

Napolitano	Rush	Titus
Neal	Ryan (OH)	Tonko
Nolan	Sánchez, Linda	Torres
Norcross	T.	Tsongas
O'Rourke	Sarbanes	Van Hollen
Pallone	Schakowsky	Vargas
Pascarell	Schiff	Veasey
Pelosi	Scott (VA)	Vela
Perlmutter	Scott, David	Velázquez
Peters	Serrano	Visclosky
Pingree	Sewell (AL)	Walz
Pocan	Sherman	Wasserman
Polis	Sires	Schultz
Price (NC)	Slaughter	Waters, Maxine
Quigley	Smith (WA)	Watson Coleman
Rangel	Speier	Welch
Rice (NY)	Swalwell (CA)	Wilson (FL)
Richmond	Takano	Yarmuth
Roybal-Allard	Thompson (CA)	Thompson (MS)
Ruiz	Thompson (MS)	

NOT VOTING—10

Aguilar	Meeks	Takai
Cuellar	Payne	Williams
Johnson, Sam	Ruppersberger	
Lawrence	Sanchez, Loretta	

□ 1131

Mr. SEAN PATRICK MALONEY of New York and Ms. KAPTUR changed their vote from “aye” to “no.”

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated against:

Ms. KUSTER. Mr. Speaker, during rollcall Vote No. 672 on H.R. 8, I mistakenly recorded my vote as “yes” when I should have voted “no.”

AUTHORIZING THE CLERK TO MAKE CORRECTIONS IN ENGROSSMENT OF H.R. 8, NORTH AMERICAN ENERGY SECURITY AND INFRASTRUCTURE ACT OF 2015

Mr. UPTON. Mr. Speaker, I ask unanimous consent that the Clerk be authorized to make technical corrections in the engrossment of H.R. 8, to include corrections in spelling, punctuation, section numbering and cross-referencing, and the insertion of appropriate headings.

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

There was no objection.

GENERAL LEAVE

Mr. UPTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on the bill, H.R. 8.

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

There was no objection.

CONFERENCE REPORT ON H.R. 22, SURFACE TRANSPORTATION RE-AUTHORIZATION AND REFORM ACT OF 2015

Mr. SHUSTER. Mr. Speaker, pursuant to House Resolution 546, I call up the conference report on the bill (H.R. 22) to authorize funds for Federal-aid

highways, highway safety programs, and transit programs, and for other purposes, and ask for its immediate consideration.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 546, the conference report is considered read.

(For conference report and statement, see proceedings of the House of December 1, 2015, at page H8679.)

The SPEAKER pro tempore. The gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Oregon (Mr. DEFAZIO) each will control 30 minutes.

The Chair recognizes the gentleman from Pennsylvania.

GENERAL LEAVE

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on the conference report to accompany H.R. 22.

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

There was no objection.

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

I am very pleased that today the House is considering the conference report to H.R. 22, the Fixing America's Surface Transportation, or the FAST Act.

I believe this bill will be one of the most important things this Congress can accomplish for our country. This conference report is appropriately named the FAST Act for a few reasons.

It will certainly help fix America's surface transportation infrastructure. The process has been fast. In fact, from the day of introduction until today is 44 days that we have moved this bill forward; so, it happened fast.

I think some of our staff, who worked very hard in this process to help get this bill done, actually had to fast over the Thanksgiving holiday. So my thanks go out to staff on both sides of the aisle for working through the holiday as they did to get this bill put together and brought to the floor.

Ranking Member DEFAZIO and I worked diligently with our House and Senate conferees to put together this conference report. I want to thank Mr. DEFAZIO for all his efforts.

Before I describe the transportation provisions in the conference report, I do want to note that the conference report includes numerous other provisions that were in either the House- or the Senate-passed versions of the bill. These provisions are in the jurisdiction of the Committees on Ways and Means, Financial Services, Energy and Commerce, Natural Resources, and Judiciary.

Mr. Speaker, since I became chairman, one of my top priorities has been to pass a long-term surface transportation reauthorization bill. For the last year and more, I have traveled across the country to talk to transportation and business leaders about the

need for a reauthorization bill. What I have heard is that all States and communities have significant infrastructure needs and they all need long-term certainty to address them.

The FAST Act represents a bipartisan and bicameral agreement to provide that certainty. This is the first time we have come together in a long-term bill in 10 years. It is fully paid for and reauthorizes Federal surface transportation programs for 5 years.

It improves our Nation's infrastructure, including our roads, public transportation, and rail systems; reforms our Federal transportation programs; refocuses these programs on national priorities, including the flow of freight and commerce; provides greater flexibility for States and local governments to address our needs; streamlines the Federal bureaucracy and accelerates project delivery; promotes innovation to make our surface transportation system and programs work better; and maintains a strong commitment to highway, rail, and hazmat safety.

This bill also includes robust reforms of Amtrak, which the House already passed overwhelmingly this year. It cuts waste, holds Amtrak accountable, and increases transparency. It enhances opportunities for competition on routes and increases private sector participation in station development and right-of-way leveraging. It gives States more power and control over their Amtrak routes.

This legislation has wide support from throughout the stakeholder community.

The FAST Act invests in America, continues the essential Federal role in transportation, and helps keep our country economically competitive.

I strongly urge all my colleagues to support this conference report.

I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield myself 4 minutes.

I want to thank the chairman and the chairman of the subcommittee for their tremendous cooperation and hard work.

I certainly want to thank the staff, who spent the whole Thanksgiving break pulling this together and negotiating with the Senate, and I want to thank our colleagues in the Senate.

We have something that is very rare in Washington, D.C., these days here on the floor of the House: a truly bipartisan approach to very real problems confronting our Nation.

I have been to the floor many dozens of times to talk about our country falling apart, and I won't reiterate all those statistics again today. They are in the RECORD.

But this is now 10 years and 3 months since Congress last passed a long-term bill. This 5-year bill will give States and local jurisdictions, cities, and counties the capability of dealing with bigger problems that confront our system of transportation.

The series of short-term fixes we have had over the last 5 years and 3

months, or the MAP-21 bill, did not give them the long-term certainty they needed.

There is predictability in this bill. They know how much money they will be receiving, and the levels are higher than current expenditures.

Sure, I think we should invest more, but the bill also contains a provision I championed that says, should a future Congress allocate more funds to Transportation and Infrastructure, that money will flow through the policies and the formulas in this bill with no further action required and no tampering by this or future Congress; i.e., it would be expedited and it would go right into the investments we need to put more people back to work.

This will be the biggest jobs bill passed by this Congress. There is no way we can do more for the American economy than making these long-term investments, putting hundreds of thousands of people to work rebuilding our critical infrastructure. It also doesn't just go to construction, design, engineering, and small business, as do highway contracts. It also has a major investment in transit.

We increase the Buy America percent for transit vehicles to 70 percent. So that will create more American jobs. There are many other critical things.

We create for the first time—amazingly, for the first time, given the importance of our country—a major Federal freight program, an intermodal Federal freight program, that will help us be more competitive in the world economy and make major investments in more efficiently moving goods into our country and out of our country in accessing ports.

It invests in workers with reforms of the workforce retraining program. It promotes local control. We are increasing the share that flows through to local jurisdictions. The chairman already addressed that. It invests in all modes. It preserves the existing split between transit and highways and includes alternate modes.

It includes a new safety grant program to prevent bicycle and pedestrian deaths, which would go to local or State jurisdictions that put forward comprehensive plans that deal with that growing problem.

It provides grants to States that come up with innovative future ways to fund transportation for them to experiment, laboratories around the country experimenting with vehicle miles traveled or other programs that could pave the way for future bills in terms of spending and investing in our infrastructure.

It improves hazmat safety very significantly in this bill. It also invests in rail—Amtrak—and will help local communities who are dealing with passenger commuter rail implement positive train control.

This is a true bipartisan product. I recommend a “yes” vote.

I reserve the balance of my time.

Mr. SHUSTER. Mr. Speaker, I yield 3 minutes to the gentleman from Mis-

souri (Mr. GRAVES), the chairman of the Subcommittee on Highways and Transit.

Mr. GRAVES of Missouri. Mr. Speaker, I rise today in enthusiastic support for this conference report, which reauthorizes the surface transportation program for 5 years.

Mr. Speaker, I would argue that few investments made by the Federal Government are more important than the ones we are discussing here today. We depend on a very well-run transportation network for just about everything we do in this country. Improving that system becomes more critical as we become more mobile as a society.

In the immediate future, this conference report is going to allow States to plan and execute some much-needed infrastructure repair. In Missouri alone, long-term surface transportation reauthorization translates into improvements for 35,000 miles of highway and 10,000 bridges.

Specifically, this conference report reforms the Federal Motor Carrier Safety Administration and increases transparency within its compliance, safety, and accountability program. These reforms will fundamentally change the way the agency analyzes and develops rules for the trucking industry.

This is an industry that we all rely on as Americans, but Federal regulations continue to make it harder and harder for small and independent truckers to do business.

The FAST Act also increases efficiency within high-cost construction programs. It uses existing funding to develop a new formula for highway freight projects and creates a competitive grant program for projects of national or regional importance.

While this 5-year reauthorization is fully paid for, it doesn't address the long-term funding issues staring down the highway trust fund. That is why we directed research into more sustainable long-term funding sources, including a user-funded model that does more than just rely on the existing gas tax.

But, looking ahead, this bill sets the stage for us to continue reshaping and rethinking America's transportation network. It will allow us to modernize roads and transit systems using innovations from the private sector. It is going to help us employ advances in technology and interconnectivity to improve safety on America's highways.

Ultimately, this report guarantees that local governments are going to no longer be forced to operate off of one short-term extension after another. This gives the States the certainty and the funding they need to improve their roads, rebuild their bridges, and invest in their infrastructure.

I am proud of the bipartisan work that the House and the Senate have done to finalize this long-term Federal reauthorization. I would like to echo the words of the ranking member.

This was a very bipartisan bill. Thanks to Ranking Member DEFAZIO,

Chairman SHUSTER, and Ranking Member NORTON, I think we did a fantastic job when it comes to putting the bill together. I look forward to seeing the President sign it.

□ 1145

Mr. DEFAZIO. Mr. Speaker, I yield 3 minutes to the gentlewoman from the District of Columbia (Ms. NORTON), the ranking member on the subcommittee.

Ms. NORTON. Mr. Speaker, the reputation of our committee is that we are the most bipartisan committee in the Congress, and I think we have shown it with this bill.

I can't thank my partners enough—Mr. GRAVES you just heard from; Chairman SHUSTER; Mr. DEFAZIO, who is the ranking member; both good friends and, of course, the staff—for their countless hours, including missing Thanksgiving. I particularly thank the conference committee Members because this bill needed compromises on both sides if we were going to get it done this year, and that is what we have done.

This bill was improved in conference in many ways. If you are in the States, you will probably say the most important way is that you are getting more funding than anticipated. There was a tradeoff, of course, because it is now a 5-year rather than a 6-year bill, and we needed the longest term bill we could get; but it does mean almost \$13 billion more annually in funding for the States, and they were so starved for funds that, I believe, this 5-year tradeoff was most important for us and for them.

The reason I have come to the floor with this chart is not to show you something about my own district, but because this chart is emblematic of what this bill will do for your district and for districts all over the United States. I chose it because one of my major projects is the H Street Bridge. I didn't just choose a bridge; I chose a bridge with intermodality at its vortex. This is the bridge that runs over Union Station. All you have to do is look at it, and you will see the trains; and there is freight beneath this bridge, and major freight is in this bill. You will see Amtrak. Across the H Street bridge itself runs inner-city buses, local buses, and streetcars.

You see how transit is the key to development itself. So, if you don't get the transit done, if you don't get the infrastructure done for our bill, then other infrastructure which depends on it will not occur.

We are trying to expand Union Station here. This bridge has to be done if they are to accomplish this. They are going to expand the Union Station concourse. This bill will allow the improvements in the Northeast corridor, which is so important to so many Members. In a real sense, this bridge and this poster tell the story of this bill.

There were so many of my major priorities in this bill that I would just

like to say something about a couple of them.

One is the way we are now trying to get a hold of the highway trust fund which is a trust fund in name only—the \$15 million to \$20 million—that will allow for the States to experiment with new ideas. States are the only ones that are doing it, which is going to be absolutely necessary before the next long-term bill. We didn't have anything of the kind in MAP-21.

Look what we had to do instead. We took money to pay for this bill, for example, from the Federal Reserve and from the strategic oil reserves, for the first time in history—that is the cutest one—because oil is worth less than when it was used as an offset. We had to face down this highway trust fund, and that is why my major priority was new trust fund ideas.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mrs. NAPOLITANO. I yield the gentlewoman an additional 30 seconds.

Ms. NORTON. Finally, I want to say that I am very pleased that we worked together to get the Disadvantaged Business Enterprises provision done, and there is funding in this bill for a very important issue in our country for grants to address racial profiling.

Mr. SHUSTER. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. DENHAM), the chairman of the Subcommittee on Railroads, Pipelines, and Hazardous Materials. The gentleman did a lot of work on the Amtrak bill, which made it into this final bill.

Mr. DENHAM. Mr. Speaker, first of all, I appreciate the opportunity to have been a conferee on this important piece of legislation.

This piece of legislation was a bipartisan effort between not only Republicans and Democrats in the House, but as a conferee who has been working between the House and the Senate, we have now culminated a number of different issues that, for years, we have had hearings on. Specifically, in the subcommittee that I chair—Railroads, Pipelines, and Hazardous Materials—we are dealing with passenger rail in this bill, with rail safety, and with hazardous material.

Under the hazmat title of this bill, it contains many important provisions on crude-by-rail safety:

First, we require all new tank cars carrying flammable liquids to actually have a thermal blanket and top fittings protection, which is something that the DOT failed to include in its rule;

We also ensure that railroads provide States and local emergency responders with information on crude-by-rail shipments within their States. In my community, this is a huge issue for our first responders, who want to know exactly what is traveling through our community;

We also include a provision that fixes a loophole that would have allowed more than 35,000 legacy DOT-111—these old tank cars—to actually remain in service.

The rail title follows closely the PRRRA bill of 2015—the passenger rail reauthorization—which we passed out of this House in March of this year:

In the bill, we reform Amtrak to actually run more like a business, ensuring that Northeast corridor profits get reinvested into the corridor and make Amtrak more accountable to the States;

In the wake of the Philadelphia crash, we make a number of safety improvements, including having cameras in the locomotives. I will remind you that the purpose of this video footage is to assist crash investigators, which is something that would be important in Philadelphia. Let's make sure that this does not punish or retaliate against the employees.

Separately, this bill includes reforms that I have long championed and have based on legislation that I have authored in committee, the NEPA Reciprocity Act. We need to eliminate the duplicative environmental reviews. It will save us millions of dollars and years in project delivery time while still ensuring that appropriate steps are taken to mitigate the environmental impact. In California, we have the California Environmental Quality Act. We want to make sure that we have a strong environmental policy. Let's just not waste years in duplication to get these projects done. Let's do them quickly. Let's do them efficiently. Let's save millions of dollars in the process.

The bill also provides a much-needed boost in funding to fix our crumbling bridges in our communities. In my community, I continuously talk about the Seventh Street Bridge in Modesto. It is ridiculous that we have any bridges that are below satisfactory, but in this case, this bridge is rated 2 out of 100.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. SHUSTER. I yield the gentleman an additional 1 minute.

Mr. DENHAM. It is so bad that we don't allow school buses on this. We have passenger cars as well as trucks—trucks that carry goods through Modesto and through our community—yet it is unsafe for school buses and our kids. This much-needed bridge funding will help us to fix many of these threats around our State and around the country.

Finally, this legislation will codify pets on trains. For years now, pet owners have been able to take their pets on airplanes. I can go from California to D.C. with my dog; yet I can't take my small dog onto Amtrak. This now changes that. I know that it is a big deal for those who travel on trains frequently to be able to take their pets with them.

In conclusion, this is a great bipartisan, long-term highway bill, and I am excited that we are going to finally give certainty to our States.

Again, I thank the chairman, Mr. DEFAZIO, and Mr. CAPUANO—all who

worked hard to make this a great bipartisan effort.

Mr. DEFAZIO. Mr. Speaker, I yield 1 minute to the gentlewoman from California (Mrs. NAPOLITANO).

Mrs. NAPOLITANO. Mr. Speaker, I rise in strong support of the conference report on H.R. 22, the FAST Act. I do associate myself with the remarks of Chairman SHUSTER, of Ranking Member DEFAZIO, and, of course, of their extraordinary staffs, including mine, who have been very effective in working on this very bipartisan and very thorough bill.

I have been honored to serve on the conference committee, thanks to Leader PELOSI's appointment. I especially thank our transportation stakeholders in my district—California, of course—for their input on the policies included in this bill, which will benefit not only California but many of our Nation's constituencies by improving their commutes, by enhancing the transportation of goods to market, and by increasing transportation safety and air quality.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. DEFAZIO. I yield the gentlewoman an additional 30 seconds.

Mrs. NAPOLITANO. Those entities that really sent good, solid information to this committee were the San Gabriel Valley Council of Governments, the San Gabriel Valley Economic Partnership, the Alameda Corridor-East Construction Authority, the Foothill Transit, the Gold Line Foothill Transit Project, the Gateway Council of Governments, the Access Services of Los Angeles, the LA Metro, the Southern California Association of Governments, Caltrans, the California Department of Natural Resources, and the California Department of Labor.

I ask my colleagues for their support, and I ask for an "aye" vote from all of us. This is a great bill thanks to their bipartisan support.

Mr. Speaker, I include for the RECORD a list of the items that were able to be included in the bill.

OVERALL FUNDING LEVELS

The bill authorizes Highway, Transit and Railroad programs at \$305 billion over 5 years. \$281 billion is directly funded from revenues in the bill (aka "contract authority programs") which is for highway programs and most transit programs. This is \$12.8 billion higher than the House passed bill. This higher funding level was requested by California transportation agencies including Caltrans, the Metropolitan Planning Organizations (MPOs) and the California Councils of Governments (COGs).

\$24 billion is authorized to be appropriated annually. The programs needing appropriations are New Starts Transit construction grants (which the larger California Transit Agencies strongly support) and Amtrak passenger rail investments (California has 3 of the top 5 Amtrak rail corridors).

LOCAL CONTROL—INCREASED LOCAL SUBALLOCATION OF TRANSPORTATION FUNDING

The bill increase's the percentage of funds that flow directly to local regions (instead of the State) within the Surface Transportation Program (STP) from the current 50% to 55%

(1% per year). This issue was supported by CAL COG and local CA Transportation agencies.

TRANSIT FUNDING INCREASES

The bill provides \$13 billion over 5 years for the state of good repair transit formula program. These funds are distributed to state and local governments for repairs and upgrading of rail and bus rapid transit systems. This is a 20% increase over current funding. The bill provides \$3.7 billion over 5 years for bus and bus facilities and sets aside \$1.5 billion for a competitive bus grant program. This is a 75% increase over current funding. California Transit agencies strongly supported increased transit funding.

FREIGHT PROGRAMS

The bill creates two funded freight programs. The first is a Formula Freight program funded at \$6.3 billion over 5 years which is allocated to the states. The second is a Nationally Significant Freight and Highway Projects Competitive grant program funded at \$4.5 billion over 5 years that state and local governments can apply for.

Creating these funded freight programs was a big priority of California Transportation agencies including Caltrans, California Association of Councils of Governments, League of CA Cities, Metropolitan Transportation Commission of the SF Bay Area, Southern California Association of Governments, San Diego Area Association of Governments, L.A. Metro, and Sacramento Area Council of Governments.

In addition, language was included that many CA Transportation agencies care about to make local transportation agencies (such as JPA's) eligible recipients of grant funds and to address local environmental impacts of freight movement.

TRANSPORTATION ALTERNATIVES—BICYCLE, PEDESTRIAN, TRAILS, SAFE ROUTES TO SCHOOL PROJECTS

The bill funds transportation alternatives at \$835 million per year in 2016 and 2017 and \$850 million per year in 2018, 2019 and 2020, which is more than the House bill level of \$819 million per year. The bill gives Metropolitan Planning Organization's (MPO) new flexibility to use up to 50% of this funding for other Surface Transportation Eligible projects. California transportation agencies, environmental organizations, bike associations, and safe route to school advocates strongly support this program.

TIFIA LOAN PROGRAM

The TIFIA loan program is funded at \$275 million/year in FY16 & 17 and \$300 million/year in FY18, 19, 20. This is more than the \$200M/yr in the House bill. TIFIA is strongly supported by many California transportation agencies (especially those with local transportation funding sources such as sales tax measures) because they can use the government backed loans to expedite their projects and save money in the long run.

Language was included to allow unused TIFIA funds to go back into TIFIA and to provide eligibility to Transit Oriented Development projects. This language was also a priority of CA transportation agencies.

RAILWAY HIGHWAY GRADE CROSSING PROGRAM

The bill maintains the current railway-highway grade crossing program and increases funding by \$5 million/year to \$245 million in FY20. California Transportation agencies, including the Alameda Corridor East Construction Authority in my district strongly support this program because safety issues around highway rail grade crossings are a big concern in our state.

POSITIVE TRAIN CONTROL GRANTS

The bill provides \$199 million for positive train control grants that commuter rail-

roads can apply for. This was a big priority of Metrolink as they are currently developing and implementing positive train control safety systems.

NEW STARTS TRANSIT CONSTRUCTION PROJECT CHANGES

The bill allows local transportation agencies to use Surface Transportation Program funding as the local match for New Starts. This was a priority of CA MPOs and CALTRANS because the original House bill prohibited this flexibility in funding.

TRANSIT WORKFORCE TRAINING PROGRAMS

The bill focuses transit workforce training programs on the front line workforce (bus drivers, rail operators, mechanics, etc.). The bill also focuses on career opportunities for underrepresented populations, including minorities, women, veterans, low-income, and the disabled. This was a priority of LA Metro and California Transit Unions.

TRANSIT OPERATOR SAFETY

The bill requires DOT to perform a rule-making on transit operator safety to address the growing concern of violence against transit workers. This was a priority of California Transit Unions.

ALLOWING PARATRANSIT COORDINATED FARE STRUCTURES TO CONTINUE—LOS ANGELES COUNTY ISSUE

The bill allows Access Services paratransit provider of Los Angeles County to continue using a tiered, distance-based coordinated paratransit fare system. For over 20 years, Access Services has had a DOT approved tiered fare structure that averages all the fares of 44 transit agencies into 2 fares. For riders traveling under 20 miles the fare is \$2.75 and for riders traveling over 20 miles the fare is \$3.50 (these paratransit fares are dramatically lower than the rest of the country). DOT was going to require Access Services to change their fare structure by Jan. 1, 2016 based on confusing formulas for each individualized trip a disabled customer takes. 95% of the public comments from the ADA community strongly opposed this change. This provision will allow Access to continue operating with their current tiered fare structure.

BUY AMERICA

The bill increases the domestic content requirement for buses and transit rail cars from 60% to 70%.

INNOVATIVE FUNDING ALTERNATIVES GRANT PROGRAM

The bill creates a \$15-\$20 million/year grant program to allow states to experiment with alternative transportation user fees such as vehicle miles traveled taxes. California would benefit from this program because we are implementing one of the only alternative transportation user fee pilot programs in the country.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

The bill creates a new Bureau within the office of the Secretary to streamline the administration of the TIFIA and RRIF loan programs, private activity bonds, and the new freight program. California and Los Angeles County in particular has been a large recipient of TIFIA and RRIF loans but many agencies have complained at how long, burdensome, and bureaucratic the process is. This Bureau will address these concerns.

FUNDING FOR LOCALLY OWNED BRIDGES ON THE FEDERAL-AID HIGHWAY SYSTEM

The bill fixes a major concern Los Angeles County had with the last transportation bill (MAP-21) which only allowed bridges on the National Highway System to be funded by the National Highway Performance Program. A lot of locally owned bridges in Cali-

fornia are on the federal-aid highway system and previously received direct bridge funding but no longer do because they are not on the National Highway System. This bill allows all locally owned bridges on the federal-aid highway system to be eligible for funding in the National Highway Performance Program.

PARK AND RIDE RELINQUISHMENT

The bill allows states to relinquish ownership of park-and-ride lots to local governments if they wish. This was a big priority for CALTRANS and local CA MPOs like LA Metro because some local agencies would like to take ownership of state park-and-rides in order to invest in them and improve their performance within regional, multimodal transportation systems.

HOV DEGRADATION STANDARDS IMPACT ON CALIFORNIA

The bill allows for California or a local transportation agency to apply for a waiver from the current HOV degradation standard. It also requires the state or local agency to have a plan to improve their HOV operations. Fixing problems with how the current HOV degradation standard works in California was a major priority of CALTRANS and local MPOs.

The current HOV degradation standard requires HOV lanes to maintain an average speed above 45 mph 90 percent of the time during peak hours. This standard does not take into account the specific transportation concerns of each state. The most recent data indicates that 60 percent of California's HOV network is degraded under the current federal standard, but it also indicates that "re-current congestion" is not a primary source of degradation in California. Other variables such as inclement weather, traffic incidents, or unforeseeable nonrecurring congestion have a greater impact on HOV lane performance in California. The point of the federal standard is to address manageable traffic policy which is recurrent congestion. Since degraded facilities must be brought back into compliance under this federal law, the high levels of degradation in our state will require scarce resources to correct a problem that, in the majority of cases, is relatively infrequent and unpredictable. This bill allows the state to request a waiver from this unreasonable standard.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM FUNDING FOR LOCAL TRANSPORTATION PROJECTS

The Conference Report continues to allow local California Transportation agencies to fund transit, congestion management, and bicycle/pedestrian projects with Congestion Mitigation and Air Quality (CMAQ) program funds. The original House and Senate bills contained provisions that local CA transportation agencies strongly opposed that would have restricted their ability to use CMAQ funds for actual transportation projects.

NO PREEMPTION OF CA MEAL AND REST BREAK LAWS FOR TRUCKERS

The conference report does not include a provision from the House bill that would have preempted state meal and rest break laws as they apply to the trucking industry. The original provision in the House bill was a direct attack on a recent court decision in California that ruled that California truck drivers were entitled to meal and rest breaks under California labor law.

The California Department of Labor and the California Teamsters strongly opposed the original House bill provision.

NO COMPREHENSIVE OIL SPILL RESPONSE PLAN SECTION THAT WAS OPPOSED BY CALIFORNIA

The bill does not include Section 7011 of the original House bill that required federal

oil spill response plans for railroads. This section was strongly opposed by the California Department of Natural Resources because it would preempt state law and California's ability to impose their own rail oil spill response plans.

PRIVATIZING ENGINEERING

The bill does not include language requiring or incentivizing states to outsource public engineering work. We must continue to support states that hire public engineers in order to protect the public interest.

NATION-WIDE TRUCK SIZE AND WEIGHT ISSUES NOT IN THE BILL

The bill does not increase truck sizes with double 33s or weights to 91,000lbs. (l.c. "el"). There were attempts to increase truck size and weights but they were strongly opposed by CA Sheriffs Association, CA Peace Officers Assoc. (PORAC), and CA highway safety groups.

PORT PERFORMANCE INCLUDED WAS A CONCERN

I am concerned that the bill includes a provision to require the Bureau of Transportation Statistics to collect data on port performance freight statistics at the nation's top 25 ports. I am glad this provision was amended in Conference to create a working group which includes labor representatives and port representatives that will determine how the port performance statistics program will be implemented.

WIFIA FIX INCLUDED

The Conference Report fixes a problem with the Water Infrastructure Finance and Innovation Act (WIFIA) loan program from WRRDA 14 that prohibited local water agencies from combining tax exempt debt (i.e. municipal bonds) with WIFIA loans. This Conference Report changes that and allows water agencies to use municipal bonds (which are a major source of their revenue) as the local match to federal financing provided by the WIFIA. This fix to WIFIA was strongly supported by CA water agencies including ACWA and CASA.

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. GIBBS), the chairman of the Subcommittee on Water Resources and Environment.

Mr. GIBBS. Mr. Speaker, I rise in support of H.R. 22, Fixing America's Surface Transportation Act.

I want to thank Chairman SHUSTER, Ranking Member DEFAZIO, Chairman GRAVES, Ranking Member NORTON, and my colleagues on the committee for coming together to craft bipartisan legislation that provides States with the certainty they need with this 5-year bill, which will provide long-term infrastructure planning.

The FAST Act builds on the reforms that we did in MAP-21 to ensure that projects are completed in a timely manner. I was pleased to see that a number of priorities that are important to my district have been included in this legislation, including that of reforming the broken Compliance, Safety, Accountability program, which ensures that motor carrier safety ratings are fair and accurate.

As the subcommittee chairman on Water Resources and Environment, we worked to get a provision into WRRDA called WIFIA. In this bill, we put in a provision to allow WIFIA loans to be used in conjunction with tax-exempt bonds to leverage private capital. This

will help our infrastructure needs and clean water projects. This is an important loan guarantee program that is similar to TIFIA, which provides municipalities with additional funding for water infrastructure projects. This will complement programs like the Clean Water SRF Project.

I urge the support of this bipartisan legislation, which provides certainty and makes a good investment to provide transportation in order to move commerce and people in the future.

Mr. DEFAZIO. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. NADLER).

Mr. NADLER. I thank the gentleman for yielding.

Mr. Speaker, I rise in support of the FAST Act, which authorizes \$305 billion over 5 years for highways, transit, and rail, including Amtrak. Although many of us would have preferred much higher funding levels, the conference agreement provides an increase in funding of \$12.8 billion above the House bill and \$26.8 billion in guaranteed funding above fiscal year 2015 levels. The funding increase allows us to preserve core highway and transit programs and to still invest in new key areas.

New York State will get an additional \$1.5 billion above current levels in highway and transit formula funding over the life of the bill, of which an estimated \$500 million will go to projects in New York City.

The bill provides \$4.5 billion for the new freight program, originally created in the House bill for large-scale, multimodal projects that are critical to our regional and national economy. This was a key recommendation of the freight panel on which I was the ranking member, along with Mr. DUNCAN as chairman, and I am very proud that it is included in the final conference report.

The bill increases funding for transit, including the major programs that benefit New York, such as section 5340—High-Density States program, the State of Good Repair program, and capital investment grants, and it preserves the ability to flex other transportation funding toward major transit projects.

I am mostly pleased that the conference report authorizes \$10.2 billion over 5 years for intercity passenger rail, including \$8 billion for Amtrak; dedicates resources for Northeast corridor improvements; and provides \$200 million to help commuter railroads implement positive train control. It also increases the liability limit on rail passenger accidents to \$295 million, retroactively, to help cover claims for those killed or injured in the Amtrak derailment outside of Pennsylvania last May.

I commend Chairman SHUSTER, Ranking Member DEFAZIO, and my fellow conferees for all of their hard work in finally bringing a long-term transportation bill to fruition. It has been too long. I am glad we finally did it. I urge all of my colleagues to vote for this conference report.

Mr. Speaker, I rise in support of the Transportation Conference Report, now called the Fixing America's Surface Transportation (FAST) Act of 2015. I want to thank Chairman SHUSTER, and Ranking Member DEFAZIO, for developing a bipartisan bill that we can all be proud to support.

The Conference Report authorizes \$305 billion over five years for highways, transit and rail, including Amtrak. Although many of us would have preferred higher funding levels closer to the Administration's GROW America Act, the conference agreement provides an increase in funding of \$12.8 billion above the House bill and \$26.8 billion in guaranteed funding above FY15. Every state will get an increase in transportation funding. New York State will get an additional \$1.5 billion above current levels in highway and transit formula funding over the life of the bill, of which an estimated additional \$500 million will go to projects in New York City. The funding increase allows us to preserve these core programs, and still invest in new key areas.

The bill provides \$4.5 billion for the new freight program, originally created in the House bill, for large scale multimodal projects critical to our regional and national economy. This was a key recommendation of the Freight Panel that I co-chaired with Mr. DUNCAN, and I am very proud that it is included in the final Conference Report.

For over a decade, we have made various attempts to address major freight projects that are too big or complex for states to address on their own. The PNRS program that we created in SAFETEA-LU was meant to address such projects, but was divvied up into many, relatively small, earmarks. In MAP-21, the PNRS program was reauthorized, but subject to appropriations, and never received any funding. This bill finally gets it right, and provides guaranteed, dedicated funding to address goods movement throughout the country.

In addition to the grant program for large multimodal projects, the bill includes a new freight formula program to the States passed as part of the Senate bill, and it requires strategic planning at the state and federal level. All of these programs together will bring about unprecedented resources to fund freight projects that are long overdue and critical to our economy. It is a ground breaking achievement, and one of the things that sets this bill apart from its predecessors.

The bill increases funding for transit, including all the major programs that benefit New York. The Conference Report not only restores, but increases, funding for the High Density State program under Section 5340 that provides approximately \$100 million for transit projects all across New York State. The bill includes a 20% increase in funding for the State of Good Repair program, and it increases funding for Capital Investment Grants.

The conference report does not include language restricting the ability of transit agencies to use other transportation programs, such as CMAQ and TIFIA, to fill the gap in federal funding for transit New Starts, which Mr. LIPINSKI and I fought against in the House bill. The bill maintains the historic 80/20 split between highway and transit funding, and it provides enough finding to create a robust Bus & Bus Facilities grant program that will benefit all fifty states while dedicating resources to the programs upon which our urban centers rely.

I am also pleased that the Conference Report authorizes \$10.2 billion over five years for intercity passenger rail, including \$8 billion for Amtrak, and dedicates resources for improvements along the Northeast Corridor. The bill includes language to help the Gateway project compete for future funding, and it authorizes a new consolidated grant program to help railroads make safety and reliability improvements. Additionally, the bill dedicates \$200 million to help commuter railroads implement Positive Train Control, and it increases the liability limit on rail passenger accidents to \$295 million retroactively to help cover claims for those killed or injured in the Amtrak derailment outside of Philadelphia in May of this year.

Overall, this is a balanced bill that will provide certainty and reliability for transportation agencies over the next five years. It would have been my preference to provide significantly more funding to address the major backlog of investment needs on our roads, bridges, transit and rail, but given the political reality this Conference Report is something we can all be proud to support. It increases funding for core programs, addresses new critical areas, and although it includes a few objectionable provisions, it is generally free of major poison pills.

I commend Chairman SHUSTER, Ranking Member DEFAZIO, and my fellow conferees, for all their hard work in finally bringing a long term transportation bill to fruition. I urge all my colleagues to vote for this Conference Report. Thank you.

Mr. SHUSTER. Mr. Speaker, I yield 3 minutes to the gentleman from Arizona (Mr. FRANKS).

Mr. FRANKS of Arizona. I thank the gentleman for yielding.

Mr. Speaker, I rise to express concerns regarding a particular provision in the bill before us today. The provision in question retroactively increases a Federal statutory cap on liability to cover one railway accident that occurred earlier this year.

□ 1200

Mr. Speaker, retroactive legislation is not always unconstitutional, but it is clearly disfavored. The Supreme Court outlined in a case called *Eastern Enterprises v. Apfel*, and I quote:

“Retroactivity is generally disfavored in the law, in accordance with the ‘fundamental notions of justice’ that have been recognized throughout history. In his ‘Commentaries on the Constitution,’ Justice Story reasoned: ‘Retrospective laws are indeed generally unjust; and, as has been forcibly said, neither accord with sound legislation nor with the fundamental principles of the social compact.’”

Mr. Speaker, while recognizing that retroactive legislation is constitutional in some instances—limited instances, I might add—none of those instances would clearly appear to apply to the provision in question.

The Supreme Court further stated, “Our decisions . . . have left open the possibility that legislation might be unconstitutional if it imposes severe retroactive liability on a limited class

of parties that could not have anticipated the liability, and the extent of that liability is substantially disproportionate to the parties’ experience.”

In the case of the provision in question in the bill before us today, the retroactivity imposes severe increases in liability—almost a 50-percent increase, in this case—on a limited class of parties who could not have anticipated that liability.

While I support reasonable compensation for those who have been done legal injury, I am concerned that this particular provision may not pass constitutional muster. For that reason, I would register my concern.

Mr. DEFAZIO. I yield 2 minutes to the gentleman from Illinois (Mr. LIPINSKI).

Mr. LIPINSKI. Mr. Speaker, I rise in support of the FAST Act, which will create jobs, boost the economy, ease congestion on our roads and rails, and improve our quality of life.

I want to thank Chairman SHUSTER and Ranking Member DEFAZIO for producing this bill and thank them for working with me in committee, on the House floor, and on the conference committee to make this bill better.

Recommendations made by our Freight Panel, led by Chairman DUNCAN and Ranking Member NADLER last Congress, led to new provisions that will improve the efficiency of freight movement and ease congestion on our roads and rails. This is critical for our Nation’s freight hub in northeastern Illinois as we continue the CREATE rail program and other large freight projects.

The bill includes revisions I authored to create Buy America content, deploy zero-emission buses, and improve tank car safety standards, which will produce more American jobs, protect the environment, and improve community safety.

The FAST Act will also improve public transit and active transportation infrastructure and safety. Commuter rail safety will be increased through PTC grants, and this bill prepares us for the future by including research provisions from my FUTURE TRIP Act.

I would like to thank Science, Space, and Technology Committee Chairman SMITH for working with me on this. Thanks, finally, to my staff—Andrew Davis, Jason Day, Eric Lausten, and Shawn Kimmel—and all the committee staff for their work on this bill.

We have more work to do. This bill will not solve all of our transportation problems, but this bill is a big step forward for jobs and for surface transportation in our Nation.

I urge my colleagues to approve this conference report.

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Nevada (Mr. HARDY), a hardworking member of the committee.

Mr. HARDY. Mr. Speaker, I thank the chairman and ranking member for all their hard work.

Mr. Speaker, I rise today to address the long-term nature of this highway bill.

After 35-plus extensions, the upper and lower Chambers of Congress are sending the President a 5-year highway bill. I want you to think about that. We haven’t had legislation this long that provided certainty and confidence to our States in over 10 years.

Before coming to Congress, I was a general engineering contractor. I built those highways, roads, bridges, and dams. I also previously served on the Regional Transportation Commission of Southern Nevada, and I know what it takes to invest in infrastructure.

I will be honest. These short-term patches would have been a disservice to our States and our districts. They need long-term certainty to build a master plan for the future.

Many may not understand the aspects of what it takes to actually build infrastructure in our Nation. It is not all about just going out and investing a dollar and going and building a highway, a railroad, or other infrastructure. It takes a lot to go through the NEPA process and the engineering processes before you can even get to the point where you can turn a shovel of dirt.

So we need to make sure that we find other funding mechanisms for the future. We need to start today and recognize that we need to plan for the future and invest in this country so it has quality infrastructure for our safety and the needs of this country.

While the funding mechanisms are not perfect, we are moving in the right direction and putting our Nation back on the path to prosperity. That is why I proudly stand here today as a conferee to support this long-term funding bill.

Mr. DEFAZIO. I yield 2 minutes to the gentlewoman from Florida (Ms. BROWN).

Ms. BROWN of Florida. Mr. Speaker, this certainly is a great day for the people in this country, and I want to thank the leadership on this committee.

I believe wholeheartedly that this surface transportation bill will give the economy just the type of boost it needs. A long-term transportation bill will strengthen our infrastructure, provide quality jobs, and serve as a tool to put America back to work long-term.

This important legislation includes a critical freight grant program, additional funding for transit systems and pedestrian safety program, includes funds to speed the implementation of positive train control, improves the Railroad Rehabilitation and Improvement Financing loan program, and creates a disadvantaged business enterprise program at the Federal Railroad Administration.

It also includes additional funds for Amtrak, moves us closer to restoring passenger rail for the Gulf States, and protects our ports from unnecessary paperwork.

Transportation and infrastructure funding is absolutely critical to this Nation. If properly funded, it serves as a tremendous economic boost. For every billion dollars we spend in transportation, it generates 44,000 permanent jobs. When we pass this legislation, we will put millions of hardworking Americans back to work to fix our Nation's crumbling infrastructure and prepare our country for the future.

Mr. Speaker, there is no better present for the people in this country than to pass this transportation bill.

Merry Christmas, and God bless America.

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Illinois (Mr. RODNEY DAVIS), a hardworking member of the committee.

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, article I, section 8 of the U.S. Constitution grants this body the power to regulate commerce with foreign nations and among the several States as well as the power to establish post offices and post roads.

Maintaining and improving our Nation's infrastructure is an important constitutional responsibility that we, as Members of this body, have, which is exactly why I told voters what I wanted to do when I came to Washington was to work together in a bipartisan fashion to address issues just like this transportation bill is going to address.

What does this bill mean to the voters in central Illinois who sent me here? It means about 80 percent of all of the road projects that are funded in my State of Illinois are funded by Federal dollars.

The vision that has been laid out in this bill—and we could argue about the pay-fors, whether they are not perfect. But we can also show the American people that we can work together to rebuild our Nation's crumbling infrastructure.

I am confident that as soon as this bill passes overwhelmingly today, under the leadership of Chairman SHUSTER, he will begin debating how we move into the future in our next transportation bill. That is what is great about service on this committee.

I want to commend Chairman SHUSTER, Chairman GRAVES, Ranking Member DEFAZIO, and all the hardworking members of this committee who put a great bill together.

Everybody has stood up and said it is not perfect, but no bill that comes out of this institution is perfect. We don't always get everything we want, Mr. Speaker. But what we get is a long-term plan that is allowing our States to continue to plan and rebuild our roads and bridges.

I also want to thank Chairman SHUSTER because he helped new leaders on our committee become leaders in transportation. I want to talk about CRESENT HARDY, who just spoke a few minutes ago. He was able to show his constituents that he is able to lead on transportation issues and work together to get things done.

JOHN KATKO, GARRET GRAVES—these are new members of the committee that are able to go back to their constituents and show governing and bipartisan success.

This is what we came here to address, Mr. Speaker.

Mr. DEFAZIO. I yield 3 minutes to the gentleman from Maryland (Mr. HOYER), the minority whip.

Mr. HOYER. I want to congratulate both Mr. SHUSTER and Mr. DEFAZIO for their work on this bill. I want to thank the Senate, as well, for their work and their leadership.

This is a good week, in many respects. We passed yesterday, on an overwhelmingly bipartisan vote, a bill to make sure that our education system works better. Today, we will pass, by an overwhelmingly bipartisan vote, a bill to give more stability and investment to our infrastructure in America. Those are good things.

I lament the fact that, although the previous speaker talked about a sound, long-term fiscal path for infrastructure investment, my own view is we don't do that. We do better than what is but not what we ought to do.

My own view is that we need to dedicate the user fee we call the gasoline tax at a level which has not been raised since 1993 to a level that will in fact put us on a path to fiscal stability and certainty for our infrastructure package.

But this is a good package, and I want to thank my friend BILL SHUSTER for his leadership. Very frankly, that was critical to getting us to this point, not only on his side on the aisle but on our side of the aisle as well. And I want to thank Mr. DEFAZIO.

As has been said, this is not a perfect reauthorization. We ought to stop saying that because nothing we pass is perfect. What we hope for is the good, and this is good. It is a compromise. All these efforts are critical to creating the kind of environment that encourage private-sector development and job growth.

At the same time, I am very pleased that a wide majority of Members, nearly every Democrat and most Republicans, worked together to ensure that this conference report includes a multiyear reauthorization of the Export-Import Bank, supported by a majority of Republicans and all but one Democrat.

It is unfortunate that Congress, through inaction by the Congress, allowed the Ex-Im Bank to shut down in July. Now, it didn't actually shut down, but it had no authority to guarantee loans, which cost us jobs.

We are changing that policy in this bill. Today, we are coming together to reopen it so that it can help American businesses and workers compete on a level playing field in overseas markets.

During the time the Bank was shut down, businesses began shifting jobs overseas and others refrained from investing here because of the uncertainty over whether it would reopen. Today, that certainty will be restored.

To that extent, the Export-Import Bank is in the same position that Governors and mayors and county executives all over this country will be put in by this bill, giving them some degree of certainty that there will be a cash flow for infrastructure projects, bridges, roads, and other transportation items.

I want to thank again Ranking Member MAXINE WATERS for her work on the Export-Import Bank and DENNY HECK and GWEN MOORE for their work that led to this provision in the transportation bill.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. DEFAZIO. I yield an additional 2 minutes to the gentleman from Maryland.

Mr. HOYER. I also want to thank, who showed great courage and great leadership, STEPHEN FINCHER of Tennessee and FRANK LUCAS of Oklahoma, my Republican colleagues, without whom this Export-Import Bank provision would not be in this bill. I congratulate them for their courage and their leadership.

I thank again PETER DEFAZIO and BILL SHUSTER.

This is a good day for our country. This is a bipartisan day for this Congress. And I urge my colleagues to support this product.

□ 1215

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentlewoman from California (Mrs. MIMI WALTERS), one of the newest members of our committee.

Mrs. MIMI WALTERS of California. Mr. Speaker, I rise today in support of the conference report for the FAST Act.

As a member of the House Committee on Transportation and Infrastructure, I am pleased this bill reflects the committee's hard work. This legislation makes a fundamental investment in our Nation's roads, bridges, and infrastructure, providing long-term certainty for local governments and ensuring the efficient movement of consumer goods.

Importantly, it also streamlines the environmental review and permitting processes to ensure transportation projects stay on time and on budget.

I was pleased that three provisions of significance to my district were included in the final bill. One directs Department of Transportation to study the effects of marijuana-impaired driving. The second would incentivize the use of innovative pavement material. The third would help address congestion in HOV lanes.

This 5-year bill is fully paid for and will put a stop to short-term extensions that are costly to taxpayers and create significant uncertainty for local and State governments.

I am pleased to support this historic bill coming before the House floor today, and I thank Chairman SHUSTER for his hard work in making this bill a reality.

Mr. DEFAZIO. Mr. Speaker, I yield 2 minutes to the gentlewoman from Florida (Ms. FRANKEL).

Ms. FRANKEL of Florida. Mr. Speaker, I rise in support of the FAST Act, our first long-term surface transportation bill in nearly 10 years.

I want to thank Chairman SHUSTER and Ranking Member DEFAZIO for their bipartisan leadership. It has truly been an honor to work on a committee where we can show the American people that we know how to work together.

Mr. Speaker, transportation moves our economy. Passing the FAST Act will shift America's infrastructure into higher gear. This legislation brings American families tens of thousands of new good-paying jobs while promoting safer, more efficient travel on our transportation infrastructure. It sends more dollars to our local communities, who know their needs best.

I will associate myself with the remarks of my colleague Representative BROWN when I say that this is a wonderful gift to the American people for this holiday season.

Mr. SHUSTER. Mr. Speaker, I yield 3 minutes to the gentleman from Pennsylvania (Mr. MARINO).

Mr. MARINO. Mr. Speaker, I want to thank Chairman SHUSTER and Ranking Member DEFAZIO for their work and express my appreciation for the opportunity to serve as a conferee.

There are several significant items in this bill that fall within the jurisdiction of the Committee on the Judiciary.

Chairman GOODLATTE and I were also deeply involved in another part of this important bill: efforts to enact meaningful and effective permit streamlining reforms. Enacting legislation to streamline the Federal permitting process has been among my primary goals.

The RAPID Act, my bill to improve and review permitting timelines, has passed this House on three occasions on a bipartisan basis. Our goal has been to fix the flaws in our Federal permitting process that too often doom projects, leaving millions of jobs and hundreds of millions of dollars in economic activity on a bureaucrat's desk.

This year, we worked with our colleagues Senators PORTMAN and McCASKILL on this important project. The amendment we offered on the floor during House consideration of this measure represented a carefully crafted compromise that further achieves these goals. It was the product of a bipartisan cooperation, and I am proud that these provisions were included in the conference report we are considering today.

This conference report is an example of the many ways that we can reach across the aisle to find solutions to problems facing us. Our priorities will make lasting reforms that are sure to improve our infrastructure and strengthen our economy. I am glad they will be made law through the enactment of this conference report.

This 5-year bill establishes certainty, stability, confidence, and, most importantly, trust. I am a States' rights guy, and the less Federal Government in my life, the better. Congress has removed obstacles for the States, who know best what is needed for their infrastructure. We must continue to remove impediments for our States to move into the 21st century without job-crushing regulations.

Please support this bill. This bill will improve the quality of life for all Americans.

Mr. DEFAZIO. Mr. Speaker, may I inquire as to the time remaining on both sides.

The SPEAKER pro tempore. The gentleman from Oregon has 10½ minutes remaining. The gentleman from Pennsylvania has 8 minutes remaining.

Mr. DEFAZIO. Mr. Speaker, I yield 2 minutes to the gentleman from Minnesota (Mr. NOLAN), a member of the committee.

Mr. NOLAN. Mr. Speaker, I would like to begin by getting the attention of our chairman over there and thanking him for the terrific job that he did, as well as our ranking member, Mr. DEFAZIO. It was a real treat. It was, for me, a take-back to an earlier time when regular order prevailed around this place.

Quite frankly, that is how you fix things and get things done. It is not always just a matter of attitude; it can be a matter of process. When you have a chair and a ranking member that welcome all members to bring their ideas before the committee, to have an opportunity to have them discussed, examined, argued, and debated, that is how you bring people together. That is how you fix things. That is how you get things done.

I would also be remiss if I didn't thank the staff, both the Republican and Democratic staff. You all worked so hard and late into the night and long hours, day after day, getting us to this point. I thank my own staff assistant, Eddie Wytkind, in particular, for the work that he has done on this.

With regard to the bill itself, you know, finally, after kicking this can down the road some 34, 35 times, we finally have the kind of long-term surface transportation legislation that people in this country have been crying for and begging for so that we could begin fixing the roads and the bridges that are falling down and the trains that have been coming off the tracks.

It is a good, nonpartisan piece of legislation that will allow our States, our counties, and our cities to plan accordingly. Of course, that brings with it greater efficiency.

It will put a lot of people back to work. Everyone has told us that infrastructure, transportation is fundamental to our ability to grow jobs, to grow our economy, and to strengthen business opportunities.

I am particularly grateful for our Duth amendment that solves a particular little problem, but an impor-

tant one, that we have there with regard to logging trucks on our Main Street.

Last but not least, I want to commend the leadership for including the reauthorization of Ex-Im Bank with this. As we all know, it is a great banking institution that helps us reduce the deficit and creates jobs throughout the country, including the Eighth District of Minnesota.

Thank you to all who were a part of moving this important legislation forward.

Mr. SHUSTER. Mr. Speaker, I yield 4 minutes to the gentleman from Louisiana (Mr. GRAVES).

Mr. GRAVES of Louisiana. Mr. Speaker, I appreciate the opportunity to be here today.

This is a historic event. For 10 years now, we have been doing patches and temporarily providing funding for our roadways. It costs taxpayers money to do that, to do these temporary extensions, to compartmentalize the funding. You have to take projects, and you have to separate them into smaller pieces. You have to pay for contractors to come out and to leave and to come back again. I will say it again: It costs taxpayers money to continue to do these patches and these temporary extensions.

This is historic because it provides 5 years of funding. It provides funding certainty.

Having run a large-scale infrastructure program for a number of years, I am well aware of the difficulty caused by doing these temporary patches and the increased cost. I will tell you, I think it results in less safe roads. It absolutely doesn't deliver what taxpayers deserve.

The other great thing about this bill and a reason that it is historic is that it is bipartisan, something that has been lacking for some time now, to see that Members on both sides come together on something as important as infrastructure funding.

I want to thank Chairman SHUSTER, I want to thank Ranking Member DEFAZIO, respective staff directors Chris and Kathy, and everyone who worked on this bill on the conference staff. I know you put in a lot of time and you gave up your Thanksgiving. I want to thank you very much for all the work that has been done.

This bill also increases funding for transportation. It results in nearly a 10-percent increase in investment in infrastructure. In the case of Louisiana, we will see a \$100 million increase in the fifth year of this bill—a \$100 million increase just in that one year as compared to current funding levels. We need these funds.

Something else important in this bill is the grant program that was established in the House bill for nationally significant corridors, for freight corridors, \$800 million to \$1 billion a year to address these large-scale infrastructure needs that have not been addressed.

In the case of my home State of Louisiana, we are in dire need of a new crossing on the Mississippi River. Getting across that extraordinary bottleneck, where the interstate drops down to one lane—the only place in the United States—is a great need that we have. It causes incredible traffic problems.

Addressing roads that need to be upgraded, like LA 1, Highway 30, connecting Walker to Gonzales, addressing a Pecue Lane exit, upgrading Highway 90 to interstate standards—projects that are in dire need and cause national implications because of their inability to efficiently move commerce across this country, Louisiana being one of the top export States in the United States.

This bill also ensures that the roads are safer, ensures that we address at-grade rail crossings, ensures that we have the right safety mechanisms in place to ensure that we are not going to have fatalities associated with driving and traffic accidents.

Importantly, this bill addresses technology. Mr. Speaker, we are still using traffic light technology from the 1920s. It is 2015. We can actually do on our telephones what took mainframe computers decades ago.

This bill establishes a framework to ensure that innovation, to ensure that competition is actually integrated into our traffic management systems so we are not sitting around at traffic lights when no other cars are there, to ensure that our cars can communicate with one another, our phones can communicate with traffic lights, where we can really take intelligent transportation systems to the next level.

It expedites the NEPA and environmental review process to ensure that we are getting dirt turned and getting roads in place as soon as possible while still respecting the environment.

It, importantly, includes something that we were pushing very hard, the Sport Fish Restoration and the Boating Safety Act, ensuring that boat safety, ensuring that sport fish and restoration, ensuring that the CWPPRA program continues to move forward and we have those important restoration activities.

Lastly, Mr. Speaker, I just want to say I appreciated very much the opportunity to be a conferee. This is a historic bill. And I want to urge: Increased funding, safer roads—this is the right direction for this country. Support this conference report.

Mr. DEFAZIO. Mr. Speaker, I yield 1 minute to the gentlewoman from California (Mrs. CAPPs).

Mrs. CAPPs. Mr. Speaker, I thank my colleague from Oregon for yielding.

The bipartisan highway conference compromise before us is just that, a compromise. But, despite its faults, I will support it.

While this bill adequately funds our Nation's long-term highway infrastructure needs, which our communities desperately need, it does fall short of mak-

ing the robust long-term investments our crumbling infrastructure truly needs.

I am pleased the bill does take an important step to protect consumers by prohibiting companies from renting or loaning out dangerously recalled vehicles for the first time. I have spearheaded this effort for years in honor of Raechel and Jacqueline Houck, two young sisters who were killed by their rented vehicle that was under recall.

To be clear, this is an important step for consumer safety. But I am disappointed that, during conference, companies with fewer than 35 rental or loaner vehicles were exempted. Unfortunately, by our bowing to special interests, some consumers will still be at risk.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. DEFAZIO. Mr. Speaker, I yield the gentlewoman an additional 30 seconds.

Mrs. CAPPs. However, we will continue to build on the important step of holding large rental companies and auto dealers accountable until, one day, all Americans can be confident that the cars that they drive are safe. This is our goal: that all rental cars be safe for their drivers to engage in as they rent them.

□ 1230

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

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

Mr. Speaker, I have already thanked the committee staff. They did do a fabulous job.

I also want to recognize others who were involved: the Senate staff of the Committee on Environment and Public Works; the Committee on Banking, Housing, and Urban Affairs; the Committee on Commerce, Science, and Transportation; and the Committee on Finance.

Over here, we are a little more consolidated when we deal with these issues. The Senate is a little more spread out, but that is the Senate. They were all involved and all a critical part of this product.

I also want to thank some others, beyond committee staff. The House Legislative Counsel, led by Curt Haensel, has provided a tremendous assistance in the drafting of this very extensive legislation, as well as the staff of the U.S. Department of Transportation, particularly the Federal Highway Administration.

Curt Haensel and Carolyn Edwards of FHWA have been involved in every surface transportation bill since the nineties, and their expertise was invaluable. We come up with policy ideas, but they have to figure out a way to lay down the legislative language so that we accomplish those goals. So they did great work.

Mr. Speaker, this is, as many have said, historic for this Congress and recent Congresses in terms of the bipar-

tisan nature of it and the fact that we are putting in place long-term assurances for major investments that our country needs for our transportation infrastructure. But it is a starting point. This is not the end.

It provides certainty and modest funding increases for the next 5 years, but it does not even rise to the level of assuring that our transportation infrastructure 5 years from today will be in a better state of repair than it is now.

There are tremendous unmet needs out there. This will help, but it is not the overall solution. Numerous times we have moved money from the general fund into the highway trust fund. We are again engaging in that activity here. The total, at this point, is \$145 billion.

I don't resent moving general fund money, but I think there are better ways and more certain ways and more robust ways to finance the future of our investments in infrastructure.

So we can say today we are celebrating, as we should, but there is more work to do. Next week, we should begin anew and recognize that we have to work together—Democrats and Republicans, truckers, transit agency, builders, and shippers—to find a way to restore the user fee mechanism to finance these investments.

President Eisenhower is often credited with establishing the Interstate Highway System, which now bears his name. Actually, Congress designated the system in the forties, but it was not until 1956 that Congress, with then-President Eisenhower, developed a user fee system to actually construct our incredible interstate system.

So we need to work together to renew the mandate and find a path forward for long-term, sustainable funding for these critical investments. Celebrate today, but it is back to work tomorrow.

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

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

In my closing, I would like to take this opportunity to thank my House colleagues on both sides of the aisle, members of the committee, and the conferees.

There was broad, bipartisan support of this bill. There are over 250 Members of this House that contributed to the bill. Working together on this important piece of legislation I think proves to the American people that we can get big things done.

I would also like to thank Mr. DEFAZIO. He has been a real partner in this. We certainly had our moments of disagreement, but we were able to work through it and get a bill which he and I say is a good, solid piece of legislation. And, through that effort, we were able to achieve that.

I also want to thank Chairman GRAVES and Ranking Member NORTON for their hard work and support in this effort.

I want to thank the vice chair of the full committee, Mr. DUNCAN, who

chaired two important panels last Congress, one on freight movement and one on public-private partnerships. From that work with a cross-section of the committee and across jurisdictional lines of the subcommittees, they were able to produce recommendations that became critical parts of this bill. So I thank Congressman DUNCAN from Tennessee for his work.

Finally, I thank the Speaker of the House. In becoming Speaker, he told the Conference and our House he was going to make sure we did regular order. This bill is a product of regular order. He had an open process on the House floor. We dealt with over 103 amendments specific to the transportation portion of the bill but then another 20 or so that dealt with provisions in this bill.

So it was an open process, and, again, I want to thank Speaker RYAN for keeping his word to the Members of this body to have regular order and an open process.

I also want to thank my Senate colleagues and their conferees for their efforts in putting together this bill.

I want to thank the House and Senate Legislative Counsel, who don't often get a whole lot of credit, but I thank Curt Haensel, Tom Dillon, Rosemary Gallagher, Karen Anderson, and Tim Brown, for their efforts in writing up this bill and helping us throughout this process.

Finally, I want to thank the staffs of both the majority and minority of the Transportation and Infrastructure Committee. As I said in the opening remarks, they worked through the Thanksgiving holiday, a lot of long hours, and they are dedicated to the work of this committee. We wouldn't be here today without their efforts. I thank them from the bottom of my heart for their efforts.

I will include in the RECORD the names of those committee staff people because it is a long list and I don't want to screw anybody's name up. I just want to say thanks again for their long hours in getting this bill put together and brought to the floor.

TRANSPORTATION AND INFRASTRUCTURE
COMMITTEE STAFF

REPUBLICAN T&I STAFF

Chris Bertram, Matt Sturges, Jennifer Hall, Murphie Barrett, Geoff Gosselin, Mary Phillips, Alex Etchen, Caryn Moore Lund, Nicole Christus, Kristin Alcalde, Jim Billimoria, Clare Doherty, Keith Hall, Justin Harclerode, Holly Woodruff Lyons, Hannah Matesic, Collin McCune, Tracy Mosebey, Anna Oak, Max Rosen.

Beth Spivey, David Connolly, Arielle Giordano, Fred Miller, George Riccardio, Adam Twardzik, Kevin Rieg, Isabelle Beegle-Levin.

DEMOCRAT T&I STAFF

Liz Cooney, Kathy Dedrick, Jen Gilbreath, Ashley Guill, Russ Kelley, Ward McCarragher, Ben Lockshin, Auke Mahar-Piersma, Andrew Okuyiga, Luke Strimer, Helena Zyblikewycz, Ryan Sieger, Jennifer Homendy, Alexa Old Crow.

Mr. SHUSTER. The FAST Act is absolutely critical to America and our economy. I think everybody speaking

here today laid out the many provisions. It is important to America.

I would encourage my colleagues to all support this bipartisan, bicameral agreement. And I believe it will have strong support today.

Mr. Speaker, I urge everybody to vote for this bill. It is good for America.

JOINT EXPLANATORY STATEMENT OF THE COMMITTEE ON CONFERENCE H.R. 22, FIXING AMERICA'S SURFACE TRANSPORTATION ACT

Title XLIII of the Joint Explanatory Statement provides a summary of section 4301 concerning requirements in agency rulemakings pursuant to this Act. Section 4301 of the House amendments to H.R. 22 was not agreed to in conference and does not appear in the conference report to accompany H.R. 22. The summary of section 4301 in the Joint Explanatory statement therefore appears in error. Accordingly, title XLIII of the Joint Explanatory Statement has no effect.

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

Mr. PALLONE. Mr. Speaker, I am pleased that we were able to come together to find a longer-term solution for our nation's infrastructure. We cannot keep operating on short-term fixes. Investments in our country's infrastructure need certainty. Though I would have preferred to see greater funding levels across the board, I am pleased to see provisions such as the High Density States Program are protected and funded for the next five years. While I will vote for this bill because it puts Americans back to work and allows our state and transit authorities to do long-term planning for our crumbling infrastructure, I must highlight some of the reasons this bill falls short.

The most substantial decreases in injuries and deaths on our roads and highways occurred as a result of major safety advancements, such as requiring seatbelts and airbags in all new cars. Today, we have a vehicle title that does not include such a safety advancement and does little to improve safety. This was a missed opportunity. This bill could have included meaningful safety improvements, such as imminent hazard authority to allow NHTSA to expedite a recall order when necessary, a requirement that ensured recalled used cars are repaired before they are sold, safety standards for rear seat crashworthiness, and the elimination of regional-only recalls that no longer make sense for our increasingly mobile world. And civil penalties should have been higher so that sacrificing safety will not be treated as a "slap on the wrist" or just another cost of doing business.

Instead, this vehicle title includes provisions that take a step backwards on safety and that could actually lead to more injuries and deaths on our roads. For example, it includes a provision that exempts an unlimited number of replica cars—that is, new cars made to resemble old cars—from vehicle safety laws, clean air requirements, and state emissions testing. It also includes a whistleblower provision that will not encourage, and may effectively discourage, whistleblowers from reporting serious safety problems to the government. And even the promising rental car provision section, which requires rental car companies and auto dealers to repair recalled cars before renting or loaning them to customers, was weakened by excluding those that have a fleet of fewer than 35 vehicles.

I am disappointed that the bicameral, bipartisan process failed to craft a vehicle title that actually enhances safety.

Mrs. COMSTOCK. Mr. Speaker, I rise in support of this bipartisan transportation authorization, the Fixing America's Surface Transportation Act, also known as the FAST Act.

I thank the Chairman for his leadership on this bipartisan transportation reauthorization.

This is a 5-year bill that provides both budgetary certainty and project flexibility for our states and localities so that they may invest in and upgrade our transportation system and do so with more innovative technologies and approaches.

The certainty provided by this long-term bill also saves money by stopping the short term patches that complicate planning and yield cost overruns.

As a representative in Northern Virginia, I know too well the traffic congestion issues we face and appreciate that this bill provides much-needed assistance in this area.

I am pleased to have served on the Conference Committee for this bill, and pleased that numerous provisions from one of my bills on congestion relief and research were included.

This measure will help promote the development of transportation technologies and tools for congestion relief.

The bill also includes some of my provisions related to Metro safety and accountability that I worked on with my DC and Maryland counterparts, Ms. HOLMES NORTON and Ms. EDWARDS.

Again, I thank everyone involved in this process.

I urge my colleagues to support the FAST Act.

Mr. BEYER. Mr. Speaker, now that the House has approved the conference report I would like to recognize and commend my colleagues on both sides of the aisle for supporting the inclusion of bill language in H.R. 22 (Fixing America's Surface Transportation Act of 2015) that will help protect consumers from the longstanding problem of predatory towing.

For some time now, egregious vehicle towing and storage practices performed by some unscrupulous companies have been a serious concern in many parts of the country. While the vast majority of towing and storage firms are honest and well-intentioned, some have been engaged in predatory business tactics designed to delay access to vehicles and increase costs for consumers. Because these companies have possession of vehicles, they are in a position to take advantage of consumers and charge excessive towing and storage fees.

For reasons that are not entirely clear, current Federal law allows states to regulate some, but not all aspects of tow truck operations, limiting their ability to protect consumers from predatory towing tactics. The language included in the amendment introduced by myself and Rep. VAN HOLLEN broadens the authority of states and localities to regulate tow truck operations, which is limited by current motor carrier law. This additional authority will now allow states and localities to regulate all aspects of tows conducted without the prior

consent or authorization of the owner or operator of a vehicle. The language is also intended to apply to accident scene and breakdown towing, to allow states to protect consumers who are often unable to make an informed choice and give meaningful consent or acknowledgment on towing in those situations.

I want to thank the conference chair and vice chair for their support of this important provision. I would also like to thank my predecessor, Jim Moran, who was a champion on this issue for so long and first introduced this language during the 109th Congress.

Mr. BARLETTA. Mr. Speaker, today is a historic day, as we are voting for a five year surface transportation reauthorization bill that provides critical investment to our roads and bridges. This will help keep America competitive and provide certainty to states and communities planning infrastructure projects.

However, it is irresponsible that neither the House nor the Senate has worked on serious reforms. We have not adjusted the user fee for our infrastructure in 20 years or considered new, sustainable revenue streams. Instead, we have spent valuable time searching for short term gimmicks. Make no mistake; I am disappointed with the offsets in this bill. We should not be robbing the banks or Customs to pay for our roads and bridges.

This is fiscally irresponsible. At some point, we have to say enough is enough. That time has come. We need a long-term, robustly funded bill. We missed an opportunity with this legislation, but we in Congress must work together to continue finding common ground on innovative ideas to ensure the Highway Trust Fund has a sustainable revenue source. We cannot allow our children and grandchildren to pay for the investments we should be making now.

As a Conferee, I was happy to work with Chairman SHUSTER, Ranking Member DEFAZIO, and my Senate Colleagues on important roadway safety issues, such as preventing heavier trucks from driving on our local roads.

This bill fully funds the Highway Safety Improvement Program, which invests in infrastructure like guardrails, rumble strips, and retroreflective signs. While you will never read the headline, "Rumble strip saves family of four," this program saves lives every day and for that reason alone, I urge my colleagues to support this bill today.

Additionally, I was pleased to see common-sense provisions that I championed included in the final agreement. For example, I introduced the Local Farm Vehicle Flexibility Act to make sure farm vehicles are not regulated like long haul trucks. Today, this highway bill includes language to prevent farmers from getting tickets for driving from field to field without covering their load.

It makes crude oil being transported by freight rail safer and gives first responders more time to react in the unlikely event of a derailment by including top fitting protections for the pressure relief valves. It also includes language that I strongly support to reduce paperwork burdens on concrete truck drivers.

I worked with my fellow conferees to encourage the use of U.S. iron and steel in rolling stock frames and car shells. This provision will increase use of U.S. iron and steel in the fabrication of rolling stock frame and car shell components and subcomponents.

Finally, many of the policy ideas that I introduced in the Safer Trucks and Buses Act were

incorporated in this final version. We must work to make sure we fix the important safety score program so that good decisions can be made on scores that actually represent truck and bus safety records.

Investing in infrastructure is good for the economy and good for America. I am happy to vote for this long term bill and look forward to working with my colleagues on policy ideas that could be included in a comprehensive tax reform bill to ensure the Highway Trust Fund has a sustainable funding source.

Ms. JACKSON LEE. Mr. Speaker, I rise in support of the Conference Report to H.R. 22, the "Surface Transportation Reauthorization and Reform Act of 2015," a bill to authorize Federal Funding for highways, highway safety programs, and transit programs.

I thank Transportation and Infrastructure Chairman SHUSTER, Ranking Member DEFAZIO and the House and Senate Conferees for their work in bringing the Conference Report for the Surface Transportation Reauthorization and Reform Act to the floor for a vote.

It is good to see the spirit of bipartisanship return to the process of funding our nation's transportation needs.

As the former Ranking Member of the House Homeland Security Subcommittee on Transportation Security, I am well aware of the importance of our nation's transportation system.

A well-functioning transportation system is critical to the nation's prosperity.

Whether it is by road, transit, aviation, rail, or waterway, we rely on our transportation system to move people and goods safely, facilitate commerce, attract and retain businesses, and support jobs.

Houston is the fourth most populous city in the country; but unlike other large cities, we have struggled to have an effective mass transit system.

Over many decades Houston's mass transit policy was to build more highways with more lanes to carry more drivers to and from work.

The city of Houston has changed course and is now pursuing mass transit options that include light rail.

This decision to invest in light rail is strongly supported by the increased use by Houstonians in the light rail service provided by previous transportation appropriations bills.

The April 2014, Houston Metropolitan Transit Authority report on weekly ridership states that 44,267 used Houston's light rail Service—representing a 6,096 or 16% change in ridership in April of last year.

This increase in light rail usage outpaced ridership of other forms of mass transit in the city of Houston: metro bus had a 2.3% increase over April 2013; metro bus-local had a 1.3% increase over April 2013; and Metro Bus-Park and Ride had an 8.0% increase over April 2013.

On February 5, 2013, the Houston Chronicle reported on the congestion Houston drivers face during their daily commute to and from work.

The article reported that Houston commuters continue to experience some of the worst traffic delays in the country, according to the 2012 urban mobility report. Houston area drivers wasted more than two days a year, on average, in traffic congestion, costing them each \$1,090 in lost time and fuel.

Funds made available by the legislation will be available for the construction of the Univer-

sity rail line and support of local government decisions by the Houston Metropolitan transit Authority and the city of Houston to expand rail service.

More needs to be done to address the transportation needs of our nation from rural communities to major metropolitan areas.

I appreciate that two Jackson Lee Amendments are included in the underlying bill.

The first Jackson Lee Amendment ensures that the goals of improving transportation efficiency and safety take into consideration the topic of public safety, a rest stop, and public parking that is funded by this bill.

The Jackson Lee Amendment requires the Transportation Secretary to report to Congress on the security of locations that are intended to encourage public use of alternative transportation, as well as personal transportation parking areas.

An essential part of the success of public transportation usage is the ability of automobile drivers to park their vehicles in safety.

More than 1 in 10 property crimes occur in parking lots or garages.

The report will provide an opportunity for Congress to do more to enhance the safety of parking areas that are used by students, women, seniors, disabled, and other vulnerable members of the public.

The Bureau of Justice Statistics provides a detailed report on the place of occurrence for violent and property crimes from 2004 through 2008.

For example, purse snatchings and pocket pickings typically occur away from home.

According to Bureau of Justice Statistics 28.2% of purses snatched occur in open areas such as the street or on public transportation.

The inclusion of this Jackson Lee Amendment will lead to enhanced safety of car pool parking lots, mass transit parking; local, state, and regional rail station parking; college or university parking; bike paths, walking trails, and other locations the Secretary deems appropriate.

The Bureau of Justice Statistics reports that victimization and property crimes occurring between 2004 and 2008 in parking lots and garages include: 213,540 victimization crimes that occurred in noncommercial parking lots and garages; and 864,190 property crimes.

The Bureau's report on victimization crimes that occur at public transportation or in stations was 49,910 and property crimes was 132,190.

The Jackson Lee Amendment will make surface transportation travel safer.

More importantly, it will increase safety of the traveling public, especially women, seniors, students, disabled persons, and children.

The second Jackson Lee Amendment included in the Conference Report provides a report to Congress from the Secretary of the Department of Transportation on the "Internet of Things" (IoT) and its potential to improve transportation services to the elderly and persons with disabilities as well as assist local, state and federal transportation planners in achieving better efficiencies and cost effectiveness, while protecting privacy and security of persons who use IoT technology.

The IoT refers to the wireless environment that will support networking of physical objects or "things" embedded with wireless electronic components, software, sensors, and network connectivity technology, which enables these objects to collect and exchange data on people, places and things.

The IoT will introduce the functionality of computing into physical space as computing technology is integrated into devices and systems.

It will also challenge the privacy and security of users of the technology if precautions are not taken to ensure that information on these devices is not protected.

This Jackson Lee Amendment will allow Congress to take into consideration how IoT technologies can be used to make public transportation, safer, more convenient to the elderly and disabled, and how it may improve mass and personal transportation efficiency.

The ability to include wireless technology into physical things or support communication among digital devices that may be nearby or at distances will offer many benefits to consumers.

IoT products are already being deployed for personal, recreational, city planning, public safety, energy consumption management, healthcare, and many other applications.

Today, local governments are working to incorporate IoT services into transportation; garbage pickup, as well as the provision of wireless connectivity for their residents.

The Jackson Lee Amendment will help ensure that we harness the benefits of the “Internet of Things” for the travelling public and minimize the threats to privacy and cybersecurity presented by this new and exciting technology.

This is a good bill and I encourage my colleagues to support its passage.

Mr. LOBIONDO. Mr. Speaker, I rise today to offer comment on the FAST Act.

I will support the bill. This is a strong, multi-year reauthorization which includes desperately needed funding for infrastructure repair and investment. I commend Chairman SHUSTER and Ranking Member DEFAZIO for their work in producing a bipartisan bill.

I will also take this opportunity to remind my colleagues of a priority of mine to promote storm-resilient construction projects within the Federal Highway Administration (FHWA).

The concrete products industries in my district in southern New Jersey has much to offer in helping the country build its transportation infrastructure. I know that many of my colleagues have similar constituent companies and workers, and I urge them to take note of my comments.

I was pleased to support language in MAP-21 that was designed to help incorporate permeable pavements into the FHWA mission. Many of us on the eastern seaboard learned the utility of permeable pavements on Superstorm Sandy, and what flooding can do to our districts without warning if we are not prepared. I am happy to report that that language in MAP-21 dealing with permeable pavements is making good progress toward technological innovation that will improve storm water mitigation, water quality, and more while providing aesthetically appealing paving surfaces.

I will remind my constituents in New Jersey that, while the FAST Act overlooked an opportunity to take that technology further, I am still looking for ways to move permeable pavement technologies into the mainstream where they can benefit our constituents and save taxpayer money as well.

In accordance with that goal, I submit the following material on passage of the FAST Act, and I hope that staff at FHWA and that the House and Senate will take note as well.

MAP-21 authorized the Secretary to conduct technology transfer and adoption of permeable infiltration paving materials, practices, and systems that are designed to minimize environmental impacts, stormwater runoff, and flooding. Prior to MAP-21 and since, extreme rain events like Hurricanes Katrina and Rita, and Superstorm Sandy, have underscored the need for stormwater mitigation. We encourage the Secretary to accelerate work on permeable pavements in anticipation of future events like Katrina, Rita, and Sandy. The Secretary is encouraged to conduct research on full scale load testing in permeable pavements for street, highway, and road shoulders to decrease environmental impacts and enhance sustainability. The Secretary is encouraged to conduct permeable pavement projects that demonstrate flood control and stormwater pollutant and volume reductions, including mitigation of impacts from superstorms and hurricanes, and life cycle cost analysis compared to conventional impervious pavements. Projects may include re-use and integration of permeable pavements with other cost-effective water conservation practices designed to treat, reduce, or remove pollutants by allowing stormwater runoff to retain infiltration capability similar to predevelopment hydrologic conditions, and for stormwater harvesting.

We hope that FHWA will act upon language in Sec. 1428 of the FAST Act and previously existing authority to improve infrastructure integrity by adding innovative segmental wall technology for soil bank stabilization and roadway sound attenuation, and articulated technology for hydraulic shear-resistant erosion control—areas in which emerging technologies could improve deliver marked benefits in surface transportation. Examples of emerging technologies that could meet the goals of this Act include cost effective segmental retaining walls that can make use of native soils and reduce construction costs, durable geosynthetic soil stabilization and anchoring, more durable articulated segmental unit slope protection and erosion control that are more resistant to hydraulic shear and overtopping than riprap, and segmental roadway sound attenuation barriers that can give planners more options and help reduce procurement costs. We hope the Secretary will place primary emphasis on activities designed to assist state and local transportation agencies in reducing initial cost of construction of retaining walls, slope protection and erosion control, and sound attenuation barriers using high-quality transportation-grade materials, designs and engineering techniques. Specific activities might include validation of technology materials, soils requirements, design methodologies and engineering data; research to develop current, accurate scientific data on the performance of geosynthetic reinforcement for structural characteristics; a cost-sensitivity analysis to assist state and local authorities in projecting initial construction cost savings to life cycle requirements while providing competitive reliability; calibrating design methodologies based on tests of instrumented, full-scale testing of walls and barriers, slope stability, and segmental sound attenuation assemblies.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise today in support of H.R. 22, the Fixing America's Surface Transportation (FAST) Act. This long-term authorization of surface transportation programs will provide the certainty that states and municipalities

need to plan and build out critical transportation infrastructure projects.

This 5-year, \$305 billion measure represents a bi-partisan compromise to help repair our crumbling infrastructure and secure our economic future while creating thousands of good paying jobs. As both a conferee to the transportation bill and the senior Texan on the House Transportation and Infrastructure Committee, I can say with strong confidence that this legislation is a good-faith effort to make the important investments in our transportation infrastructure that our nation so desperately needs. While there are some shortcomings in the bill and some of us would like to have higher levels of investments be included, this bill will still help to further new and existing projects for the long-term.

I am pleased to see that this bill supports research and development, including expanding university transportation center outreach to women and underrepresented populations. In going forward, I hope that we can do more to elevate our nation as a leader in multimodal transportation innovation.

Mr. Speaker, Americans demand more investment in infrastructure and it is the responsibility of this Congress to make that investment. I applaud Chairman SHUSTER and Ranking Member DEFAZIO and other members from the various committees of jurisdiction for their hard work on this bill. Passage of this legislation is a strong first step in keeping America competitive and helping to build and maintain our nation's critical transportation infrastructure.

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 546, the previous question is ordered.

The question is on the conference report.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. SHUSTER. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The vote was taken by electronic device, and there were—yeas 359, nays 65, not voting 9, as follows:

[Roll No. 673]

YEAS—359

Abraham	Brown (FL)	Comstock
Adams	Brownley (CA)	Conaway
Aderholt	Buchanan	Connolly
Allen	Bucshon	Conyers
Ashford	Bustos	Cook
Babin	Butterfield	Cooper
Barletta	Byrne	Costa
Barr	Calvert	Costello (PA)
Barton	Capps	Courtney
Bass	Capuano	Cramer
Beatty	Cardenas	Crawford
Becerra	Carney	Crenshaw
Benishkek	Carson (IN)	Crowley
Bera	Carter (GA)	Cummings
Beyer	Carter (TX)	Curbelo (FL)
Bilirakis	Cartwright	Davis (CA)
Bishop (GA)	Castor (FL)	Davis, Danny
Bishop (MI)	Castro (TX)	Davis, Rodney
Bishop (UT)	Chabot	DeFazio
Black	Chu, Judy	DeGette
Blum	Cicilline	Delaney
Blumenauer	Clark (MA)	DeLauro
Bonamici	Clarke (NY)	DelBene
Bost	Clay	Denham
Boustany	Cleaver	Dent
Boyle, Brendan	Clyburn	DeSaulnier
F.	Cohen	Deutch
Brady (PA)	Cole	Diaz-Balart
Brady (TX)	Collins (GA)	Dingell
Brooks (IN)	Collins (NY)	Doggett

Dold
 Donovan
 Doyle, Michael F.
 Duckworth
 Duncan (TN)
 Edwards
 Ellison
 Ellmers (NC)
 Emmer (MN)
 Engel
 Eshoo
 Esty
 Farenthold
 Farr
 Fattah
 Fincher
 Fitzpatrick
 Fleischmann
 Forbes
 Fortenberry
 Foster
 Frankel (FL)
 Frelinghuysen
 Fudge
 Gabbard
 Gallego
 Garamendi
 Gibbs
 Gibson
 Goodlatte
 Graham
 Granger
 Graves (GA)
 Graves (LA)
 Graves (MO)
 Grayson
 Green, Al
 Green, Gene
 Griffith
 Grijalva
 Guinta
 Guthrie
 Gutiérrez
 Hahn
 Hanna
 Hardy
 Harper
 Hartzler
 Hastings
 Heck (NV)
 Heck (WA)
 Herrera Beutler
 Higgins
 Hill
 Himes
 Hinojosa
 Honda
 Hoyer
 Huffman
 Hultgren
 Hunter
 Hurd (TX)
 Israel
 Jackson Lee
 Jeffries
 Jenkins (KS)
 Jenkins (WV)
 Johnson (GA)
 Johnson (OH)
 Johnson, E. B.
 Jolly
 Joyce
 Kaptur
 Katko
 Keating
 Kelly (IL)
 Kelly (MS)
 Kelly (PA)
 Kennedy
 Kildee
 Kilmer
 Kind
 King (IA)
 King (NY)
 Kinzinger (IL)
 Kirkpatrick
 Kline
 Knight
 Kuster
 LaHood
 LaMalfa
 Lance

Langevin
 Larsen (WA)
 Larson (CT)
 Latta
 Lawrence
 Lee
 Levin
 Lewis
 Lieu, Ted
 Lipinski
 LoBiondo
 Loebsock
 Lofgren
 Long
 Loudermilk
 Love
 Lowenthal
 Lowey
 Lucas
 Luetkemeyer
 Lujan Grisham (NM)
 Lujan, Ben Ray (NM)
 Lummis
 Lynch
 MacArthur
 Maloney, Carolyn
 Maloney, Sean
 Marino
 Matsui
 McCarthy
 McCaul
 McCollum
 McDermott
 McGovern
 McHenry
 McKinley
 McMorris
 Rodgers
 McNeerney
 McSally
 Meadows
 Meehan
 Meng
 Messer
 Mica
 Miller (MI)
 Moolenaar
 Mooney (WV)
 Moore
 Moulton
 Mullin
 Murphy (FL)
 Murphy (PA)
 Nadler
 Napolitano
 Neal
 Newhouse
 Noem
 Nolan
 Norcross
 Nunes
 O'Rourke
 Olson
 Palazzo
 Pallone
 Pascrell
 Paulsen
 Pelosi
 Perlmutter
 Perry
 Peters
 Peterson
 Pingree
 Pittenger
 Pitts
 Pocan
 Poe (TX)
 Poliquin
 Polis
 Price (NC)
 Price, Tom
 Quigley
 Rangel
 Reed
 Reichert
 Ribble
 Rice (NY)
 Rice (SC)
 Richmond
 Rigell

NAYS—65

Amash
 Amodei
 Blackburn
 Brat
 Bridenstine
 Brooks (AL)
 Buck
 Burgess
 Chaffetz
 Clawson (FL)
 Coffman
 Culberson

Roby
 Roe (TN)
 Rogers (AL)
 Rogers (KY)
 Rokita
 Rooney (FL)
 Ros-Lehtinen
 Ross
 Rothfus
 Rouzer
 Roybal-Allard
 Royce
 Ruiz
 Rush
 Russell
 Ryan (OH)
 Sánchez, Linda T.
 Sarbanes
 Scalise
 Schakowsky
 Schiff
 Schrader
 Scott (VA)
 Scott, Austin
 Scott, David
 Sensenbrenner
 Serrano
 Sessions
 Sewell (AL)
 Sherman
 Shimkus
 Shuster
 Simpson
 Sinema
 Sires
 Slaughter
 Smith (MO)
 Smith (NE)
 Smith (NJ)
 Smith (WA)
 Speier
 Stefanik
 Stivers
 Stutzman
 Swalwell (CA)
 Takano
 Thompson (CA)
 Thompson (MS)
 Thompson (PA)
 Thornberry
 Tiberi
 Titus
 Tonko
 Torres
 Trott
 Tsongas
 Turner
 Upton
 Valadao
 Van Hollen
 Vargas
 Veasey
 Vela
 Velázquez
 Visclosky
 Wagner
 Walberg
 Walden
 Walorski
 Walters, Mimi
 Walz
 Wasserman
 Schultz
 Waters, Maxine
 Watson Coleman
 Webster (FL)
 Welch
 Westerman
 Westmoreland
 Whitfield
 Wilson (FL)
 Wittman
 Womack
 Woodall
 Yarmuth
 Young (AK)
 Young (IA)
 Young (IN)
 Zeldin
 Zinke

DeSantis
 DesJarlais
 Duffy
 Duncan (SC)
 Fleming
 Flores
 Foxx
 Franks (AZ)
 Garrett
 Gohmert
 Gosar
 Gowdy
 Grothman
 Harris
 Hensarling
 Hice, Jody B.
 Holding
 Hudson

Aguilar
 Cuellar
 Johnson, Sam

Huelskamp
 Huizenga (MI)
 Hurt (VA)
 Issa
 Jones
 Jordan
 Labrador
 Lamborn
 Marchant
 Massie
 McClintock
 Miller (FL)
 Mulvaney
 Neugebauer
 Nugent
 Palmer
 Pearce
 Pompeo

NOT VOTING—9

Meeke
 Payne
 Ruppberger
 Sanchez, Loretta
 Takai
 Williams

□ 1325

Messrs. CLAWSON of Florida and WALKER changed their vote from “yea” to “nay.”

Mr. HOYER, Ms. ESTY, and Mr. YOUNG of Indiana changed their vote from “nay” to “yea.”

So the conference report was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. WILLIAMS. Mr. Speaker, on rollcall 672 on final passage of H.R. 8, the North American Energy Security and Infrastructure Act of 2015, I would have voted “aye,” which is consistent with my position on this legislation.

Ms. LORETTA SANCHEZ of California. Mr. Speaker, on December 3, 2015, I was unable to vote on the Conference Report to accompany H.R. 22, the Surface Transportation Reauthorization and Reform Act of 2015 (rollcall No. 673). Had I been present, I would have voted “yes.”

PERSONAL EXPLANATION

Mr. RUPPERSBERGER. Mr. Speaker, I was not able to vote today for medical reasons.

Had I been present on rollcall vote 666, I would have voted “no.”

Had I been present on rollcall vote 667, I would have voted “yes.”

Had I been present on rollcall vote 668, I would have voted “yes.”

Had I been present on rollcall vote 669, I would have voted “no.”

Had I been present on rollcall vote 670, I would have voted “yes.”

Had I been present on rollcall vote 671, I would have voted “yes.”

Had I been present on rollcall vote 672, I would have voted “no.”

Had I been present on rollcall vote 673, I would have voted “yes.”

PERSONAL EXPLANATION

Mr. CUELLAR. Mr. Speaker, on Thursday, December 3rd, I am not recorded on any votes because I was absent due to family reasons. If I had been present, I would have voted: “nay,” on rollcall 666, on ordering the Previous Question providing for further consideration of H.R. 22; “yea,” on rollcall 667, on H. Res. 546, providing for consideration of the Conference Report to Accompany H.R. 22; “yea,” on rollcall 668, on the Cramer Amendment to H.R. 8; “nay,” on rollcall 669, on the Rouzer Amendment to H.R. 8; “nay,” on rollcall 670, on the Pallone Amendment to H.R. 8;

“yea,” on rollcall 671, on the motion to recommit H.R. 8; “yea,” on rollcall 672, on passage of H.R. 8; “yea,” on rollcall 673, on passage of the Conference Report to Accompany H.R. 22.

PERSONAL EXPLANATION

Mr. TAKAI. Mr. Speaker, on Thursday, December 3, I was absent from the House due to illness. Due to my absence, I am not recorded on any legislative measures for the day. I would like the record to reflect how I would have voted had I been present for legislative business.

Had I been present, I would have voted “no” on rollcall 666, the previous question providing for consideration of the Conference Report to Accompany H.R. 22.

I would have voted “no” on rollcall 667, the rule providing for consideration of the Conference Report to Accompany H.R. 22.

I would have voted “no” on rollcall 668, the Cramer Amendment to the North American Energy Security and Infrastructure Act of 2015.

I would have voted “no” on rollcall 669, the Rouzer Amendment to the North American Energy Security and Infrastructure Act of 2015.

I would have voted “yea” on rollcall 670, the Pallone Amendment to the North American Energy Security and Infrastructure Act of 2015.

I would have voted “yea” on rollcall 671, the Democratic Motion to Recommit H.R. 8.

I would have voted “no” on rollcall 672, final passage of the North American Energy Security and Infrastructure Act of 2015.

I would have voted “yea” on rollcall 673, Agreeing to the Conference Report to Accompany H.R. 22.

PERSONAL EXPLANATION

Ms. KUSTER. Mr. Speaker, I rise to correct the RECORD regarding my vote on H.R. 8, the North American Energy Security and Infrastructure Act.

On final passage, I voted “yes” and I actually intended to vote “no.”

H.R. 8 contains a number of provisions that would negatively impact the environment and undermine our Nation’s ability to move away from fossil fuel.

This legislation would undermine previously enacted initiatives to modernize America’s energy infrastructure and increase our energy efficiency and capacity and would provide unnecessary handouts to the fossil fuel industry at a time when we should be focusing on expanding our Nation’s clean, renewable energy portfolio.

LEGISLATIVE PROGRAM

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

Mr. HOYER. Mr. Speaker, I yield to the gentleman from California (Mr. MCCARTHY) for the purpose of inquiring of the majority leader the schedule of the week to come.

Mr. MCCARTHY. I thank the gentleman for yielding.

Mr. Speaker, on Monday, the House will meet at noon for morning hour and