

Daily Digest

Senate

Chamber Action

The Senate was not in session and stands adjourned until 11 a.m., on Thursday, July 1, 2021.

Committee Meetings

No committee meetings were held.

House of Representatives

Chamber Action

Public Bills and Resolutions Introduced: 49 public bills, H.R. 4246–4294; and 6 resolutions, H. Res. 511–516, were introduced.

Pages H3577–79

Additional Cosponsors:

Pages H3581–82

Reports Filed: There were no reports filed today.

Establishing the Select Committee to Investigate the January 6th Attack on the United States Capitol: The House agreed to H. Res. 503, establishing the Select Committee to Investigate the January 6th Attack on the United States Capitol, by a yea-and-nay vote of 222 yeas to 190 nays, Roll No. 197.

Pages H3322–35

H. Res. 504, the rule providing for consideration of the bills (H.R. 2662), (H.R. 3005), (H.R. 3684) and the resolution (H. Res. 503) was agreed to yesterday, June 29th. Investing in a New Vision for the Environment and Surface Transportation in America Act: The House considered H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs. Consideration is expected to resume tomorrow, July 1st.

Pages H3316–22, H3335–38, H3338–H3576

Pursuant to the Rule, an amendment in the nature of a substitute consisting of the text of Rules Committee Print 117–8, modified by Rules Committee Print 117–9 and the amendment printed in part B of the report of the Committee on Rules accompanying this resolution, shall be considered as adopted, in lieu of the amendment in the nature of a substitute recommended by the Committee on Transportation and Infrastructure now printed in the bill.

Page H3338

Agreed to:

Lamb en bloc amendment No. 2 consisting of the following amendments printed in H. Rept. 117–75: Beyer (No. 5) that adds the text of the Wildlife Corridors Conservation Act of 2021, which provides for the protection and restoration of certain native fish, wildlife, and plant species; Calvert (No. 9) that authorizes the Western Riverside County Wildlife Refuge; Carter (LA) (No. 15) that bans the transportation of equines for the purposes of slaughter for human consumption; Fitzpatrick (No. 31) that requires a GAO Study on the apportionment of liability among Amtrak and the various Northeast Corridor commuter rail agencies; Garamendi (No. 34) that makes safety trainings for trailers on passenger vehicles eligible for grants under NHTSA's Highway Safety Programs; Graves (LA) (No. 43) that requires the Federal Highway Administration (FHWA) Administrator to issue or update guidance and best practices related to the resiliency of materials, taking into consideration the effect of dynamic changes on maintenance cycles for roadways, including as a result of weather-based factors; Kilmer (No. 52) that establishes a new grant program under the Department of Transportation for culvert restoration projects to support anadromous fish passage and recovery; Lynch (No. 61) that ensures that federal funding through the T.I.F.I.A. program is protected by adequate payment and performance security; Mace (No. 62) that establishes a GAO study regarding Highway Trust Fund Expenditures which also enables examination of Mass Transit Account and the Highway account; McMorris Rodgers (No. 63) that specifies that securing areas at risk of flooding, rockslides or mudslides following a wildfire qualifies

as a “protective feature” for resiliency funding; Meuser (No. 65) that increases the federal share for projects in areas of persistent poverty; O’Halleran (No. 74) that increases the tribal transportation program safety set aside from 2% to 4%; Pence (No. 76) that inserts the text of the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative, which recognizes the infrastructure needs of rural communities by providing technical assistance to help these communities efficiently apply for competitive federal grant programs; Rice (NY) (No. 86) that authorizes a competitive grant program for states to educate the public on the dangers of drug-impaired driving; Steil (No. 94) that directs the GAO to study and report to Congress the vulnerabilities that the United States transportation system has from ransomware and other cybersecurity threats; Tonko (No. 100) that addresses the expiring authorization for 32 National Heritage Areas before the end of Fiscal Year 2021 with a one-year authorization extension and a one-year extension of the management plan deadline for the 6 new National Heritage Areas created through enactment of the John D. Dingell, Jr. Conservation, Management, and Recreation Act; Walberg (No. 112) that adds “mode of transportation” under use of grant funds for collection on traffic stops under Section 3005 Grant Program to Prohibit Racial Profiling; McKinley (No. 114) that prohibits the Secretary of Transportation from issuing a rule or long-term order that would prohibit the transportation of captured carbon dioxide; Crenshaw (No. 119) that includes unincorporated areas into the definition of eligible entity for low-income drinking water assistance program; Delgado (No. 121) that requires an industrial entity that introduces perfluoroalkyl or polyfluoroalkyl substances into wastewater treatment systems to provide specified advance notices to such systems, including the identity and quantity of such PFAS; and Pappas (No. 143) that sets deadlines for EPA to issue Clean Water Act Water Quality Criteria and Effluent Limitations Guidelines and Standards for measurable PFAS and authorizes \$200 million a year for grants to publicly owned treatment works to implement effluent limitations guidelines and standards;

Pages H3532–76

Lamb en bloc amendment No. 1 consisting of the following amendments printed in H. Rept. 117–75: Ross (No. 1) that establishes a working group to make recommendations on the development, adoption, and integration of light and heavy duty electric vehicles into the transportation and energy systems of the United States; Auchincloss (No. 2) that provides municipalities with the ability to create and expand new mobility options, including on-demand public transportation projects; Barragán

(No. 3) that establishes the Outdoor Recreation Legacy Partnership Program to provide grants to urban communities for the creation and renovation of urban parks; Beyer (No. 4) that adds the text of the Wildlife Corridors Conservation Act of 2021, which provides for the protection and restoration of certain native fish, wildlife, and plant species; Doggett (No. 25) that ensures the representation of the Metropolitan Planning Organization’s board is equitable and proportional to the population; Fletcher (No. 32) that creates a local match credit for interrelated projects; Jones (No. 50) that requires a GAO study on the economic benefits of one-seat ride commuter rail service between urban and suburban areas; Kaptur (No. 51) that expresses the sense of congress on the importance of worker transition and developing a vision for the electric vehicle transition and the resulting worker disruptions for front line transit and transportation workers; Krishnamoorthi (No. 53) that adds a Sense of Congress that whenever possible federally funded materials should be environmentally friendly; Langevin (No. 55) that requires the Department of Justice, in addition to the Secretary, to adopt the U.S. Access Board’s Public Right-of-Way Accessibility Guidelines as enforceable standards; Lawrence (No. 56) that offers provisions to promote a more diverse workforce and more inclusive work sites for infrastructure projects; Levin (MI) (No. 57) that requires Dept. of Transportation to submit to Congress a report on the plans submitted by states on their intended use of the charging allocation funds under the subsection, including details on how this makes progress towards a national network of EV chargers; Levin (MI) (No. 58) that amends eligible project considerations under Sec. 1303 Clean Corridors Program to include considerations for promoting efficient dwell times and amends Sec. 1303 Clean Corridors Program to include requirements for the provision of information on charging station placement through mapping applications; Lowenthal (No. 59) that revises Sec. 1110 on tolling to clarify compliance and the definition of public authorities; Lowenthal (No. 60) that allows states to request that the FMCSA update maintenance of effort requirements for Motor Carrier Safety Assistance Program; McNerney (No. 64) that revises the Transportation Workforce Outreach Program to include veterans in their targeted effort to increase the number of diverse professionals in the transportation sector; Moore (No. 66) that increases the percent set-aside for Low and Moderate Community Grant program within the Zero Emission Bus Grant Program from 10 percent to 15 percent; Nadler (No. 68) that allows high-performing local public agencies to utilize enhanced project delivery methods when appropriate;

Neguse (No. 69) that creates a Community Resilience and Restoration Fund and competitive grant program at the National Fish and Wildlife Foundation, and authorizes \$100 million per year for Fiscal Years 22–27 to the Fund; Norcross (No. 71) that requires all Electric Vehicle Supply Equipment (EVSE) projects funded directly through the Federal Government to be performed by qualified electricians with Electric Vehicle Infrastructure Training Program certification; Ocasio-Cortez (No. 72) that revises SEC. 1309(g) of the Active Connected Transportation grant program to direct the Secretary of Transportation to consider the extent to which a project would serve low income residents of economically disadvantaged communities when making grants; Ocasio-Cortez (No. 73) that adds an evaluation under the Reconnecting Neighborhoods Program that certain community impacts and equity analyses be measured, including: 1) the demographic breakdown of the impacted community by race and socio-economic status; and 2) the displacement or disconnection that occurred within the community as a result of the existing facility; Pappas (No. 75) that prevents the enforcement of length limits on heavy-duty tow and recovery vehicles that are towing wrecked or disabled vehicles to the nearest appropriate facility as directed by an agency provided that the wrecked or disabled vehicle was in compliance with length limits when it became disabled or wrecked; Plaskett (No. 83) that makes territories of the United States eligible for the National Scenic Byways Program; Porter (No. 84) that directs the GAO to assess wildfire ignitions, suppression, and evacuation routes as part of its study on the public safety impacts of the U.S. Forest Service's deferred maintenance backlog; Rice (No. 87) that directs the Department of Transportation to issue a rule on its standards for seat back integrity to reduce the potential for injury to all motor vehicle occupants due to seat back failure during all types of vehicle impact; Rice (No. 88) that directs the GAO to study the impact and effectiveness of drunk driving child endangerment laws and make recommendations as to how state laws can be improved to protect children from riding as passengers in vehicles driven by drunk drivers; Sablan (No. 90) that requires a review of the Territorial Highway Program funds within Sec. 1606 (Highway Formula Modernization Report); Schrader (No. 91) that adds language to Sec. 1207 to increase bridge resiliency for seismic events; Speier (No. 93) that revises the Section 5311 formula grant program for rural areas so that eligible public transportation operators may receive the funding more directly; Stevens (No. 95) that adds research and development on vehicle sensor data solutions to the Vehicular Data Analytics Pilot Program to combat

wrong way driving; Stevens (No. 96) that creates Resilient Transportation Infrastructure Centers of Excellence to improve the resilience of transportation infrastructure to natural disasters, extreme weather, and the effects of climate change; Suozzi (No. 97) that establishes a North Atlantic Rail Interstate Compact; Titus (No. 99) amends the Railroad Rehabilitation and Improvement Financing program to add rail carriers engaged in highspeed rail activities under the eligible entities for credit risk premium subsidy payments; Torres (CA) (No. 101) that requires Department of Transportation to use updated research on setting speed limits and requires the Department to conduct further research into speed limit setting best practices; Torres (CA) (No. 102) that raises authorization level of the Transportation Equity Research Program to \$8,000,000 and gives DOT flexibility to conduct research; Torres (CA) (No. 103) that raises authorization level of the Regional Infrastructure Accelerator Program and incentivizes improving air quality; Torres (NY) (No. 105) that clarifies that projects to deck over a limited-access highway are eligible for funding under the Reconnecting Neighborhoods Program; Torres (NY) (No. 106) that establishes a GAO study to be conducted 3 years after enactment to review how the installation of electric vehicle charging stations in communities disproportionately impacted by air pollution and high rates of asthma would improve health outcomes; Velázquez (No. 109) that revises the Climate Resilient Transportation Infrastructure Study to guarantee that residents of public housing and of other HUD-designated affordable housing programs are considered and benefit from resilient infrastructure investments; Velázquez (No. 110) that requires the GAO Study under Section 2505 to include expected cost savings for law enforcement and transit agencies resulting from fare-free transit; and Velázquez (No. 111) that specifies that tree planting is an eligible project activity under Section 1206 (by a yea-and-nay vote of 217 yeas to 186 nays, Roll No. 201);

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DeFazio en bloc amendment No. 4 consisting of the following amendments printed in H. Rept. 117–75: Brownley (No. 7) that creates a Climate-Safe Infrastructure Working Group to examine how to integrate scientific data regarding the projected impacts and risks of climate change into infrastructure planning, design, engineering, construction, operation, and maintenance that is funded by the Federal Government; Carbajal (No. 11) that establishes a federal grant program for state departments of transportation to carry out pollinator-friendly practices on roadsides and highway rights-of-way; Carbajal (No. 12) that amends Section 3003 to have

the national center of excellence for fair and equitable traffic safety enforcement to also collect data on pedestrian and bicyclist stops; Carbajal (No. 13) that requires a GAO report to Congress, within one year of enactment, on access to non-emergency transportation for disadvantaged populations in general and includes specific information on how to make it easier for such individuals to use non-emergency medical transportation services and how to make it easier for recipients of grants to coordinate non-emergency medical transportation services for such individuals; Carbajal (No. 14) that allows states to use funds to collect and include data of people stopped bicycling and walking; Castor (FL) (No. 17) that integrates hyperlocal air quality monitoring into the Congestion Mitigation and Air Quality Improvement (CMAQ) program to enhance and improve data gathering on air pollution, especially in environmental justice communities; Castro (TX) (No. 18) that requires the Secretary of Transportation to submit to Congress a report on the disadvantaged business enterprises program carried out by the Department of Transportation; Costa (No. 20) that adds “advance mitigation” to the consideration of environmental impacts that qualify as a capital project under Sec. 9102; Crow (No. 22) that ensures underserved communities are considered in the expansion of electric vehicle charging infrastructure deployment; Dingell (No. 23) that establishes an independent non-profit fund, known as the Clean Energy and Sustainably Accelerator (Accelerator), and is authorized with federal funds as necessary spread over a six-year period; Dingell (No. 24) that expresses the sense of the House of Representatives that Congress, in broad consultation with labor, safety groups, industry, and other stakeholders, should begin establishing a federal regulatory framework for the safe deployment of autonomous vehicles nationwide that will support existing jobs and grow the United States workforce of the future, including good union jobs, keep the United States on the forefront of this technology, and keep the United States competitive around the globe; Escobar (No. 26) that establishes a set aside within the Community Transportation Investment Grant program to invest in colonia surface transportation infrastructure; Escobar (No. 27) that directs GAO to conduct a study on the infrastructure needs of colonias; Escobar (No. 28) that increases the percentage of Surface Transportation Block Grant funds, those that can be used for any area of a state, border states can use for border infrastructure from 5 percent to 7 percent; Eshoo (No. 29) that adds meeting current or anticipated market demands for charging infrastructure, including power levels and speed, and minimizing charging time to the factors the Secretary of Transportation

must consider when developing guidelines for the deployment of charging stations under the Clean Corridors Program in section 1303; Espaillat (No. 30) that allows local transportation agencies to be direct aid recipients of the Metropolitan Performance Program where appropriate; Garamendi (No. 33) that requires the Secretary of Transportation, in consultation with the Federal Energy Regulatory Commission to enter into an agreement with National Academy of Sciences to study and report on the threats to pipeline safety due to seismicity; Garamendi (No. 35) that makes a technical change to Section 1116 (Corrosion prevention for bridges) to ensure full implementation; Garcia (IL) (No. 36) that revises the bill’s provisions on transportation demand management (TDM) to make clarifying and technical changes to further advance transportation demand management and the use of transportation demand management strategies; Garcia (IL) (No. 37) that requires the National Highway Traffic Safety Administration (NHTSA) to issue a rule for motor vehicle bumpers and hoods to be designed to reduce the impact on vulnerable road users, including pedestrians and cyclists, in the event of a collision with a motor vehicle; Garcia (IL) (No. 38) that directs the Secretary of Transportation to make sure that the ongoing and future updates to the Manual on Uniform Traffic Control Devices (MUTCD) treat all users equally, including pedestrians and cyclists; Garcia (TX) (No. 39) that creates competitive grant program for qualified 2-year or 1-year higher education institutions which provide education and training for careers in the maritime industry; Gomez (No. 42) that establishes a program to award grants to entities that provide transportation connectors from critically underserved urban communities and rural communities to green spaces; Grijalva (No. 44) that authorizes funding for implementation of the National Environmental Policy Act and requires the Task Force to establish guidelines for efficient and effective environmental review, including through the hiring and training of additional personnel; Johnson (TX) (No. 46) that requires the GAO to study and make public a report analyzing the Department of Transportation’s performance of the key objectives of the DBE Program, Johnson (GA) (No. 47) that increases the amount of funding eligible for public transit operating expenses under the Carbon Pollution Reduction Program to 20 percent of eligible funding; Johnson (GA) (No. 48) that removes construction of maintenance facilities as an eligible expense under the Reducing Transit Deserts grant program to prioritize operating expenses, Johnson (GA) (No. 49) that makes adding service hours or days an eligible expense under the Reducing Transit Deserts grant program; Krishnamoorthi (No. 54) that requires

booster seat manufacturers to label products with information regarding the recommended age and weight of the user, requires car seat manufacturers to label products with information regarding the recommended weight and height at which to transition to a booster seat, creates new standards for booster seat side-impact crash testing, and studies how to maximize the safety of car seat tether systems; Moulton (No. 67) that increases the PRIME program funding by \$1 billion in each of fiscal years 2022 through 2026, for a total increase of \$5 billion; Porter (No. 85) that requires the Secretary of Health and Human Services and the Administrator of the Environmental Protection Agency to conduct a study on the effects of idling school buses and cars in school zones on children's health; Rush (No. 89) that promotes the domestic manufacture and use of advanced, fuel-efficient vehicles and zero-emission vehicles, and encourages electrification of the transportation sector; Schrier (No. 92) that reauthorizes the Legacy Roads and Trails Remediation Program through 2030 and requires the Forest Service to develop a national strategy to carry out the program; Torres (CA) (No. 104) that directs the Comptroller General to study units of federally-assisted housing to determine which have access to broadband and provide recommendations for an all-of-government approach to achieving one hundred percent broadband service; Leger Fernandez (No. 113) that permanently authorizes the Historic Preservation Fund and increases its authorization of appropriations level; and Jackson Lee (No. 115) that provides local governments more control over where the funds for the new "Safe Streets" program are spent, by requiring state Departments of Transportation to consult with the local governments before carrying out these complete streets' projects (by a yea-and-nay vote of 221 yeas to 187 nays, Roll No. 203); and

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Van Duyne amendment (No. 108 printed in H. Rept. 117–75) that allows states flexibility to return funds for HOV facility after 10 years of operation (by a yea-and-nay vote of 230 yeas to 178 nays, Roll No. 204).

Pages H3561–76

Rejected:

DeFazio en bloc amendment No. 3 consisting of the following amendments printed in H. Rept. 117–75: Brady (No. 6) that sought to revise the Railroad Rehabilitation and Improvement Financing program to add new conditions of assistance for loans and loan guarantees issued through the program; Budd (No. 8) that sought to codify a Trump Administration policy that does not consider DOT loans as part of the required local share for certain FTA grants; Crawford (No. 21) that sought to strike Section 1201's requirements that states prioritize

state of good repair needs over constructing new highway capacity; Gibbs (No. 40) that sought to prohibit using transit funds for art, non-functional landscaping, and sculptures—or for paying the cost of including an artist on the design team; Gimenez (No. 41) that sought to strike the section that prohibits funds for any service considered a taxi service that operates under an exemption from testing requirements under 5331; Jackson (No. 45) that sought to strike section 9101 (Authorization of Appropriations); Perry (No. 77) that sought to strike section 1303, which establishes a clean corridors program to provide formula funding for EV charging and hydrogen fueling infrastructure; Perry (No. 78) that sought to prohibit the provision of loans or loan guarantees for high speed rail projects not in compliance with FRA tier III safety standards; Perry (No. 79) that sought to strike a carbon pollution reduction program and its apportionment; Perry (No. 80) that sought to prohibit the use of funds for Amtrak Network Expansion; Perry (No. 81) that sought to strike the Capital Investment Grant Program; Perry (No. 82) that sought to strike Section 1602, entitled "Speed Limits.;" Tiffany (No. 98) that sought to stipulate that no funds made available from the Highway Trust Fund may be expended for any purpose other than road and bridge construction; Van Duyne (No. 107) that sought to prohibit federal funds from going to any state permitting costs above that federal standard; Curtis (No. 120) that sought to prevent the EPA from providing payments if they will impair the financial well being of a public water system to function, including to manage drought conditions; Duncan (No. 122) that sought to strike from the bill the "Low-Income Drinking Water Assistance Program" with the exception of a needs assessment to be conducted by GAO; Hudson (No. 125) that sought to amend the Priority for Funding subsection for the program to give priority to community water systems that are affected by the presence of the chemical GenX; McKinley (No. 134) that sought to strike sections 13201 and 13205 of the bill, so that the cost-benefit requirement and small systems variance remain in the Safe Drinking Water Act; and McMorris Rodgers (No. 135) that sought to strike Division I and replaces it with extensions of existing drinking water programs (by a yea-and-nay vote of 180 yeas to 226 nays, Roll No. 202).

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Withdrawn:

Cammack amendment (No. 10 printed in H. Rept. 117–75) that was offered and subsequently withdrawn that would have amended the Motor Carrier Safety Improvement Act of 1999 to exempt livestock haulers from ELD requirements within a 150 mile radius of the final destination.

Pages H3561–76

Proceedings Postponed:

Davids (KS) en bloc amendment No. 5 consisting of the following amendments printed in H. Rept. 117–75: Barragán (No. 116) that seeks to broaden the scope of the GAO consolidation report to include policy recommendations on alternative compliance strategies and recommended best practices on including public participation in distressed water system consolidations; Bush (No. 117) that seeks to require EPA Administrator to undertake a review of current and ongoing efforts to remediate radiological contamination at Coldwater Creek in North St. Louis County, MO; Craig (No. 118) that seeks to add the text of the House-passed Local Water Protection Act, which would amend the Clean Water Act to reauthorize certain programs relating to nonpoint source management at \$200 million for each of Fiscal Years 2022 through 2026; Escobar (No. 123) that seeks to reauthorize the Wastewater Assistance to Colonias program and increases its authorization level; Green (TX) (No. 124) that seeks to require the Environmental Protection Agency to publish a maximum contaminant level goal and promulgate a national primary drinking water regulation under section 1412 of the Safe Drinking Water Act for chromium-6 within 2 years after the date of enactment of this Act; Jackson Lee (No. 126) that seeks to direct that the report the EPA Administrator is required by Section 12020 to submit to Congress also document the harm and injury caused by any identified inequities in the distribution of wastewater infrastructure funds with respect to the identified needs of rural communities, economically disadvantaged communities; Jackson Lee (No. 127) that seeks to establish a Natural Hazard Education And Response Grant Program for community water systems to carry out activities to educate and assist persons served by the community water system in adapting and responding to malevolent acts and natural hazards, including sub-zero temperatures, that disrupt the provision of safe drinking water or significantly affect the public health or the safety or supply of drinking water provided to communities and individuals; Kaptur (No. 128) that seeks to clarify the reporting requirements for the green project reserve program, setting clearer guidelines for EPA to track the categories of innovative projects that address green infrastructure, water or energy efficiency improvements, or other environmentally innovative activities; Kildee (No. 129) that seeks to require EPA to create a website to help private well owners understand their water quality testing results and provide information on improving their water quality; Krishnamoorthi (No. 130) that seeks to require the EPA to conduct a study on the effect of toilet wipes marketed as flushable on mu-

nicipal water systems and residential plumbing systems; Lawrence (No. 131) that seeks to require a GAO report on affordability, discrimination, and civil rights violations in water and sewer services nationwide; Lee (NV) (No. 133) that seeks to require that any wastewater infrastructure funded using the Clean Water State Revolving Fund or other Clean Water Act grant programs to first undergo a climate resiliency assessment, which would ensure that future wastewater infrastructure is designed and constructed to withstand potential impacts of climate change, including drought; McNerney (No. 136) that seeks to amend the Safe Drinking Water Act to establish a publicly accessible website at the Environmental Protection Agency on reported water main breaks and associated repair activity; Moore (WI) (No. 137) that seeks to strengthen an existing water infrastructure workforce program to help ensure that low-income and very low-income individuals, including those with barriers to employment, are targeted to receive job training on careers in the water and waste-water sectors and increases the authorized funding level to \$25 million annually; Moore (WI) (No. 138) that seeks to authorize an EPA grant program to support regional stormwater centers of excellence to conduct research and development on innovative stormwater control technologies; Moore (WI) (No. 139) that seeks to encourage the use of contractors to carryout lead pipe replacements who hire or provide job training to low-income and very low-income individuals who live in the areas in which such projects will take place and requires a report about the effectiveness of the lead pipe replacement program, including the use of funds to hire low-income and very low-income individuals to carry out the projects; Norcross (No. 140) that seeks to require EPA to develop guidance to help public water systems identify high-risk locations for purposes of focusing efforts to test drinking water for lead and replace lead service lines; Ocasio-Cortez (No. 141) that seeks to double the funding to replace and update lead water infrastructure in schools and childcare programs to \$1 billion total (or \$100 million per year); O’Halleran (No. 142) that seeks to address the Indian Health Service’s updated 2019 Sanitation Facilities Deficiency List—which details sanitation deficiency levels for tribal homes and communities nationwide—by setting aside funding for the planning, design, construction, modernization, improvement, and renovation of water, sewer, and solid waste sanitation facilities; Payne (No. 144) that seeks to prioritize areas with a history of lead water contamination for lead water filtration grants to schools and child care facilities; Sewell (No. 145) that seeks to increase the Authorization of Appropriations for the Household Wastewater Grant

Program to \$100,000,000 a year for fiscal years FY2022 to FY2026; Tlaib (No. 146) that seeks to explicitly require reconnections for residential customers regardless of whether their entire debt is paid off; Tlaib (No. 147) that seeks to add a study and data collection provisions regarding the prevalence of low-income households in the U.S. who do not have access to affordable wastewater, stormwater, and drinking water services; Vargas (No. 148) that seeks to allow the Environmental Protection Agency to allocate funds to the International Boundary and Water Commission (IBWC), in order for the IBWC to carry out planning and construction, among other related activities, to establish treatment works that address transboundary stormwater and wastewater pollution; and Vargas (No. 149) that seeks to establish the California New River Restoration program, through which the Environmental Protection Agency would provide funds, technical assistance, and coordinate local, state and federal stakeholders for the purpose of improving water quality, water management and wildlife protection relating to the U.S. section of the New River; and

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Lee (NV) amendment (No. 132 printed in H. Rept. 117–75) that seeks to require that any wastewater infrastructure funded using the Clean Water State Revolving Fund or other Clean Water Act grant programs to first undergo a climate resiliency assessment, which would ensure that future wastewater infrastructure is designed and constructed to withstand potential impacts of climate change, including drought.

Pages H3574–76

H. Res. 508, the rule providing for further consideration of the bill (H.R. 3684) was agreed to by a yea-and-nay vote of 219 yeas to 190 nays, Roll No. 200, after the amendment offered by Representative DeSaulnier was not agreed to by a yea-and-nay vote of 84 yeas and 325 nays, Roll No. 199, and the previous question was ordered by a yea-and-nay vote of 219 yeas to 188 nays, Roll No. 198.

Pages H3316–22, H3335–38

Committee Election: The House agreed to H. Res. 511, electing a Member to certain standing committees of the House of Representatives.

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Quorum Calls—Votes: Eight yea-and-nay votes developed during the proceedings of today and appear on pages H3335, H3335–36, H3337, H3338, H3562–63, H3563–64, H3564, and H3565.

Adjournment: The House met at 12 noon and adjourned at 11:02 p.m.

Committee Meetings

SUPPLY CHAIN RECOVERY AND RESILIENCY: SMALL PRODUCERS AND LOCAL AGRICULTURAL MARKETS

Committee on Agriculture: Subcommittee on Biotechnology, Horticulture, and Research held a hearing entitled “Supply Chain Recovery and Resiliency: Small Producers and Local Agricultural Markets”. Testimony was heard from public witnesses.

MISCELLANEOUS MEASURE

Committee on Appropriations: Subcommittee on Defense held a markup on the Fiscal Year 2022 Subcommittee on Defense Appropriations Bill. The Fiscal Year 2022 Subcommittee on Defense Appropriations Bill was forwarded to the full Committee, without amendment. This markup was closed.

MISCELLANEOUS MEASURE

Committee on Appropriations: Subcommittee on Homeland Security held a markup on the Fiscal Year 2022 Subcommittee on Homeland Security Appropriations Bill. The Fiscal Year 2022 Subcommittee on Homeland Security Appropriations Bill was forwarded to the full Committee, without amendment.

MISCELLANEOUS MEASURES

Committee on Appropriations: Full Committee held a markup on the Agriculture, Rural Development, Food and Drug Administration, and Related Agencies Appropriations Bill, FY 2022; and the Military Construction, Veterans Affairs, and Related Agencies Appropriations Bill, FY 2022. The Agriculture, Rural Development, Food and Drug Administration, and Related Agencies Appropriations Bill, FY 2022; and the Military Construction, Veterans Affairs, and Related Agencies Appropriations Bill, FY 2022 were ordered reported, as amended.

FISCAL YEAR 2022 ROTARY WING AVIATION BUDGET REQUEST

Committee on Armed Services: Subcommittee on Tactical Air and Land Forces held a hearing entitled “Fiscal Year 2022 Rotary Wing Aviation Budget Request”. Testimony was heard from Douglas Bush, Acting Assistant Secretary of the Army for Acquisition, Logistics and Technology (ASA(ALT)), Department of the Army; Lieutenant General Erik C. Peterson, U.S. Army, Deputy Chief of Staff, G–8, Headquarters, U.S. Army; Frederick Stefany, Acting Assistant Secretary of the Navy for Research, Development, and Acquisition, Department of the Navy; Lieutenant General Mark Wise, U.S. Marine Corps, Deputy Commandant for Aviation, Headquarters, U.S. Marine Corps; Rear Admiral Andrew Loiselle, U.S. Navy, Director, Air Warfare Division, N98,

Office of the Chief of Naval Operations; Darlene Costello, Acting Assistant Secretary of the Air Force for Acquisition, Technology, and Logistics, Department of the Air Force; and Major General Richard G. Moore, Jr., U.S. Air Force, Director of Programs, Office of the Deputy Chief of Staff for Plans and Programs, Headquarters, U.S. Air Force.

A SAFE WIRELESS FUTURE: SECURING OUR NETWORKS AND SUPPLY CHAINS

Committee on Energy and Commerce: Subcommittee on Communications and Technology held a hearing entitled “A Safe Wireless Future: Securing our Networks and Supply Chains”. Testimony was heard from public witnesses.

AMERICA ON ‘FIRE’: WILL THE CRYPTO FRENZY LEAD TO FINANCIAL INDEPENDENCE AND EARLY RETIREMENT OR FINANCIAL RUIN?

Committee on Financial Services: Subcommittee on Oversight and Investigations held a hearing entitled “America on ‘FIRE’: Will the Crypto Frenzy Lead to Financial Independence and Early Retirement or Financial Ruin?”. Testimony was heard from Eva Su, Analyst in Financial Economics, Congressional Research Service, Library of Congress; and public witnesses.

ADDRESSING CLIMATE AS A SYSTEMIC RISK: THE NEED TO BUILD RESILIENCE WITHIN OUR BANKING AND FINANCIAL SYSTEM

Committee on Financial Services: Subcommittee on Consumer Protection and Financial Institutions held a hearing entitled “Addressing Climate as a Systemic Risk: The Need to Build Resilience within Our Banking and Financial System”. Testimony was heard from public witnesses.

MISCELLANEOUS MEASURE

Committee on Foreign Affairs: Full Committee began a markup on H.R. 3524, the “Ensuring American Global Leadership and Engagement Act”.

SECRECY ORDERS AND PROSECUTING LEAKS: POTENTIAL LEGISLATIVE RESPONSES TO DETER PROSECUTORIAL ABUSE OF POWER

Committee on the Judiciary: Full Committee held a hearing entitled “Secrecy Orders and Prosecuting Leaks: Potential Legislative Responses to Deter Prosecutorial Abuse of Power”. Testimony was heard from public witnesses.

TOXIC COAL ASH: ADVERSE HEALTH EFFECTS FROM THE PUERTO RICO PLANT AND OPTIONS FOR PLANT CLOSURE

Committee on Natural Resources: Subcommittee on Oversight and Investigations held a hearing entitled “Toxic Coal Ash: Adverse Health Effects from the Puerto Rico Plant and Options for Plant Closure”. Testimony was heard from David K. Owens, Vice Chairman, Board of Directors, Puerto Rico Electric Power Authority; and public witnesses.

LEGISLATIVE MEASURES

Committee on Natural Resources: Office of Insular Affairs Full Committee held a hearing on H.R. 1317, the “Vieques Recovery and Redevelopment Act of 2021”; and H.R. 1126, the “Vieques Recovery and Redevelopment Act of 2021”. Testimony was heard from José Corcino-Acevedo, Mayor, Vieques, Puerto Rico; and public witnesses.

CATALYST FOR CHANGE: STATE AND LOCAL IT AFTER THE PANDEMIC

Committee on Oversight and Reform: Subcommittee on Government Operations held a hearing entitled “Catalyst for Change: State and Local IT After the Pandemic”. Testimony was heard from public witnesses.

JOBS! JOBS! JOBS!

Committee on Small Business: Subcommittee on Innovation, Entrepreneurship, and Workforce Development held a hearing entitled “Jobs! Jobs! Jobs!”. Testimony was heard from public witnesses.

NATIONAL RECONNAISSANCE OFFICE/ NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY BUDGET HEARING

Permanent Select Committee on Intelligence: Full Committee held a hearing entitled “National Reconnaissance Office/National Geospatial-Intelligence Agency Budget Hearing”. Testimony was heard from Christopher Scolese, Director, National Reconnaissance Office, Department of Defense; and Robert Sharp, Director, National Geospatial-Intelligence Agency, Department of Defense. This hearing was closed.

TRANSPORTATION INVESTMENTS FOR SOLVING THE CLIMATE CRISIS

Select Committee on the Climate Crisis: Full Committee held a hearing entitled “Transportation Investments for Solving the Climate Crisis”. Testimony was heard from Margaret Anderson Kelliher, Commissioner, Minnesota Department of Transportation; and public witnesses.

Joint Meetings

No joint committee meetings were held.

**COMMITTEE MEETINGS FOR THURSDAY,
JULY 1, 2021**

(Committee meetings are open unless otherwise indicated)

Senate

No meetings/hearings scheduled.

House

Committee on Appropriations, Full Committee, markup on the State, Foreign Operations, and Related Programs Appropriations Bill, FY 2022; and the Interior, Environ-

ment, and Related Agencies Appropriations Bill, FY 2022, 9 a.m., 1100 Longworth and Webex.

Committee on Oversight and Reform, Select Subcommittee on the Coronavirus Crisis, hearing entitled “Building Trust and Battling Barriers: The Urgent Need to Overcome Vaccine Hesitancy”, 9 a.m., 2154 Rayburn and Zoom.

Committee on Veterans’ Affairs, Subcommittee on Technology Modernization, hearing entitled “Review of the FY22 Veterans Affairs Information Technology Budget”, 10:30 a.m., Zoom.

Next Meeting of the SENATE

11 a.m., Thursday, July 1

Next Meeting of the HOUSE OF REPRESENTATIVES

9 a.m., Thursday, July 1

Senate Chamber

Program for Thursday: Senate will meet in a pro forma session.

House Chamber

Program for Thursday: Complete Consideration of H.R. 3684—INVEST in America Act.

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