

H.R. 5957 will ensure that newly hired disabled veteran FAA employees receive the same upfront disabled leave that personnel at other government agencies will receive. This legislation will help ensure that no newly hired disabled veteran FAA employee is faced with the choice between earning a paycheck or receiving health care, and finishes the laudable work that was started by the Wounded Warriors Federal Leave Act.

I want to thank all the advocacy organizations who support this legislation, including the Veterans of Foreign Wars, The American Legion, Paralyzed Veterans of America, American Federation of Government Employees, the Federal Managers Association, the FAA Managers Association, Professional Aviation Safety Specialists, General Aviation Manufacturers Association, and the National Air Traffic Controllers Association.

I also want to be sure to thank Representative LoBIONDO for working with me on this important legislation. Lastly, I want to thank and recognize Senator HIRONO, who has introduced companion legislation in the Senate, and I look forward to continue working to move this important bill past the finish line.

Last week, this bipartisan bill was unanimously reported out of the committee, and today I ask for this Chamber's support as well. Let's not keep these veterans waiting.

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

Mr. ZELDIN. Mr. Speaker, I urge all Members to support H.R. 5957.

I yield back the balance of my time. The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. ZELDIN) that the House suspend the rules and pass the bill, H.R. 5957.

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.

DIRECTING THE FEDERAL AVIATION ADMINISTRATION TO ALLOW CERTAIN CONSTRUCTION OR ALTERATION OF STRUCTURES BY STATE DEPARTMENTS OF TRANSPORTATION

Mr. ZELDIN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6014) to direct the Federal Aviation Administration to allow certain construction or alteration of structures by State departments of transportation without requiring an aeronautical study, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6014

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

SECTION 1. REIMBURSABLE AGREEMENTS FOR CERTAIN AIRPORT PROJECTS.

The Administrator of the Federal Aviation Administration may enter into a reimbursable agreement with a State or local government agency to carry out a project at an airport as to which notice is required under section 77.9 of title 14, Code of Federal Regulations, if the agreement—

(1) includes measures for cost-effective completion of such project; and

(2) would not negatively affect the safety or efficiency of the national airspace system.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. ZELDIN) and the gentleman from Minnesota (Mr. NOLAN) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. ZELDIN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 6014.

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

There was no objection.

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

Mr. Speaker, I rise today in support of H.R. 6014. This bill clarifies that the Federal Aviation Administration may enter into an agreement with a State or local government agency to carry out a project at an airport in exchange for reimbursement by that State or local government agency.

The agreement to provide these services would have to include measures for cost-effective completion of the project and not negatively affect the safety or efficiency of the National Airspace System. The text before us includes a minor technical change to clarify that the legislation applies only to projects located at airports.

This bill does not create any new authority; rather, it clarifies the application of the Federal Aviation Administration's existing authority to provide in-kind services to State and local government agencies in exchange for payment.

I appreciate Mr. NOLAN's commitment to this issue and his willingness to work with the committee on a bipartisan basis.

Mr. Speaker, I urge my colleagues to support H.R. 6014.

I reserve the balance of my time.

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

Mr. Speaker, I rise in support of this commonsense, bipartisan measure. I would be remiss if I didn't thank Chairman SHUSTER and Subcommittee Chairman LoBIONDO, Ranking Members LARSEN and DEFazio and members of the committee for supporting this legislation.

What it does is it authorizes and clarifies that the FAA has the authority to enter into reimbursable contracts with the State and all of the States in this country. The reason and the rationale for it is that it dramati-

cally reduces Federal bureaucracy. It saves the taxpayers a ton of money as well as investors and encourages private investments in our airport infrastructure, creating jobs and laying the foundation for a good economic development in the future.

I would like to give one real quick illustration. These are two towers that are used for navigation at a regional airport in north central Minnesota, the town of Brainerd, Minnesota. They are about 25 feet high. A group of investors agreed to put \$1 million into a new hangar to accommodate corporate jets in this community—a very fast-growing economic community.

The FAA said: Well, we are going to have to do a feasibility study, and that will cost several \$100,000. And, oh, by the way, the airport and the investors will have to pay for that.

Then they said: Oh, by the way, we will select the contractor under the current rules, and that will cost another 4 or \$500,000. And, by the way, you will have to pay for that.

So, right away, there was resistance at the airport and in the business community because everybody in town knew at least two guys with a pickup truck and a backhoe that could have moved the two towers on a Saturday morning somewhere.

So I called the State Department of Aviation and said: Have you ever done anything like this before?

They said: Yeah, yeah. They said that they had done it.

I said: Have you done it in compliance with FAA standards for safety and navigation?

They said: Yes.

I said: Will you go up and take a look to see this particular project and give me an estimate on what you could do that for?

They did. They came back. And instead of three-quarters of a million dollars, they said: We can do it for about \$17,000.

So that is what we are talking about. We are talking about enormous savings for taxpayers, for investors, and stimulating investment. It is a good bill. I am grateful for the bipartisan support that it has received throughout the community and from the FAA, quite frankly.

So I strongly urge its adoption and thank the leadership for bringing this bill forward.

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

Mr. ZELDIN. Mr. Speaker, I urge all Members to support H.R. 6014.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. ZELDIN) that the House suspend the rules and pass the bill, H.R. 6014, as amended.

The question was taken.

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

Mr. HUELSKAMP. 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 motion will be postponed.

BATHROOMS ACCESSIBLE IN EVERY SITUATION ACT

Mr. BARLETTA. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5147) to amend title 40, United States Code, to require that male and female restrooms in public buildings be equipped with baby changing facilities, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5147

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "Bathrooms Accessible in Every Situation Act" or "BABIES Act".

SEC. 2. BABY CHANGING FACILITIES IN RESTROOMS IN PUBLIC BUILDINGS.

(a) *IN GENERAL.*—Chapter 33 of title 40, United States Code, is amended—

(1) by redesignating sections 3314, 3315, and 3316 as sections 3315, 3316, and 3317, respectively; and

(2) by inserting after section 3313 the following new section:

"§3314. Baby changing facilities in restrooms

"(a) *ADDITIONAL REQUIREMENT FOR THE CONSTRUCTION, ALTERATION, AND ACQUISITION OF PUBLIC BUILDINGS.*—Except as provided in subsection (b) and subject to any reasonable accommodations that may be made for individuals in accordance with the Americans with Disabilities Act (42 U.S.C. 12101 et seq.) restrooms in a public building shall be equipped with baby changing facilities that the Administrator determines are physically safe, sanitary, and appropriate.

"(b) *EXCEPTIONS.*—The requirement under subsection (a) shall not apply—

"(1) to a restroom in a public building that is not available or accessible for public use;

"(2) to a restroom in a public building that contains clear and conspicuous signage indicating where a restroom with a baby changing table is located on the same floor of such public building;

"(3) if new construction would be required to install a baby changing facility in the public building and the cost of such construction is unfeasible; or

"(4) to a building not subject to an alteration as set forth in section 3307.

"(c) *DEFINITIONS.*—In this section:

"(1) *BABY CHANGING FACILITY.*—The term 'baby changing facility' means a table or other device suitable for changing the diaper of a child age 3 or under.

"(2) *PUBLIC BUILDING.*—The term 'public building' means a public building as defined in section 3301 and controlled by the Public Building Service of the General Services Administration."

(b) *CLERICAL AMENDMENT.*—The analysis for such chapter is amended by striking the items relating to sections 3314, 3315, and 3316 and inserting the following:

"3314. Baby changing facilities in restrooms.

"3315. Delegation.

"3316. Report to Congress.

"3317. Certain authority not affected."

(c) *APPLICABILITY.*—The requirement under section 3314(a) of title 40, United States Code, shall apply in the case of a public building constructed, altered, or acquired by the Adminis-

trator of General Services on or after the date that is 1 year after the date of the enactment of this Act, beginning on that date.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. BARLETTA) and the gentleman from Indiana (Mr. CARSON) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

GENERAL LEAVE

Mr. BARLETTA. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 5147, as amended.

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

There was no objection.

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

Mr. Speaker, H.R. 5147, as amended, the Bathrooms Accessible in Every Situation Act, or BABIES Act, would require restrooms in certain public buildings be equipped with baby changing stations that are safe and sanitary. Millions of American families visit Federal facilities every day. While the cost of changing stations is small, some Federal buildings open to the public do not have them.

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This bill would cover those buildings controlled by the General Services Administration that are open for public use. This requirement would not apply to restrooms not publicly accessible, if there are other restrooms nearby with changing stations, or if it would require costly construction or alterations.

I reserve the balance of my time.

Mr. CARSON of Indiana. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I thank Chairman BARLETTA.

I also support this bill, as amended, which directs the GSA to install baby changing stations in restrooms in public buildings across the Nation.

I would like to commend my colleague, the gentleman from Rhode Island (Mr. CICILLINE), for his leadership on this issue, and for his willingness to work with us to bring this bill to the floor today. I am pleased that our committee worked closely with Representative CICILLINE to achieve the original purpose of the bill and to keep costs down to change public policy.

The amended bill directs GSA to include at least one baby changing station in the men's and the women's restroom on each floor of a public building. The requirements of this bill do not apply to all restrooms in Federal buildings which are not available to the public.

I urge my colleagues to join us in supporting this legislation.

I reserve the balance of my time.

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

Mr. CARSON of Indiana. Mr. Speaker, I yield such time as he may consume to the gentleman from Rhode Island (Mr. CICILLINE).

Mr. CICILLINE. Mr. Speaker, I thank the gentleman for yielding.

I want to begin by thanking Chairman SHUSTER and Ranking Member DeFAZIO for their support on this legislation. I would also particularly like to thank Congressman CARSON for his strong support in getting this bill to the Transportation and Infrastructure Committee, and thank Chairman BARLETTA for his support as well.

H.R. 5147, the Bathrooms Accessible in Every Situation Act, or the BABIES Act, would require that both male and female restrooms in public buildings be equipped with baby changing facilities that are physically safe, sanitary, and appropriate.

Federal public buildings belong to the people of this country, and they should be welcoming and appropriately accommodating. This legislation will ensure that there are appropriate and sanitary facilities in publicly accessible Federal buildings for parents and caretakers to change the infants and toddlers that are with them.

For example, in the office building where my office is located, Rayburn, there are no baby changing tables at all. That means that Rhode Islanders who come to visit my office have to try to find a changing station in another public building, or they will have to decide to change their baby on a bathroom floor, which is a terrible option, unsanitary for both the parents and the children. This same problem exists in Federal buildings all across this country.

Access to baby changing stations in restrooms in Federal buildings will help in protecting the health and safety of children and will encourage a family-friendly environment. Various cities and counties in the United States have passed similar laws requiring changing tables in men's and women's bathrooms for all of the same reasons.

Current GSA policy requires that the planning of new construction modernization alteration projects include family restrooms equipped with baby changing stations, but current policy does not apply to existing buildings. This legislation would impose the requirement for publicly accessible Federal buildings and facilities. The cost will be modest to install a baby changing station. This will go a very long way to ensuring the safety and comfort of families visiting Federal buildings all across this country.

I thank the chairman and ranking member for their support, and I urge my colleagues to support it as well.

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

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

Ms. JACKSON LEE. Mr. Speaker, I rise in support of H.R. 5147, the "Bathrooms Accessible in Every Situation (BABIES) Act of 2016."