A of H. Rept. 115–650) that requires a study/assessment and data collection of the air cargo traffic in the Caribbean region;

Comstock amendment (No. 84 printed in part A of H. Rept. 115–650), as modified, that requires the FAA administrator to review the North Shore Helicopter Route to address the noise impact on affected communities, to improve altitude enforcement, and to assess alternatives including an all water route over the Atlantic Ocean;

Lawrence amendment (No. 97 printed in part A of H. Rept. 115–650) that requires the FAA Administrator to conduct a study on the diversity of the cybersecurity workforce of the FAA in order to develop recommendations to increase the size, quality and diversity of such workforce; and

Denham amendment (No. 79 printed in part A of H. Rept. 115–650) that clarifies the intent of the Federal Aviation Administration Authorization Act of 1994 for motor carrier meal and rest regulations (by a recorded vote of 222 ayes to 193 noes, Roll No. 159).

Rejected:

Beyer amendment (No. 67 printed in part A of H. Rept. 115–650) that sought to require the FAA to review and revise helicopter flight paths for all helicopters, including military helicopters, flying in the National Capital Region—identifying and issuing new official paths if helicopters are able to fly at higher altitudes (agreed by unanimous consent to withdraw the earlier request for a recorded vote to the end that the Chair put the question de novo);

Meng amendment (No. 88 printed in part A of H. Rept. 115–650) that sought to require the FAA
to develop global-scale probabilistic convection guidance capability so that aircraft can avoid encounters with convection that causes turbulence;

Pages H3681–82

DeFazio amendment (No. 42 printed in part A of H. Rept. 115–650) that sought to repeal a prohibition on U.S. regulation of air transportation of flammable lithium batteries unless there has been an accident; restores the DOT’s authority to regulate lithium batteries beyond international baselines, without waiting for an accident to occur (by a recorded vote of 192 ayes to 223 noes, Roll No. 155);

Pages H3658–60, H3684

Rohrabacher amendment (No. 60 printed in part A of H. Rept. 115–650) that sought to ensure that aircraft transitioning from flight over ocean to flight over land fly at safe altitude and no lower than specific flight operations require (by a recorded vote of 37 ayes to 375 noes, Roll No. 156);

Pages H3663–64, H3684–85

King (IA) amendment (No. 63 printed in part A of H. Rept. 115–650) that sought to ensure that none of the funds authorized by the Act are used to implement, administer, or enforce the prevailing wage requirements of the antiquated Davis-Bacon Act (by a recorded vote of 172 ayes to 243 noes, Roll No. 157);

Pages H3664–66, H3685–86

Lipinski amendment (No. 78 printed in part A of H. Rept. 115–650) that sought to direct a DOT rulemaking to require airlines to interline and provide accommodations to passengers who are displaced due to events within an airline’s control (by a recorded vote of 92 ayes to 323 noes, Roll No. 158); and

Pages H3672–73, H3686

Lynch amendment (No. 87 printed in part A of H. Rept. 115–650) that sought to direct the FAA Administrator to engage and cooperate with air carriers to identify and facilitate opportunities for air carriers to retrofit aircraft with devices that mitigate noise, including vortex generators (by a recorded vote of 187 ayes to 227 noes, Roll No. 160).

Pages H3680–81, H3687

H. Res. 839, the rule providing for consideration of the bills (H.R. 4) and (H.R. 3144) was agreed to yesterday, April 25th.

Suspension—Proceedings Resumed: The House agreed to suspend the rules and pass the following measure. Consideration began Tuesday, April 24th.


Page H3688


Pages H3688–89

Senate Referral: S. 2758 was held at the desk.

Senate Message: Message received from the Senate today appears on page H3643.

Quorum Calls—Votes: One yea-and-nay vote and six recorded votes developed during the proceedings of today and appear on pages H3684, H3684–85, H3685–86, H3686, H3686–87, H3687, and H3688. There were no quorum calls.

Adjournment: The House met at 10 a.m. and adjourned at 8:17 p.m.

Committee Meetings

MISCELLANEOUS MEASURE

Committee on Appropriations: Subcommittee on Military Construction, Veterans Affairs, and Related Agencies held a markup on the FY 2019 MILCON/VA Appropriations Bill. The FY 2019 MILCON/VA Appropriations Bill was forwarded to the full Committee, without amendment.

APPROPRIATIONS—FEDERAL HIGHWAY ADMINISTRATION; FEDERAL TRANSIT ADMINISTRATION; U.S. MARITIME ADMINISTRATION

Committee on Appropriations: Subcommittee on Transportation, Housing and Urban Development, and Related Agencies held a budget hearing on the Federal Highway Administration, the Federal Transit Administration, and the U.S. Maritime Administration. Testimony was heard from Rear Admiral Mark H. Buzby, Administrator, U.S. Maritime Administration; Brandye Hendrickson, Acting Administrator, Federal Highway Administration; and K. Jane Williams, Acting Administrator, Federal Transit Administration.

APPROPRIATIONS—SECURITIES AND EXCHANGE COMMISSION

Committee on Appropriations: Subcommittee on Financial Services and General Government held a budget hearing on the Securities and Exchange Commission. Testimony was heard from Jay Clayton, Chairman, Securities and Exchange Commission.
FY 2019 PUBLIC WITNESS HEARING
Committee on Appropriations: Subcommittee on Labor, Health and Human Services, Education, and Related Agencies held a budget hearing entitled “FY 2019 Public Witness Hearing”. Testimony was heard from public witnesses.

APPROPRIATIONS—U.S. AGENCY FOR INTERNATIONAL DEVELOPMENT
Committee on Appropriations: Subcommittee on State, Foreign Operations, and Related Programs held a budget hearing on the U.S. Agency for International Development. Testimony was heard from Mark Green, Administrator, U.S. Agency for International Development.

APPROPRIATIONS—DEPARTMENT OF JUSTICE
Committee on Appropriations: Subcommittee on Commerce, Justice, Science, and Related Agencies held a budget hearing on the Department of Justice. Testimony was heard from Jefferson B. Sessions III, Attorney General, Department of Justice.

MISCELLANEOUS MEASURE
Committee on Appropriations: Subcommittee on Legislative Branch held a markup on the FY 2019 Legislative Branch Appropriations Bill. The FY 2019 Legislative Branch Appropriations Bill was forwarded to the full Committee, without amendment.

APPROPRIATIONS—ENVIRONMENTAL PROTECTION AGENCY
Committee on Appropriations: Subcommittee on Interior, Environment, and Related Agencies held a budget hearing on the Environmental Protection Agency. Testimony was heard from Scott Pruitt, Administrator, Environmental Protection Agency; and Holly Greaves, Chief Financial Officer, Environmental Protection Agency.

APPROPRIATIONS—FEDERAL COMMUNICATIONS COMMISSION
Committee on Appropriations: Subcommittee on Financial Services and General Government held a budget hearing on the Federal Communications Commission. Testimony was heard from Ajit Pai, Chairman, Federal Communications Commission.

MEMBER DAY
Committee on Appropriations: Subcommittee on Homeland Security held a budget hearing entitled “Member Day”. Testimony was heard from Representatives Long, Schneider, Johnson of Ohio, Hill, and Jackson Lee.

MISCELLANEOUS MEASURE
Committee on Armved Services: Subcommittee on Readiness held a markup on H.R. 5515, the “National Defense Authorization Act for Fiscal Year 2019”. H.R. 5515 was forwarded to the full Committee, as amended.

MISCELLANEOUS MEASURE
Committee on Armed Services: Subcommittee on Emerging Threats and Capabilities held a markup on H.R. 5515, the “National Defense Authorization Act for Fiscal Year 2019”. H.R. 5515 was forwarded to the full Committee, without amendment.

MISCELLANEOUS MEASURE
Committee on Armed Services: Subcommittee on Military Personnel held a markup on H.R. 5515, the “National Defense Authorization Act for Fiscal Year 2019”. H.R. 5515 was forwarded to the full Committee, without amendment.

MISCELLANEOUS MEASURE
Committee on Armed Services: Subcommittee on Tactical Air and Land Forces held a markup on H.R. 5515, the “National Defense Authorization Act for Fiscal Year 2019”. H.R. 5515 was forwarded to the full Committee, without amendment.

MISCELLANEOUS MEASURE
Committee on Armed Services: Subcommittee on Seapower and Projection Forces held a markup on H.R. 5515, the “National Defense Authorization Act for Fiscal Year 2019”. H.R. 5515 was forwarded to the full Committee, as amended.

MISCELLANEOUS MEASURE
Committee on Armed Services: Subcommittee on Strategic Forces held a markup on H.R. 5515, the “National Defense Authorization Act for Fiscal Year 2019”. H.R. 5515 was forwarded to the full Committee, without amendment.

WORKER-MANAGEMENT RELATIONS:
EXAMINING THE NEED TO MODERNIZE FEDERAL LABOR LAW
Committee on Education and the Workforce: Subcommittee on Health, Employment, Labor, and Pensions held a hearing entitled “Worker-Management Relations: Examining the Need to Modernize Federal Labor Law”. Testimony was heard from public witnesses.

MISCELLANEOUS MEASURES
Committee on Energy and Commerce: Subcommittee on Health held a markup on April 25, 2018, on H.R. 3528, the “Every Prescription Conveyed Securely Act”; H.R. 449, the “Synthetic Drug Awareness Act
of 2017”; H.R. 5261, the “TEACH to Combat Addiction Act of 2018”; H.R. 1925, the “At-Risk Youth Medicaid Protection Act of 2017”; H.R. 4275, the “Empowering Pharmacists in the Fight Against Opioid Abuse Act”; H.R. 5041, the “Safe Disposal of Unused Medication Act”; H.R. 5554, to amend the Federal Food, Drug, and Cosmetic Act to reauthorize user fee programs relating to new animal drugs and generic new animal drugs; legislation on FDA and International Mail; H.R. 4284, the “Indexing Narcotics, Fentanyl, and Opioids Act of 2017”; H.R. 5228, the “Stop Counterfeit Drugs by Regulating and Enhancing Enforcement Now Act”; H.R. 4684, the “Ensuring Access to Quality Sober Living Act of 2017”; H.R. 5176, the “Preventing Overdoses While in Emergency Rooms Act of 2018”; H.R. 5197, the “Alternatives to Opioids (ALTO) in the Emergency Department Act”; H.R. 5272, the “Reinforcing Evidence-Based Standards Under Law in Treating Substance Abuse Act of 2018”; H.R. 5329, the “Comprehensive Opioid Recovery Centers Act 2018”; H.R. 5533, the “Eliminating Opioid-Related Infectious Diseases Act of 2018”; H.R. 3331, to amend title XI of the Social Security Act to promote testing of incentive payments for behavioral health providers for adoption and use of certified electronic health record technology; legislation on Welcome to Medicare; legislation on Post-Surgical Injections as an Opioid Alternative; legislation on Alternative Payment Model for Treating Substance Use Disorder; legislation on Use of Telehealth to Treat Opioid Use Disorder; legislation on Incentivizing Non-Opioid Drugs; legislation on Mandatory Lock-In; legislation on Beneficiary Education; legislation on Evaluating Abuse Deterrent Formulations; legislation on CMS Action Plan; legislation on Adding Resources on Non-Opioid Alternatives to the Medicare Handbook; legislation on Prescriber Notification; legislation on Prescriber Education; legislation on Medication Therapy Management (MTM) Expansion; legislation on CMS/Plan Sharing; H.R. 5002, the “ACE Research Act”; H.R. 5009, the “Jessie’s Law”; H.R. 5102, the “Substance Use Disorder Workforce Loan Repayment Act of 2018”; legislation to improve fentanyl testing and surveillance; H.R. 4841, the “Standardizing Electronic Prior Authorization for Safe Prescribing Act of 2018”; H.R. 3192, the “CHIP Mental Health Parity Act”; legislation on Prescriber Education; legislation on Medicaid IMD ADDITIONAL INFO Act; legislation on Require Medicaid Programs to Report on All Core Behavioral Health Measures; legislation on Medicaid Improvement in Medicaid Act; legislation on Medicaid Graduate Medical Education Transparency Act; H.R. 5202, the “Ensuring Patient Access to Substance Use Disorder Treatments Act of 2018”; legislation on Improving Access to Remote Behavioral Health Treatment Act of 2018; legislation to amend title XIX of the Social Security Act to provide for Medicaid coverage protections for pregnant and postpartum women while receiving inpatient treatment for a substance use disorder; legislation on 21st Century Tools for Pain and Addiction Treatments; legislation on FDA Opioid Sparing; legislation on FDA Misuse/Abuse; legislation on FDA Packaging and Disposal; legislation to enhance and improve state-run prescription drug monitoring programs; legislation to support the peer support specialist workforce; H.R. 5329, the “Poison Center Network Enhancement Act of 2018”. H.R. 3528, H.R. 449, H.R. 5261, H.R. 1925, H.R. 4275, H.R. 5041, H.R. 5554, legislation on FDA and International Mail, H.R. 4284, H.R. 5228, H.R. 4684, H.R. 5176, H.R. 5197, H.R. 5272, H.R. 5327, and H.R. 5553 were ordered reported, as amended. H.R. 3331, legislation on Welcome to Medicare, legislation on Post-Surgical Injections as an Opioid Alternative, legislation on Alternative Payment Model for Treating Substance Use Disorder, legislation on Use of Telehealth to Treat Opioid Use Disorder, legislation on Incentivizing Non-Opioid Drugs, legislation on Mandatory Lock-In, legislation on Beneficiary Education, legislation on Evaluating Abuse Deterrent Formulations, legislation on CMS Action Plan, legislation on Adding Resources on Non-Opioid Alternatives to the Medicare Handbook, legislation on Prescriber Notification, legislation on Prescriber Education, legislation on Medication Therapy Management (MTM) Expansion, legislation on CMS/Plan Sharing, H.R. 5002, H.R. 5009, H.R. 5102, legislation to improve fentanyl testing and surveillance, H.R. 4841, H.R. 3192, legislation on Prescriber Education, legislation on Medicaid IMD ADDITIONAL INFO Act, legislation on Require Medicaid Programs to Report on All Core Behavioral Health Measures, legislation on HUMAN CAPITAL in Medicaid Act, legislation on Medicaid Pharmaceutical Home Act, legislation on Limited repeal of the IMD Exclusion for adult Medicaid beneficiaries with substance use disorder; legislation on Medicaid DRUG Improvement Act; legislation on Medicaid PARTNERSHIP Act; legislation on Medicaid Graduate Medical Education Transparency Act, H.R. 5202, legislation on Improving Access to Remote Behavioral Health Treatment Act of 2018, legislation to amend title XIX of the Social Security Act to provide for Medicaid coverage protections for
pregnant and postpartum women while receiving in-patient treatment for a substance use disorder, legislation on 21st Century Tools for Pain and Addiction Treatments, legislation on FDA Opioid Sparing, legislation on FDA Misuse/Abuse, legislation on FDA Packaging and Disposal, legislation to enhance and improve state-run prescription drug monitoring programs, legislation to support the peer support specialist workforce, and H.R. 5329 were ordered reported, without amendment.

**THE FISCAL YEAR 2019 ENVIRONMENTAL PROTECTION AGENCY BUDGET**

Committee on Energy and Commerce: Subcommittee on Environment held a hearing entitled “The Fiscal Year 2019 Environmental Protection Agency Budget”. Testimony was heard from Scott Pruitt, Administrator, Environmental Protection Agency.

**PERSPECTIVES ON REFORM OF THE CFIUS REVIEW PROCESS**

Committee on Energy and Commerce: Subcommittee on Digital Commerce and Consumer Protection held a hearing entitled “Perspectives on Reform of the CFIUS Review Process”. Testimony was heard from Richard E. Ashooh, Assistant Secretary, Export Administration, Department of Commerce; Heath P. Tarbert, Assistant Secretary, International Markets and Investment Policy, Department of the Treasury; and public witnesses.

**OVERSIGHT OF THE SEC’S DIVISION OF CORPORATION FINANCE**

Committee on Financial Services: Subcommittee on Capital Markets, Securities, and Investment held a hearing entitled “Oversight of the SEC’s Division of Corporation Finance”. Testimony was heard from William Hinman, Director, Division of Corporation Finance, Securities and Exchange Commission.

**MASS MIGRATION IN EUROPE: ASSIMILATION, INTEGRATION, AND SECURITY**

Committee on Foreign Affairs: Subcommittee on Europe, Eurasia, and Emerging Threats held a hearing entitled “Mass Migration in Europe: Assimilation, Integration, and Security”. Testimony was heard from public witnesses.

**GRADING COUNTERTERRORISM COOPERATION WITH THE GCC STATES**

Committee on Foreign Affairs: Subcommittee on Terrorism, Nonproliferation, and Trade; and Subcommittee on the Middle East and North Africa held a joint hearing entitled “Grading Counterterrorism Cooperation with the GCC States”. Testimony was heard from public witnesses.


**FILTERING PRACTICES OF SOCIAL MEDIA PLATFORMS**

Committee on the Judiciary: Full Committee held a hearing entitled “Filtering Practices of Social Media Platforms”. Testimony was heard from Representatives Himes and Blackburn.

**EXAMINING THE CRITICAL IMPORTANCE OF OFFSHORE ENERGY REVENUE SHARING FOR GULF PRODUCING STATES**

Committee on Natural Resources: Subcommittee on Energy and Mineral Resources held a hearing entitled “Examining the Critical Importance of Offshore Energy Revenue Sharing for Gulf Producing States”. Testimony was heard from public witnesses.

**LEGISLATIVE MEASURES**

Committee on Natural Resources: Subcommittee on Indian, Insular and Alaska Native Affairs held a hearing on H.R. 211, the “Chugach Region Lands Study Act”; and H.R. 5317, to repeal section 2141 of the Revised Statutes to remove the prohibition on certain alcohol manufacturing on Indian lands. Testimony was heard from Representative Herrera Beutler; Darryl LaCounte, Acting Deputy Bureau Director, Office of Trust Services, Bureau of Indian Affairs, Department of the Interior; Glenn Casamassa, Associate Deputy Chief, National Forest System, U.S. Forest Service, Department of Agriculture; and public witnesses.

**WASTE AND INEFFECTIVENESS IN THE FEDERAL GOVERNMENT: GAO’S 2018 DUPLICATION REPORT**

SURVEYING THE SPACE WEATHER LANDSCAPE

Committee on Science, Space, and Technology: Subcommittee on Environment; and Subcommittee on Space held a joint hearing entitled “Surveying the Space Weather Landscape”. Testimony was heard from Neil Jacobs, Assistant Secretary of Commerce for Environmental Observation and Prediction, National Oceanic and Atmospheric Administration; Jim Spann, Chief Scientist, Heliophysics Division, Science Mission Directorate, National Aeronautics and Space Administration; and public witnesses.

NO MAN’S LAND: MIDDLE-MARKET CHALLENGES FOR SMALL BUSINESS GRADUATES

Committee on Small Business: Subcommittee on Contracting and Workforce held a hearing entitled “No Man’s Land: Middle-Market Challenges for Small Business Graduates”. Testimony was heard from public witnesses.

IDENTIFYING INNOVATIVE PRACTICES AND TECHNOLOGY IN HEALTH CARE

Committee on Ways and Means: Subcommittee on Health held a hearing entitled “Identifying Innovative Practices and Technology in Health Care”. Testimony was heard from public witnesses.

FISCAL YEAR 2019 BUDGET HEARING

Permanent Select Committee on Intelligence: Subcommittee on the Central Intelligence Agency held a hearing entitled “Fiscal Year 2019 Budget Hearing”. This hearing was closed.

Joint Meetings

ARMENIA


COMMITTEE MEETINGS FOR FRIDAY, APRIL 27, 2018

(Committee meetings are open unless otherwise indicated)

Senate

No meetings/hearings scheduled.

House


Committee on Financial Services, Subcommittee on Financial Institutions and Consumer Credit, hearing entitled “Implementation of FinCEN’s Customer Due Diligence Rule—Financial Institution Perspective”, 9:30 a.m., 2128 Rayburn.

Joint Meetings

Commission on Security and Cooperation in Europe: to hold hearings to examine the Bitkov case and the United Nations International Commission Against Impunity in Guatemala, 9:15 a.m., 2172, Rayburn Building.
Next Meeting of the Senate
2:30 p.m., Monday, April 30

Senator Chamber

Program for Monday: Senate will meet in a pro forma session.

Next Meeting of the House of Representatives
9 a.m., Friday, April 27

House Chamber


Extensions of Remarks, as inserted in this issue

House
Barletta, Lou, Pa., E549
Black, Diane, Tenn., E553
Blum, Rod, Iowa, E552
Brady, Kevin, Tex., E545
Buchanan, Vern, Fla., E551
Clark, Katherine M., Mass., E543
Comstock, Barbara, Va., E546
Crawford, Eric A., “Rick”, Ark., E554
Davis, Rodney, Ill., E547
Doyle, Michael F., Pa., E548
Frelinghuysen, Rodney B., N.J., E543, E549
Gallagher, Mike, Wisc., E549, E555
Graves, Sam, Mo., E553, E555
Green, Gene, Tex., E550
Hanabusa, Colleen, Hawaii, E553
Joyce, David P., Ohio, E552
Kaptur, Marcy, Ohio, E546, E547, E554, E555
Keating, William R., Mass., E549
Kinzinger, Adam, Ill., E545
LaHood, Darin, Ill., E548
Lamborn, Doug, Colo., E543
Levin, Sander M., Mich., E550, E554
Nadler, Jerrold, N.Y., E546
Newhouse, Dan, Wash., E553
O’Halleran, Tom, Ariz., E552
Paerwolt, Bill, Jr., N.J., E544
Perlmutter, Ed, Colo., E545, E546, E547, E548, E549, E550, E551
Renacci, James B., Ohio, E554
Rogers, Harold, Ky., E542
Schweikert, David, Ariz., E541
Sensenbrenner, F. James, Jr., Wisc., E550
Sewell, Terri A., Ala., E548
Smith, Christopher H., N.J., E541
Swalwell, Eric, Calif., E553
Thompson, Mike, Calif., E545
Valadao, David G., Calif., E545
Vasey, Marc A., Tex., E542
Westerman, Bruce, Ark., E550
Yoder, Kevin, Kan., E547
Young, Don, Alaska, E542, E543, E544

The Congressional Record (USPS 087-390). The Periodicals postage is paid at Washington, D.C. The public proceedings of each House of Congress, as reported by the Official Reporters thereof, are printed pursuant to directions of the Joint Committee on Printing as authorized by appropriate provisions of Title 44, United States Code, and published for each day that one or both Houses are in session, excepting very infrequent instances when two or more unusually small consecutive issues are printed one time. Public access to the Congressional Record is available online through the U.S. Government Publishing Office, at www.govinfo.gov, free of charge to the user. The information is updated online each day the Congressional Record is published. For more information, contact the GPO Customer Contact Center, U.S. Government Publishing Office, Phone 202-512-1800, or 866-512-1800 (toll-free). E-Mail, contactcenter@gpo.gov. To place an order for any of these products, visit the U.S. Government Online Bookstore at: bookstore.gpo.gov. Mail orders to: Superintendent of Documents, P.O. Box 979050, St. Louis, MO 63197-9000, or phone orders to 866-512-1800 (toll-free), 202-512-1800 (D.C. area), or fax to 202-512-2104. Remit check or money order, made payable to the Superintendent of Documents, or use VISA, MasterCard, Discover, American Express, or GPO Deposit Account. Following each session of Congress, the daily Congressional Record is revised, printed, permanently bound and sold by the Superintendent of Documents in individual parts or by sets. With the exception of copyrighted articles, there are no restrictions on the republication of material from the Congressional Record.

POSTMASTER: Send address changes to the Superintendent of Documents, Congressional Record, U.S. Government Publishing Office, Washington, D.C. 20402, along with the entire mailing label from the last issue received.