

lower income class, and anybody else who earns as much as they want to to have the access to get the financial planning they need in the way that is best for them without the interference of a bureaucratic organization that has taken so long and already shows results from other places that are devastating. We are not going to do that. We are going to put this forward and let's see who we are really standing with and who we are really standing for.

The material previously referred to by Mr. POLIS is as follows:

AN AMENDMENT TO H. RES. 491 OFFERED BY
MR. POLIS OF COLORADO

At the end of the resolution, add the following new sections:

SEC. 2. Immediately upon adoption of this resolution the Speaker shall, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 932) to allow Americans to earn paid sick time so that they can address their own health needs and the health needs of their families. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided among and controlled by the chair and ranking minority member of the Committee on Education and the Workforce, the chair and ranking minority member of the Committee on House Administration, and the chair and ranking minority member of the Committee on Oversight and Government Reform. After general debate the bill shall be considered for amendment under the five-minute rule. All points of order against provisions in the bill are waived. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions. If the Committee of the Whole rises and reports that it has come to no resolution on the bill, then on the next legislative day the House shall, immediately after the third daily order of business under clause 1 of rule XIV, resolve into the Committee of the Whole for further consideration of the bill.

SEC. 3. Clause 1(c) of rule XIX shall not apply to the consideration of H.R. 932.

THE VOTE ON THE PREVIOUS QUESTION: WHAT
IT REALLY MEANS

This vote, the vote on whether to order the previous question on a special rule, is not merely a procedural vote. A vote against ordering the previous question is a vote against the Republican majority agenda and a vote to allow the Democratic minority to offer an alternative plan. It is a vote about what the House should be debating.

Mr. Clarence Cannon's Precedents of the House of Representatives (VI, 308-311), describes the vote on the previous question on the rule as "a motion to direct or control the consideration of the subject before the House being made by the Member in charge." To defeat the previous question is to give the opposition a chance to decide the subject before the House. Cannon cites the Speaker's ruling of January 13, 1920, to the effect that "the refusal of the House to sustain the demand for the previous question passes the control of the resolution to the opposition"

in order to offer an amendment. On March 15, 1909, a member of the majority party offered a rule resolution. The House defeated the previous question and a member of the opposition rose to a parliamentary inquiry, asking who was entitled to recognition. Speaker Joseph G. Cannon (R-Illinois) said: "The previous question having been refused, the gentleman from New York, Mr. Fitzgerald, who had asked the gentleman to yield to him for an amendment, is entitled to the first recognition."

The Republican majority may say "the vote on the previous question is simply a vote on whether to proceed to an immediate vote on adopting the resolution . . . [and] has no substantive legislative or policy implications whatsoever." But that is not what they have always said. Listen to the Republican Leadership Manual on the Legislative Process in the United States House of Representatives, (6th edition, page 135). Here's how the Republicans describe the previous question vote in their own manual: "Although it is generally not possible to amend the rule because the majority Member controlling the time will not yield for the purpose of offering an amendment, the same result may be achieved by voting down the previous question on the rule. . . . When the motion for the previous question is defeated, control of the time passes to the Member who led the opposition to ordering the previous question. That Member, because he then controls the time, may offer an amendment to the rule, or yield for the purpose of amendment."

In Deschler's Procedure in the U.S. House of Representatives, the subchapter titled "Amending Special Rules" states: "a refusal to order the previous question on such a rule [a special rule reported from the Committee on Rules] opens the resolution to amendment and further debate." (Chapter 21, section 21.2) Section 21.3 continues: "Upon rejection of the motion for the previous question on a resolution reported from the Committee on Rules, control shifts to the Member leading the opposition to the previous question, who may offer a proper amendment or motion and who controls the time for debate thereon."

Clearly, the vote on the previous question on a rule does have substantive policy implications. It is one of the only available tools for those who oppose the Republican majority's agenda and allows those with alternative views the opportunity to offer an alternative plan.

Mr. COLLINS of Georgia. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

□ 1330

The SPEAKER pro tempore (Mr. CARTER of Georgia). The question is on ordering the previous question.

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

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

The yeas and nays were ordered.

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

ANNOUNCEMENT BY THE SPEAKER
PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair

will postpone further proceedings today on the motion to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Any record vote on the postponed question will be taken later.

SURFACE TRANSPORTATION
EXTENSION ACT OF 2015

Mr. SHUSTER. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3819) to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3819

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

SECTION 1. SHORT TITLE; RECONCILIATION OF FUNDS; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "Surface Transportation Extension Act of 2015".

(b) RECONCILIATION OF FUNDS.—The Secretary of Transportation shall reduce the amount apportioned or allocated for a program, project, or activity under this Act in fiscal year 2016 by amounts apportioned or allocated pursuant to the Surface Transportation and Veterans Health Care Choice Improvement Act of 2015, including the amendments made by that Act, for the period beginning on October 1, 2015, and ending on October 29, 2015.

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

Sec. 1. Short title; reconciliation of funds; table of contents.

TITLE I—SURFACE TRANSPORTATION
PROGRAM EXTENSION

Subtitle A—Federal-Aid Highways

Sec. 1001. Extension of Federal-aid highway programs.

Sec. 1002. Administrative expenses.

Subtitle B—Extension of Highway Safety Programs

Sec. 1101. Extension of National Highway Traffic Safety Administration highway safety programs.

Sec. 1102. Extension of Federal Motor Carrier Safety Administration programs.

Sec. 1103. Dingell-Johnson Sport Fish Restoration Act.

Subtitle C—Public Transportation Programs

Sec. 1201. Formula grants for rural areas.

Sec. 1202. Apportionment of appropriations for formula grants.

Sec. 1203. Authorizations for public transportation.

Sec. 1204. Bus and bus facilities formula grants.

Subtitle D—Hazardous Materials

Sec. 1301. Authorization of appropriations.

Sec. 1302. Ensuring safe implementation of positive train control systems.

TITLE II—REVENUE PROVISIONS

Sec. 2001. Extension of Highway Trust Fund expenditure authority.

TITLE I—SURFACE TRANSPORTATION
PROGRAM EXTENSION

Subtitle A—Federal-Aid Highways

SEC. 1001. EXTENSION OF FEDERAL-AID HIGHWAY PROGRAMS.

(a) IN GENERAL.—Section 1001(a) of the Highway and Transportation Funding Act of

2014 (128 Stat. 1840) is amended by striking “October 29, 2015” and inserting “November 20, 2015”.

(b) AUTHORIZATION OF APPROPRIATIONS.—

(1) HIGHWAY TRUST FUND.—Section 1001(b)(1)(B) of the Highway and Transportation Funding Act of 2014 (128 Stat. 1840) is amended by striking “for the period beginning on October 1, 2015, and ending on October 29, 2015, ^{29/366} of the total amount” and inserting “for the period beginning on October 1, 2015, and ending on November 20, 2015, ^{51/366} of the total amount”.

(2) GENERAL FUND.—Section 1123(h)(1) of MAP-21 (23 U.S.C. 202 note) is amended by striking “and \$2,377,049 out of the general fund of the Treasury to carry out the program for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$4,180,328 out of the general fund of the Treasury to carry out the program for the period beginning on October 1, 2015, and ending on November 20, 2015”.

(c) USE OF FUNDS.—

(1) IN GENERAL.—Section 1001(c)(1)(B) of the Highway and Transportation Funding Act of 2014 (128 Stat. 1840) is amended—

(A) by striking “October 29, 2015,” and inserting “November 20, 2015.”; and

(B) by striking “^{29/366}” and inserting “^{51/366}”.

(2) OBLIGATION CEILING.—Section 1102 of MAP-21 (23 U.S.C. 104 note) is amended—

(A) by striking subsection (a)(4) and inserting the following:

“(4) \$5,595,839,851 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(B) in subsection (b)(12) by striking “, and for the period beginning on October 1, 2015, and ending on October 29, 2015, only in an amount equal to \$639,000,000, less any reductions that would have otherwise been required for that year by section 251A of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901a), then multiplied by ^{29/366} for that period” and inserting “, and for the period beginning on October 1, 2015, and ending on November 20, 2015, only in an amount equal to \$639,000,000, less any reductions that would have otherwise been required for that year by section 251A of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901a), then multiplied by ^{51/366} for that period”;

(C) in subsection (c)—

(i) in the matter preceding paragraph (1) by striking “October 29, 2015” and inserting “November 20, 2015”; and

(ii) in paragraph (2) in the matter preceding subparagraph (A) by striking “for the period beginning on October 1, 2015, and ending on October 29, 2015, that is equal to ^{29/366} of such unobligated balance” and inserting “for the period beginning on October 1, 2015, and ending on November 20, 2015, that is equal to ^{51/366} of such unobligated balance”; and

(D) in subsection (f)(1) in the matter preceding subparagraph (A) by striking “October 29, 2015” and inserting “November 20, 2015”.

SEC. 1002. ADMINISTRATIVE EXPENSES.

Section 1002 of the Highway and Transportation Funding Act of 2014 (128 Stat. 1842) is amended—

(1) by striking subsection (a)(2) and inserting the following:

“(2) \$61,311,475 for the period beginning on October 1, 2015, and ending on November 20, 2015.”; and

(2) in subsection (b)(2) by striking “and for the period beginning on October 1, 2015, and ending on October 29, 2015, subject to the limitations on administrative expenses under the heading ‘Federal Highway Administration’” and inserting “and for the period

beginning on October 1, 2015, and ending on November 20, 2015, subject to the limitations on administrative expenses for the Federal Highway Administration and Appalachian Regional Commission”.

Subtitle B—Extension of Highway Safety Programs

SEC. 1101. EXTENSION OF NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION HIGHWAY SAFETY PROGRAMS.

(a) EXTENSION OF PROGRAMS.—

(1) HIGHWAY SAFETY PROGRAMS.—Section 31101(a)(1)(D) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(D) \$32,745,902 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(2) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—Section 31101(a)(2)(D) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(D) \$15,815,574 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(3) NATIONAL PRIORITY SAFETY PROGRAMS.—Section 31101(a)(3)(D) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(D) \$37,901,639 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(4) NATIONAL DRIVER REGISTER.—Section 31101(a)(4)(D) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(D) \$696,721 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(5) HIGH VISIBILITY ENFORCEMENT PROGRAM.—

(A) AUTHORIZATION OF APPROPRIATIONS.—Section 31101(a)(5)(D) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(D) \$4,040,984 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(B) LAW ENFORCEMENT CAMPAIGNS.—Section 2009(a) of SAFETEA-LU (23 U.S.C. 402 note) is amended—

(i) in the first sentence by striking “October 29, 2015” and inserting “November 20, 2015”; and

(ii) in the second sentence by striking “October 29, 2015,” and inserting “November 20, 2015.”.

(6) ADMINISTRATIVE EXPENSES.—Section 31101(a)(6)(D) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(D) \$3,553,279 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(b) COOPERATIVE RESEARCH AND EVALUATION.—Section 403(f)(1) of title 23, United States Code, is amended by striking “and \$198,087 of the total amount available for apportionment to the States for highway safety programs under section 402(c) in the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$348,361 of the total amount available for apportionment to the States for highway safety programs under section 402(c) in the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(c) APPLICABILITY OF TITLE 23.—Section 31101(c) of MAP-21 (126 Stat. 733) is amended by striking “October 29, 2015,” and inserting “November 20, 2015.”.

SEC. 1102. EXTENSION OF FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAMS.

(a) MOTOR CARRIER SAFETY GRANTS.—Section 31104(a)(11) of title 49, United States Code, is amended to read as follows:

“(11) \$30,377,049 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(b) ADMINISTRATIVE EXPENSES.—Section 31104(i)(1)(K) of title 49, United States Code, is amended to read as follows:

“(K) \$36,090,164 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(c) GRANT PROGRAMS.—

(1) COMMERCIAL DRIVER'S LICENSE PROGRAM IMPROVEMENT GRANTS.—Section 4101(c)(1) of SAFETEA-LU (119 Stat. 1715) is amended by striking “and \$2,377,049 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$4,180,328 for the period beginning on October 1, 2015, and ending on November 20, 2015”.

(2) BORDER ENFORCEMENT GRANTS.—Section 4101(c)(2) of SAFETEA-LU (119 Stat. 1715) is amended by striking “and \$2,535,519 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$4,459,016 for the period beginning on October 1, 2015, and ending on November 20, 2015”.

(3) PERFORMANCE AND REGISTRATION INFORMATION SYSTEM MANAGEMENT GRANT PROGRAM.—Section 4101(c)(3) of SAFETEA-LU (119 Stat. 1715) is amended by striking “and \$396,175 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$696,721 for the period beginning on October 1, 2015, and ending on November 20, 2015”.

(4) COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS DEPLOYMENT PROGRAM.—Section 4101(c)(4) of SAFETEA-LU (119 Stat. 1715) is amended by striking “and \$1,980,874 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$3,483,607 for the period beginning on October 1, 2015, and ending on November 20, 2015”.

(5) SAFETY DATA IMPROVEMENT GRANTS.—Section 4101(c)(5) of SAFETEA-LU (119 Stat. 1715) is amended by striking “and \$237,705 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$418,033 for the period beginning on October 1, 2015, and ending on November 20, 2015”.

(d) HIGH-PRIORITY ACTIVITIES.—Section 31104(k)(2) of title 49, United States Code, is amended by striking “and up to \$1,188,525 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and up to \$2,090,164 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(e) NEW ENTRANT AUDITS.—Section 31144(g)(5)(B) of title 49, United States Code, is amended by striking “and up to \$2,535,519 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and up to \$4,459,016 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

(f) OUTREACH AND EDUCATION.—Section 4127(e) of SAFETEA-LU (119 Stat. 1741) is amended by striking “and \$316,940 to the Federal Motor Carrier Safety Administration for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$557,377 to the Federal Motor Carrier Safety Administration for the period beginning on October 1, 2015, and ending on November 20, 2015”.

(g) GRANT PROGRAM FOR COMMERCIAL MOTOR VEHICLE OPERATORS.—Section 4134(c) of SAFETEA-LU (49 U.S.C. 31301 note) is amended by striking “and \$79,235 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$139,344 for the period beginning on October 1, 2015, and ending on November 20, 2015.”.

SEC. 1103. DINGELL-JOHNSON SPORT FISH RESTORATION ACT.

Section 4 of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777c) is amended—

(1) in subsection (a) in the matter preceding paragraph (1) by striking “October 29, 2015” and inserting “November 20, 2015”; and

(2) in subsection (b)(1)(A) by striking “October 29, 2015,” and inserting “November 20, 2015.”

Subtitle C—Public Transportation Programs
SEC. 1201. FORMULA GRANTS FOR RURAL AREAS.

Section 5311(c)(1) of title 49, United States Code, is amended—

(1) in subparagraph (A) by striking “and \$396,175 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$696,721 for the period beginning on October 1, 2015, and ending on November 20, 2015.”; and

(2) in subparagraph (B) by striking “and \$1,980,874 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$3,483,607 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

SEC. 1202. APPORTIONMENT OF APPROPRIATIONS FOR FORMULA GRANTS.

Section 5336(h)(1) of title 49, United States Code, is amended by striking “and \$2,377,049 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$4,180,328 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

SEC. 1203. AUTHORIZATIONS FOR PUBLIC TRANSPORTATION.

(a) **FORMULA GRANTS.**—Section 5338(a) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking “and \$681,024,590 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$1,197,663,934 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(2) in paragraph (2)—

(A) in subparagraph (A) by striking “and \$10,205,464 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$17,947,541 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(B) in subparagraph (B) by striking “and \$792,350 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$1,393,443 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(C) in subparagraph (C) by striking “and \$353,281,011 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$621,287,295 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(D) in subparagraph (D) by striking “and \$20,466,393 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$35,992,623 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(E) in subparagraph (E)—

(i) by striking “and \$48,159,016 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$84,693,443 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(ii) by striking “and \$2,377,049 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$4,180,328 for the period beginning on October 1, 2015, and ending on November 20, 2015.”; and

(iii) by striking “and \$1,584,699 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$2,786,885 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(F) in subparagraph (F) by striking “and \$237,705 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$418,033 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(G) in subparagraph (G) by striking “and \$396,175 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$696,721 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(H) in subparagraph (H) by striking “and \$305,055 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$536,475 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(I) in subparagraph (I) by striking “and \$171,615,027 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$301,805,738 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(J) in subparagraph (J) by striking “and \$33,896,721 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$59,611,475 for the period beginning on October 1, 2015, and ending on November 20, 2015.”; and

(K) in subparagraph (K) by striking “and \$41,669,672 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$73,281,148 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

(b) **RESEARCH, DEVELOPMENT DEMONSTRATION AND DEPLOYMENT PROJECTS.**—Section 5338(b) of title 49, United States Code, is amended by striking “and \$5,546,448 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$9,754,098 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

(c) **TRANSIT COOPERATIVE RESEARCH PROGRAM.**—Section 5338(c) of title 49, United States Code, is amended by striking “and \$554,645 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$975,410 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

(d) **TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT.**—Section 5338(d) of title 49, United States Code, is amended by striking “and \$554,645 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$975,410 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

(e) **HUMAN RESOURCES AND TRAINING.**—Section 5338(e) of title 49, United States Code, is amended by striking “and \$396,175 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$696,721 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

(f) **CAPITAL INVESTMENT GRANTS.**—Section 5338(g) of title 49, United States Code, is amended by striking “and \$151,101,093 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$265,729,508 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

(g) **ADMINISTRATION.**—Section 5338(h) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking “and \$8,240,437 for the period beginning on October 1, 2015, and ending on October 29, 2015” and inserting “and \$14,491,803 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(2) in paragraph (2) by striking “and not less than \$396,175 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and not less than \$696,721 for the period beginning on October 1, 2015, and ending on November 20, 2015.”; and

(3) in paragraph (3) by striking “and not less than \$79,235 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and not less than \$139,344 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

SEC. 1204. BUS AND BUS FACILITIES FORMULA GRANTS.

Section 5339(d)(1) of title 49, United States Code, is amended—

(1) by striking “and \$5,189,891 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$9,127,049 for the period beginning on October 1, 2015, and ending on November 20, 2015.”;

(2) by striking “\$99,044 for such period” and inserting “\$174,180 for such period.”; and

(3) by striking “\$39,617 for such period” and inserting “\$69,672 for such period.”

Subtitle D—Hazardous Materials

SEC. 1301. AUTHORIZATION OF APPROPRIATIONS.

(a) **IN GENERAL.**—Section 5128(a)(4) of title 49, United States Code, is amended to read as follows:

“(4) \$5,958,639 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

(b) **HAZARDOUS MATERIALS EMERGENCY PREPAREDNESS FUND.**—Section 5128(b)(2) of title 49, United States Code, is amended to read as follows:

“(2) **FISCAL YEAR 2016.**—From the Hazardous Materials Emergency Preparedness Fund established under section 5116(i), the Secretary may expend for the period beginning on October 1, 2015, and ending on November 20, 2015—

“(A) \$26,197 to carry out section 5115;

“(B) \$3,037,705 to carry out subsections (a) and (b) of section 5116, of which not less than \$1,902,049 shall be available to carry out section 5116(b);

“(C) \$20,902 to carry out section 5116(f);

“(D) \$87,090 to publish and distribute the Emergency Response Guidebook under section 5116(i)(3); and

“(E) \$139,344 to carry out section 5116(j).”

(c) **HAZARDOUS MATERIALS TRAINING GRANTS.**—Section 5128(c) of title 49, United States Code, is amended by striking “and \$316,940 for the period beginning on October 1, 2015, and ending on October 29, 2015,” and inserting “and \$557,377 for the period beginning on October 1, 2015, and ending on November 20, 2015.”

SEC. 1302. ENSURING SAFE IMPLEMENTATION OF POSITIVE TRAIN CONTROL SYSTEMS.

(a) **SHORT TITLE.**—This section may be cited as the “Positive Train Control Enforcement and Implementation Act of 2015”.

(b) **IN GENERAL.**—Section 20157 of title 49, United States Code, is amended—

(1) in subsection (a)(1)—

(A) by striking “18 months after the date of enactment of the Rail Safety Improvement Act of 2008” and inserting “90 days after the date of enactment of the Positive Train Control Enforcement and Implementation Act of 2015.”;

(B) by striking “develop and”;

(C) by striking “a plan for implementing” and inserting “a revised plan for implementing”;

(D) by striking “December 31, 2015” and inserting “December 31, 2018”; and

(E) in subparagraph (B) by striking “parts” and inserting “sections”;

(2) by striking subsection (a)(2) and inserting the following:

“(2) **IMPLEMENTATION.**—

“(A) **CONTENTS OF REVISED PLAN.**—A revised plan required under paragraph (1) shall—

“(i) describe—

“(I) how the positive train control system will provide for interoperability of the system with the movements of trains of other railroad carriers over its lines; and

“(II) how, to the extent practical, the positive train control system will be implemented in a manner that addresses areas of greater risk before areas of lesser risk;

“(ii) comply with the positive train control system implementation plan content requirements under section 236.1011 of title 49, Code of Federal Regulations; and

“(iii) provide—

“(I) the calendar year or years in which spectrum will be acquired and will be available for use in each area as needed for positive train control system implementation, if such spectrum is not already acquired and available for use;

“(II) the total amount of positive train control system hardware that will be installed for implementation, with totals separated by each major hardware category;

“(III) the total amount of positive train control system hardware that will be installed by the end of each calendar year until the positive train control system is implemented, with totals separated by each hardware category;

“(IV) the total number of employees required to receive training under the applicable positive train control system regulations;

“(V) the total number of employees that will receive the training, as required under the applicable positive train control system regulations, by the end of each calendar year until the positive train control system is implemented;

“(VI) a summary of any remaining technical, programmatic, operational, or other challenges to the implementation of a positive train control system, including challenges with—

“(aa) availability of public funding;

“(bb) interoperability;

“(cc) spectrum;

“(dd) software;

“(ee) permitting; and

“(ff) testing, demonstration, and certification; and

“(VII) a schedule and sequence for implementing a positive train control system by the deadline established under paragraph (1).

“(B) ALTERNATIVE SCHEDULE AND SEQUENCE.—Notwithstanding the implementation deadline under paragraph (1) and in lieu of a schedule and sequence under paragraph (2)(A)(iii)(VII), a railroad carrier or other entity subject to paragraph (1) may include in its revised plan an alternative schedule and sequence for implementing a positive train control system, subject to review under paragraph (3). Such schedule and sequence shall provide for implementation of a positive train control system as soon as practicable, but not later than the date that is 24 months after the implementation deadline under paragraph (1).

“(C) AMENDMENTS.—A railroad carrier or other entity subject to paragraph (1) may file a request to amend a revised plan, including any alternative schedule and sequence, as applicable, in accordance with section 236.1021 of title 49, Code of Federal Regulations.

“(D) COMPLIANCE.—A railroad carrier or other entity subject to paragraph (1) shall implement a positive train control system in accordance with its revised plan, including any amendments or any alternative schedule and sequence approved by the Secretary under paragraph (3).

“(3) SECRETARIAL REVIEW.—

“(A) NOTIFICATION.—A railroad carrier or other entity that submits a revised plan under paragraph (1) and proposes an alternative schedule and sequence under paragraph (2)(B) shall submit to the Secretary a written notification when such railroad carrier or other entity is prepared for review under subparagraph (B).

“(B) CRITERIA.—Not later than 90 days after a railroad carrier or other entity submits a notification under subparagraph (A), the Secretary shall review the alternative

schedule and sequence submitted pursuant to paragraph (2)(B) and determine whether the railroad carrier or other entity has demonstrated, to the satisfaction of the Secretary, that such carrier or entity has—

“(i) installed all positive train control system hardware consistent with the plan contents provided pursuant to paragraph (2)(A)(iii)(II) on or before the implementation deadline under paragraph (1);

“(ii) acquired all spectrum necessary for implementation of a positive train control system, consistent with the plan contents provided pursuant to paragraph (2)(A)(iii)(I) on or before the implementation deadline under paragraph (1);

“(iii) completed employee training required under the applicable positive train control system regulations;

“(iv) included in its revised plan an alternative schedule and sequence for implementing a positive train control system as soon as practicable, pursuant to paragraph (2)(B);

“(v) certified to the Secretary in writing that it will be in full compliance with the requirements of this section on or before the date provided in an alternative schedule and sequence, subject to approval by the Secretary;

“(vi) in the case of a Class I railroad carrier and Amtrak, implemented a positive train control system or initiated revenue service demonstration on the majority of territories, such as subdivisions or districts, or route miles that are owned or controlled by such carrier and required to have operations governed by a positive train control system; and

“(vii) in the case of any other railroad carrier or other entity not subject to clause (vi)—

“(I) initiated revenue service demonstration on at least 1 territory that is required to have operations governed by a positive train control system; or

“(II) met any other criteria established by the Secretary.

“(C) DECISION.—

“(i) IN GENERAL.—Not later than 90 days after the receipt of the notification from a railroad carrier or other entity under subparagraph (A), the Secretary shall—

“(I) approve an alternative schedule and sequence submitted pursuant to paragraph (2)(B) if the railroad carrier or other entity meets the criteria in subparagraph (B); and

“(II) notify in writing the railroad carrier or other entity of the decision.

“(ii) DEFICIENCIES.—Not later than 45 days after the receipt of the notification under subparagraph (A), the Secretary shall provide to the railroad carrier or other entity a written notification of any deficiencies that would prevent approval under clause (i) and provide the railroad carrier or other entity an opportunity to correct deficiencies before the date specified in such clause.

“(D) REVISED DEADLINES.—

“(i) PENDING REVIEWS.—For a railroad carrier or other entity that submits a notification under subparagraph (A), the deadline for implementation of a positive train control system required under paragraph (1) shall be extended until the date on which the Secretary approves or disapproves the alternative schedule and sequence, if such date is later than the implementation date under paragraph (1).

“(ii) ALTERNATIVE SCHEDULE AND SEQUENCE DEADLINE.—If the Secretary approves a railroad carrier or other entity's alternative schedule and sequence under subparagraph (C)(i), the railroad carrier or other entity's deadline for implementation of a positive train control system required under paragraph (1) shall be the date specified in that railroad carrier or other entity's alternative

schedule and sequence. The Secretary may not approve a date for implementation that is later than 24 months from the deadline in paragraph (1).”;

(3) by striking subsections (c), (d), and (e) and inserting the following:

“(c) PROGRESS REPORTS AND REVIEW.—

“(1) PROGRESS REPORTS.—Each railroad carrier or other entity subject to subsection (a) shall, not later than March 31, 2016, and annually thereafter until such carrier or entity has completed implementation of a positive train control system, submit to the Secretary a report on the progress toward implementing such systems, including—

“(A) the information on spectrum acquisition provided pursuant to subsection (a)(2)(A)(iii)(I);

“(B) the totals provided pursuant to subclauses (III) and (V) of subsection (a)(2)(A)(iii), by territory, if applicable;

“(C) the extent to which the railroad carrier or other entity is complying with the implementation schedule under subsection (a)(2)(A)(iii)(VII) or subsection (a)(2)(B);

“(D) any update to the information provided under subsection (a)(2)(A)(iii)(VI);

“(E) for each entity providing regularly scheduled intercity or commuter rail passenger transportation, a description of the resources identified and allocated to implement a positive train control system;

“(F) for each railroad carrier or other entity subject to subsection (a), the total number of route miles on which a positive train control system has been initiated for revenue service demonstration or implemented, as compared to the total number of route miles required to have a positive train control system under subsection (a); and

“(G) any other information requested by the Secretary.

“(2) PLAN REVIEW.—The Secretary shall at least annually conduct reviews to ensure that railroad carriers or other entities are complying with the revised plan submitted under subsection (a), including any amendments or any alternative schedule and sequence approved by the Secretary. Such railroad carriers or other entities shall provide such information as the Secretary determines necessary to adequately conduct such reviews.

“(3) PUBLIC AVAILABILITY.—Not later than 60 days after receipt, the Secretary shall make available to the public on the Internet Web site of the Department of Transportation any report submitted pursuant to paragraph (1) or subsection (d), but may exclude, as the Secretary determines appropriate—

“(A) proprietary information; and

“(B) security-sensitive information, including information described in section 1520.5(a) of title 49, Code of Federal Regulations.

“(d) REPORT TO CONGRESS.—Not later than July 1, 2018, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the progress of each railroad carrier or other entity subject to subsection (a) in implementing a positive train control system.

“(e) ENFORCEMENT.—The Secretary is authorized to assess civil penalties pursuant to chapter 213 for—

“(1) a violation of this section;

“(2) the failure to submit or comply with the revised plan required under subsection (a), including the failure to comply with the totals provided pursuant to subclauses (III) and (V) of subsection (a)(2)(A)(iii) and the spectrum acquisition dates provided pursuant to subsection (a)(2)(A)(iii)(I);

“(3) failure to comply with any amendments to such revised plan pursuant to subsection (a)(2)(C); and

“(4) the failure to comply with an alternative schedule and sequence submitted under subsection (a)(2)(B) and approved by the Secretary under subsection (a)(3)(C).”;

(4) in subsection (h)—

(A) by striking “The Secretary” and inserting the following:

“(1) IN GENERAL.—The Secretary”; and

(B) by adding at the end the following:

“(2) PROVISIONAL OPERATION.—Notwithstanding the requirements of paragraph (1), the Secretary may authorize a railroad carrier or other entity to commence operation in revenue service of a positive train control system or component to the extent necessary to enable the safe implementation and operation of a positive train control system in phases.”;

(5) in subsection (i)—

(A) by redesignating paragraphs (1) through (3) as paragraphs (3) through (5), respectively; and

(B) by inserting before paragraph (3) (as so redesignated) the following:

“(1) EQUIVALENT OR GREATER LEVEL OF SAFETY.—The term ‘equivalent or greater level of safety’ means the compliance of a railroad carrier with—

“(A) appropriate operating rules in place immediately prior to the use or implementation of such carrier’s positive train control system, except that such rules may be changed by such carrier to improve safe operations; and

“(B) all applicable safety regulations, except as specified in subsection (j).

“(2) HARDWARE.—The term ‘hardware’ means a locomotive apparatus, a wayside interface unit (including any associated legacy signal system replacements), switch position monitors needed for a positive train control system, physical back office system equipment, a base station radio, a wayside radio, a locomotive radio, or a communication tower or pole.”; and

(6) by adding at the end the following:

“(j) EARLY ADOPTION.—

“(1) OPERATIONS.—From the date of enactment of the Positive Train Control Enforcement and Implementation Act of 2015 through the 1-year period beginning on the date on which the last Class I railroad carrier’s positive train control system subject to subsection (a) is certified by the Secretary under subsection (h)(1) of this section and is implemented on all of that railroad carrier’s lines required to have operations governed by a positive train control system, any railroad carrier, including any railroad carrier that has its positive train control system certified by the Secretary, shall not be subject to the operational restrictions set forth in sections 236.567 and 236.1029 of title 49, Code of Federal Regulations, that would apply where a controlling locomotive that is operating in, or is to be operated in, a positive train control-equipped track segment experiences a positive train control system failure, a positive train control operated consist is not provided by another railroad carrier when provided in interchange, or a positive train control system otherwise fails to initialize, cuts out, or malfunctions, provided that such carrier operates at an equivalent or greater level of safety than the level achieved immediately prior to the use or implementation of its positive train control system.

“(2) SAFETY ASSURANCE.—During the period described in paragraph (1), if a positive train control system that has been certified and implemented fails to initialize, cuts out, or malfunctions, the affected railroad carrier or other entity shall make reasonable efforts to determine the cause of the failure and ad-

just, repair, or replace any faulty component causing the system failure in a timely manner.

“(3) PLANS.—The positive train control safety plan for each railroad carrier or other entity shall describe the safety measures, such as operating rules and actions to comply with applicable safety regulations, that will be put in place during any system failure.

“(4) NOTIFICATION.—During the period described in paragraph (1), if a positive train control system that has been certified and implemented fails to initialize, cuts out, or malfunctions, the affected railroad carrier or other entity shall submit a notification to the appropriate regional office of the Federal Railroad Administration within 7 days of the system failure, or under alternative location and deadline requirements set by the Secretary, and include in the notification a description of the safety measures the affected railroad carrier or other entity has in place.

“(k) SMALL RAILROADS.—Not later than 120 days after the date of the enactment of this Act, the Secretary shall amend section 236.1006(b)(4)(iii)(B) of title 49, Code of Federal Regulations (relating to equipping locomotives for applicable Class II and Class III railroads operating in positive train control territory) to extend each deadline under such section by 3 years.

“(l) REVENUE SERVICE DEMONSTRATION.—When a railroad carrier or other entity subject to (a)(1) notifies the Secretary it is prepared to initiate revenue service demonstration, it shall also notify any applicable tenant railroad carrier or other entity subject to subsection (a)(1).”.

(c) CONFORMING AMENDMENT.—Section 20157(g), is amended—

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

“(1) IN GENERAL.—The Secretary”; and

(2) by adding at the end the following:

“(2) CONFORMING REGULATORY AMENDMENTS.—Immediately after the date of the enactment of the Positive Train Control Enforcement and Implementation Act of 2015, the Secretary—

“(A) shall remove or revise the date-specific deadlines in the regulations or orders implementing this section to the extent necessary to conform with the amendments made by such Act; and

“(B) may not enforce any such date-specific deadlines or requirements that are inconsistent with the amendments made by such Act.

“(3) REVIEW.—Nothing in the Positive Train Control Enforcement and Implementation Act of 2015, or the amendments made by such Act, shall be construed to require the Secretary to issue regulations to implement such Act or amendments other than the regulatory amendments required by paragraph (2) and subsection (k).”.

TITLE II—REVENUE PROVISIONS

SEC. 2001. EXTENSION OF HIGHWAY TRUST FUND EXPENDITURE AUTHORITY.

(a) HIGHWAY TRUST FUND.—Section 9503 of the Internal Revenue Code of 1986 is amended—

(1) by striking “October 30, 2015” in subsections (b)(6)(B), (c)(1), and (e)(3) and inserting “November 21, 2015”; and

(2) by striking “Surface Transportation and Veterans Health Care Choice Improvement Act of 2015” in subsections (c)(1) and (e)(3) and inserting “Surface Transportation Extension Act of 2015”.

(b) SPORT FISH RESTORATION AND BOATING TRUST FUND.—Section 9504 of such Code is amended—

(1) by striking “Surface Transportation and Veterans Health Care Choice Improvement Act of 2015” each place it appears in

subsection (b)(2) and inserting “Surface Transportation Extension Act of 2015”; and

(2) by striking “October 30, 2015” in subsection (d)(2) and inserting “November 21, 2015”.

(c) LEAKING UNDERGROUND STORAGE TANK TRUST FUND.—Section 9508(e)(2) of such Code is amended by striking “October 30, 2015” and inserting “November 21, 2015”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Oregon (Mr. DEFAZIO) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

GENERAL LEAVE

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and to include extraneous materials on H.R. 3819.

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 rise in support of H.R. 3819, which extends Federal surface transportation programs through November 20, 2015.

This bill allows States to continue to fund transportation projects, and it prevents 4,100 U.S. Department of Transportation employees from being furloughed. H.R. 3819 funds these programs at the authorized levels for fiscal year 2014. No offsets or transfers of funding to the highway trust fund are necessary for this extension since the trust fund will remain solvent during this period.

Last week, the Committee on Transportation and Infrastructure unanimously approved a bipartisan, multiyear surface transportation reauthorization bill. This extension will enable the House to continue its work on this important legislation. H.R. 3819 also includes critical language extending the deadline for railroads to implement positive train control technology to 2018.

We have known for some time that railroads simply cannot meet the congressionally mandated positive train control, or PTC, deadline of December 31, 2015. What has become more apparent is how catastrophic it would be for the Nation’s economy if we don’t extend the deadline now.

Without an extension, railroads will stop shipping important chemicals critical to manufacturing, agriculture, clean drinking water, and other industrial activities. In fact, some railroads are already notifying shippers they will stop accepting chemical shipments by December 1. This is creating extreme uncertainty across a variety of groups that rely on rail shipments, from farmers who need ammonia for fertilizer, to water utilities that need chlorine to purify drinking water.

Some industrial companies have already begun the planning process for shutting down plants because they cannot operate without chemicals delivered by rail. We have heard from one

chemical company in New Hampshire that said its railroad will stop picking up chlorine on November 13.

This company is the only supplier of chlorine to the entire six-State New England region for drinking water and wastewater treatment. Therefore, after November 13, New England could very well be without chlorine to clean its water.

On a broader scale, a PTC-related rail shutdown would pull \$30 billion out of the economy in one quarter alone and lead to 700,000 jobs lost in just one month. It is our responsibility to extend this deadline now and avoid such harm to the Nation's economy.

This language is based on bipartisan, bicameral work over the last several weeks, and it would ensure that railroads implement positive train control as quickly as possible.

I urge all of my colleagues to support H.R. 3819.

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

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

On July 1, when we last visited the issue of a short-term extension for surface transportation, I bemoaned the fact that little progress had been made on a long-term, 6-year bill. I am pleased today that I don't have to use the same talking points.

We did, through the actual legislative process—with lengthy negotiations leading up to it—pass out of committee a 6-year bill, which relates to policies that would underlie a 6-year investment in our crumbling infrastructure. That is the good news.

It was ultimately a bipartisan effort in the tradition of the committee. There is not too much to make partisan about moving goods and people from here to there efficiently except for those who are opposed to the Federal Government being involved and, who, luckily, don't represent a majority on our committee. So that is the good news.

The bad news is we still do not have the funding mechanism before us, so we have to do another short-term extension. Also, the currently stated objective for funding is totally inadequate. I mean, America is falling apart. It is embarrassing, actually.

These States, including many all-red Republican States—14 States—have voted to raise gas taxes since 2013 to invest in maintaining or in rebuilding their infrastructure or in building out new transportation options to get their citizens and goods out of congestion—14 States. Since 2008, nearly half of the States have taken action to raise more funds.

The Federal Government last raised the gas tax in 1993, and we are told any increase in user fees—gas tax, barrel tax, indexation of the gas tax, vehicle miles traveled—is all off the table. We cannot ask those who use the system to pay user fees to improve the system that they use on a daily basis. I think the American people are more realistic than that.

Luckily, this bill contains a provision that, should this Congress or a future, more enlightened Congress decide to allocate additional funds, those funds will flow through under the policies set out in this bill and the formulas set out in this bill without any further action by Congress, as it is really a good idea to avoid coming to Congress for anything whenever you can. So that is, I think, a very important provision of the bill.

There is an AP story today that kind of goes to the heart of this, and it talks about the fact that, in many States, they are abandoning roads and bridges. We are not just talking about the rural heartland anymore. This has been somewhat commonplace in the rural heartland, where they have been saying, "We can't afford to pave these roads anymore. We are going back to gravel." We are talking about King County in Washington State. We are talking about the counties and State areas surrounding Des Moines, Iowa.

We are talking about major urban areas and the fact that, since the Federal Government has failed to invest and to live up to its partnership for major, critical urban area projects or major projects for our ports or other choke points on the system, States have had to concentrate resources there.

They have tried to raise more money, again, with no help from the Federal Government. Now they are having to abandon the 20th-century transportation system. I mean, that is pretty darned pathetic, that we are not holding up our end of that bargain and making any effort to do that. So that is the bad news part.

As the chairman mentioned, this bill also includes critical provisions to extend positive train control deadlines. With the exception of some portion of Amtrak, nobody will be able to meet the deadline of January 1, which does mean an extraordinary disruption of the movement of freight and commuter and passenger rail across the United States.

We have worked very hard with the Senate in negotiations, and we have a bicameral agreement on the extension. It is tough. It says we are not going to get to this point again. It is not going to be kick the can, kick the can, kick the can.

It says that all of the entities that are required to put in place positive train control will put forward a plan for approval with measurable benchmarks over this 3-year period, and they will be tracked as to meeting those benchmarks during that 3-year period.

So it won't be that, suddenly, we get to the end of 3 years and we hear from a majority of freight and/or passenger-commuter railroads, saying, "Gee, we just can't make it."

We will know where we are headed and will be able to target our efforts on those who are lagging behind. At the end of that, yes, it will be possible to get another extension, but they all will

have had to have installed the equipment.

The reality is that this is an expensive and complicated process, and putting in the equipment is, obviously, the first critical part and turning it on, but then it can take up to 2 years to get it certified as operational. So we are acceding to that reality in this legislation by saying: 3 years and measurable goals to get to the 3 years. Everybody is up with installation, and, hopefully, most will be operational at that point.

Some may not be due to circumstances beyond their control, even though they have made the necessary investments, and under negotiations with the Secretary of Transportation, they could get further extensions. So that is a very time-sensitive portion of this bill.

I have had many colleagues on my side saying, "I am really tired of these short-term extensions. I really don't want to vote for another one."

I have said that this is different. We have the policy in place—we don't have the funding yet—and we have got this very critical element of positive train control.

I am urging Members on my side of the aisle to support this proposal.

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

Mr. SHUSTER. Mr. Speaker, I yield such time as he may consume to the gentleman from California (Mr. DENHAM), the subcommittee chairman on Railroads, Pipelines, and Hazardous Materials.

Mr. DENHAM. I thank Chairman SHUSTER, Ranking Member DEFAZIO, and Ranking Member CAPUANO for working with us to develop this important piece of legislation.

Mr. Speaker, this legislation would ensure that railroads actually implement positive train control. We need to do it as quickly as possible and as safely as possible for the safety of our country.

As chairman of the Railroads, Pipelines, and Hazardous Materials Subcommittee, we have been monitoring the railroads' progress in implementing PTC, positive train control, including holding a hearing in June that brought stakeholders in from across the country so as to understand exactly what the impacts are.

We have known for some time that most railroads simply won't be done with positive train control implementation by the end of this year. Now, several different things went into the delays of this, one of which is the FCC, where you have two government agencies not working together to get the tens of thousands of poles permitted so that they could actually have the communication interface.

PTC is a huge undertaking, requiring 38,000 wayside interfaces be installed along 60,000 miles of track. In addition, 18,000 locomotives need to be upgraded and 12,000 signals need to be replaced. All of these elements need to be seamlessly communicated across different railroads.

But what is important here is that we actually have benchmarks in place on implementation, that we have reporting on the progress and enforcement of the metrics throughout the entire extension. We need to make sure that this gets done right and that it gets done quickly.

Given this obvious need for an extension, a few weeks ago, Chairman SHUSTER and I, with Ranking Members DEFAZIO and CAPUANO, introduced a 3-year PTC extension. This bipartisan piece of legislation has garnered over 130 coauthors. Additionally, more than 200 stakeholders have signed letters to the Transportation Committee who support a PTC extension.

Just to give you a few examples from California:

If we don't extend the PTC deadline, the Altamont Corridor Express commuter rail service will shut down, putting more commuters on California's congested highways.

In the Central Valley, farmers will be negatively impacted, as farmers rely on rail for their fertilizers and our dairies and our cattle yards depend on feed that only comes in on rail. That is why the California Farm Bureau Federation and the California League of Wheat Growers are supporting a PTC extension deadline.

Those are just a few examples of broad and wide agreement among railroads, shippers, and consumers that Congress should pass this legislation.

In conclusion, we have worked in a bipartisan manner with our Senate counterparts to develop this legislation, and I believe this bill will ensure that PTC gets done as soon as possible and as safely as possible.

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

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Ms. NORTON. Mr. Speaker, I thank Chairman SHUSTER and Chairman GRAVES as well as Ranking Member DEFAZIO for working with me and for all of us being able to work together on what will be, when it gets to the floor in November, I believe, the first 6-year or long-term transportation bill in 10 years. That is why it is possible not to fret that we are now going through another extension.

As a matter of fact, the States have the funds until January. These short-term extensions have compelled the States to stash their money without spending all of it because what they need to get to are long-term projects or at least projects that take more than a few months or a year or two, so we are making progress. When we authorize a 6-year bill, there will be a real burden on us to make sure that, in fact, it is 6 years.

I would advise my colleagues to support this last short-term extension. It is bipartisan. It is both Chambers. It avoids furloughs.

There is a bill waiting off stage. However, there is a funding mystery. I

don't like mysteries, particularly with long-term bills. But I have to believe that the appropriate committee is meeting every day—it must be in secret—in order to fund this bill.

At least we have done our work, and we have done it in a bipartisan way. I won't trouble with the entire bill. There will be time to get to that.

I will say, on positive train control, that I regret there had to be a 3-year extension. I do think that puts at jeopardy those that have to be in these trains—employees and passengers. As I looked at what it took to do positive train control, I don't think we had any alternative. So that gives people 3 years.

With the benchmarks, I hope that we will get most of this done way before 2018. I don't like permitting individual waivers because, after all, there have been at least 2 years spent trying to do something about positive train control, and the jeopardy is clear when we see what has happened already with respect to terrible crashes that have taken human life.

Finally, I just want to say that perhaps the greatest challenge we have is a challenge that we must meet.

The SPEAKER pro tempore (Mr. SIMPSON). The time of the gentlewoman has expired.

Mr. DEFAZIO. Mr. Speaker, I yield an additional 1 minute to the gentlewoman.

Ms. NORTON. Mr. Speaker, and that is a new way to fund the highway trust fund. There is in the final bill some experimentation that I regard as urgent.

I thank my good friends on both sides of the aisle for this short-term extension, which I hope will be the last in a very long time.

Mr. SHUSTER. Mr. Speaker, I yield 1 minute to the gentleman from Washington (Mr. NEWHOUSE).

Mr. NEWHOUSE. Mr. Speaker, I rise today to support this legislation.

I first want to thank Chairman SHUSTER as well as Ranking Member DEFAZIO for their hard work in marking up a meaningful, long-term transportation bill. It truly is something our country has eagerly anticipated, and we appreciate both you and your staff's hard work for giving our country the certainty that is needed on road and rail projects.

I also want to say I appreciate you including a deadline extension for the full implementation of positive train control safety technology. While this technology is vitally important for safety and many reasons, it has become increasingly clear that our Nation's passenger and freight railroads are unable to meet the current deadline.

As a farmer, I can tell you the resulting shutdown our country's freight network could experience if this deadline is not extended would have devastating consequences for both our farms and our entire Nation's economy. I appreciate your swift attention to this issue.

I urge all of my colleagues' support.

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

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

I just want to say my heartfelt thanks to the leaders of the Democrats on the Committee on Transportation and Infrastructure, Mr. DEFAZIO and Ms. NORTON, for getting this extension until November 20. It doesn't give us much time, but we need to get down to work, get this passed next week, get it into conference, and work to get this on the floor as soon as possible.

I also thank them for a sound extension to PTC, which is absolutely vital to the Nation's economy to get this thing extended so we continue rail shipments and to make sure that we have got something in place that gets this important technology deployed in a reasonable way, a responsible way to make sure that our rail system continues to be even safer than it is today. It is a very, very safe system today.

So I urge all my colleagues to support this.

I yield back the balance of my time.

Ms. BROWN of Florida. Mr. Speaker, I rise to express my support for this extension and I truly hope this is the last one we need to pass for a very long time. This extension also addresses an emergency involving Positive Train Control (PTC).

Positive Train Control (PTC) is a critical system and it's very important that we address this issue in a rational manner. We need to implement positive train control as soon as humanly possible, but we need to get it done right. I don't want to see a situation where the federal government is fining railroads on a daily basis or picking winners and losers, because I don't think that is good for anyone. Our railroads are a critical part of our nation's economy and I'd much rather have them spending their money on implementing PTC and improving and expanding their infrastructure.

I believe wholeheartedly that reauthorizing a surface transportation bill will give the economy just the type of boost it needs. A long term transportation bill will strengthen our infrastructure, provides quality jobs, and serves as a tool to put America back on a path toward long-term economic growth.

Last week the Transportation and Infrastructure Committee passed a fair bill that moves us closer to sending a long term bill for President Obama to sign in to law.

This important legislation included a critical freight grant program, additional programs and funding for transit systems and their operators, continues the Transportation Alternatives Program (TAP) and creates a new non-motorized safety grant program, includes a much needed extension of Positive Train Control (PTC) implementation, increased funding for Grade Crossings, Requires more information on Hazardous Trains to State Emergency Response Commissions, incentivizes states to combat racial profiling, and extends the Disadvantaged Business Enterprise (DBE) Program.

Unfortunately, without critically needed additional funds, we're robbing Peter to pay Paul and forcing our states and local transportation agencies to pay more for New Starts and other programs while limiting their flexibility to use these funds. And we're missing out on an opportunity to ensure our infrastructure is meeting the needs of the disadvantaged and

working class to ensure they have fair access to employment and economic centers.

We absolutely need to do more to protect pedestrians and bike riders from harm. According to the May 2014 Pedestrian Danger Index (PDI), Orlando is ranked as the most dangerous place for pedestrians, with Jacksonville and Tampa also included in the top five most dangerous cities. This bill spends more time protecting corporations from liability than it does protecting the traveling public. Moreover, we need to ensure that all sizes and modes of transportation are treated equally in the freight grant program and should remove any caps on funding for these entities.

Again, I encourage my colleagues to support this extension and support bringing a long term transportation bill to the House floor as soon as possible.

Ms. JACKSON LEE. Mr. Speaker, as a senior member of the Homeland Security Committee, I rise to speak on H.R. 3819, "Surface Transportation Extension Act of 2015," which reauthorizes federal-aid highway and transit programs for three weeks through November 20, 2015.

The bill also extends by three years the December 31, 2015 deadline for railroads to install positive train control systems but, within 90 days of enactment, all affected railroads must submit to the U.S. Department of Transportation a revised PTC compliance plan.

Mr. Speaker, instead of this 22-day temporary extension, I would have strongly preferred that we were debating a comprehensive, fair, equitable, and long-term transportation reauthorization bill the nation desperately needs.

We have had two years to do so.

Democrats want such a bill as does the President, but apparently our friends across the aisle do not since they have spent the last two years wasting time on advocating policies wanted by no one except for the right-wing extremists of the Tea Party.

But I reluctantly support this emergency but temporary measure because as the Department of Transportation has reported, if we do not act now highway trust fund balances will reach dangerously low levels by November 20 and result in a reduction of payments to states by an average of 28 percent.

Many states have already begun to cancel or delay planned construction projects, threatening 700,000 jobs, including 106,100 jobs in my home state of Texas.

Mr. Speaker, the Highway Trust Fund was created in 1956 during the Eisenhower Administration to help finance construction of the Interstate Highway System, which modernized the nation's transportation infrastructure and was instrumental in making the United States the world's dominant economic power for two generations.

Our national leaders then understood that investing in our roads and bridges strengthened our economy, created millions of good-paying jobs, and improved the quality of life for all Americans.

It is currently composed of two accounts that fund federal-aid highway and transit projects built by states. Federal funding from the trust fund accounts for a major portion of state transportation spending.

The Highway Trust Fund is financed by gasoline and diesel taxes, which until the last decade produced a steady increase in revenues sufficient to accommodate increased levels of spending on highway and transit projects.

However, those tax rates—18.4 cents/gallon federal tax on gasoline and a 24.4 cents/gallon tax on diesel fuel—have remained unchanged since 1993 and were not indexed to inflation so the value of those revenues has eroded over the years, and, combined with the fact that vehicles have been getting increasingly better mileage, the revenues deposited into the Highway Trust Fund beginning last decade have not kept pace with highway and transit spending from the trust fund.

Consequently, since 2008, Congress has periodically had to transfer at the 11th hour general Treasury revenues into the trust fund to pay for authorized highway and transit spending levels and avoid a funding shortfall.

The total amount to date is more than \$62 billion.

Obviously, this practice is economically inefficient and injects uncertainty in the highway construction plans, projects, and schedules of state and local transportation agencies, not to mention the anxiety it causes to workers and businesses whose economic livelihood is dependent on those projects.

Mr. Speaker, the last transportation authorized by Congress for 4 years or more, SAFETEA-LU, expired on September 30, 2009, at the end of FY 2009.

Because Congress and the Administration could not agree to a new reauthorization, it was necessary to resort to stop-gap temporary extensions on no less than eight occasions spanning a period of 910 days before Congress finally enacted the "Moving Ahead for Progress in the 21st Century Act" (MAP-21 Act) on July 6, 2012, which reauthorized highway and transportation programs through Fiscal Year 2014, a little more than two years, or until September 30, 2014.

MAP-21 was intended as a short-term measure to give Congress and the Administration breathing room to reach agreement on a long-term reauthorization bill.

Yet, as Mr. LEVIN, the Ranking Member of the Ways and Means Committee, has often pointed out, since gaining the majority in 2010, our Republican colleagues have failed to take any action to sustain the Highway Trust Fund over the long-term and shore up vital infrastructure projects and has not held even a single hearing on financing options for the Highway Trust Fund.

Instead, House Republicans have wasted the nation's time voting to repeal the Affordable Care Act more than 60 times, waging a War on Women, pursuing partisan investigations into the Benghazi tragedy, the IRS, defunding Planned Parenthood, and trying to overturn President Obama's executive actions that make our immigration enforcement laws less inhumane.

Instead of doing their job, House Republicans big new idea is to attack the President for doing his job.

Mr. Speaker, it is long past time for this Congress, and especially the House majority, to focus on the real problems and challenges facing the American people.

And one of the biggest of those challenges is ensuring that America has a transportation policy and the infrastructure needed to compete and win in the global economy of the 21st Century.

To do that we have to extend the reauthorization of current transportation programs and to authorize the transfer of the funds to the Highway Trust Fund needed to fund author-

ized construction projects and keep 700,000 workers, including 106,100 in Texas on the job.

But that is only a start and just a part of our job.

The real work that needs to be done in the remaining days of this Congress is to reach an agreement on a long-term highway and transportation bill that is fair, equitable, fiscally responsible, creates jobs and leads to sustained economic growth.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. SHUSTER) that the House suspend the rules and pass the bill, H.R. 3819.

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

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on questions previously postponed. Votes will be taken in the following order:

Ordering the previous question on House Resolution 491;

Adopting House Resolution 491, if ordered;

Ordering the previous question on House Resolution 450; and

Adopting House Resolution 450, if ordered.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

PROVIDING FOR CONSIDERATION OF H.R. 1090, RETAIL INVESTOR PROTECTION ACT

The SPEAKER pro tempore. The unfinished business is the vote on ordering the previous question on the resolution (H. Res. 491) providing for consideration of the bill (H.R. 1090) to amend the Securities Exchange Act of 1934 to provide protections for retail customers, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on ordering the previous question.

The vote was taken by electronic device, and there were—yeas 242, nays 185, not voting 7, as follows:

[Roll No. 570]

YEAS—242

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|-------------|-------------|--------------|
| Abraham | Bishop (UT) | Buck |
| Aderholt | Black | Bucshon |
| Allen | Blackburn | Burgess |
| Amash | Blum | Byrne |
| Amodei | Bost | Calvert |
| Babin | Boustany | Carter (GA) |
| Barletta | Brady (TX) | Carter (TX) |
| Barr | Brat | Chabot |
| Barton | Bridenstine | Chaffetz |
| Benishek | Brooks (AL) | Clawson (FL) |
| Bilirakis | Brooks (IN) | Coffman |
| Bishop (MI) | Buchanan | Cole |