

progress must be made regarding effective inter-operable communication between the federal, state, and local agencies.

Although not a panacea, H.R. 240 is a step in the right direction because it will help improve DHS' overall functions so that it can more effectively protect our people.

I urge my colleagues to join me in supporting this important legislation.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. RATCLIFFE) that the House suspend the rules and pass the bill, H.R. 240, as amended.

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

A motion to reconsider was laid on the table.

MODERNIZING GOVERNMENT TRAVEL ACT

Mr. CHAFFETZ. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 274) to provide for reimbursement for the use of modern travel services by Federal employees traveling on official Government business, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 274

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 "Modernizing Government Travel Act".

SEC. 2. FEDERAL EMPLOYEE REIMBURSEMENT FOR USE OF MODERN TRAVEL SERVICES.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of General Services shall prescribe regulations under section 5707 of title 5, United States Code, to provide for the reimbursement for the use of a transportation network company or innovative mobility technology company by any Federal employee traveling on official business under subchapter I of chapter 57 of such title, except that the Director of the Administrative Office of the United States Courts shall prescribe such regulations with respect to employees of the judicial branch of the Government.

(b) DEFINITIONS.—In this section:

(1) INNOVATIVE MOBILITY TECHNOLOGY COMPANY.—The term "innovative mobility technology company" means an organization, including a corporation, limited liability company, partnership, sole proprietorship, or any other entity, that applies technology to expand and enhance available transportation choices, better manage demand for transportation services, and provide alternatives to driving alone.

(2) TRANSPORTATION NETWORK COMPANY.—The term "transportation network company"—

(A) means a corporation, partnership, sole proprietorship, or other entity, that uses a digital network to connect riders to drivers affiliated with the entity in order for the driver to transport the rider using a vehicle owned, leased, or otherwise authorized for use by the driver to a point chosen by the rider; and

(B) does not include a shared-expense carpool or vanpool arrangement that is not intended to generate profit for the driver.

SEC. 3. REPORT ON TRANSPORTATION COSTS.

Section 5707(c) of title 5, United States Code, is amended to read as follows:

"(c)(1) Not later than November 30 of each year, the head of each agency shall submit to the Administrator of the General Services, in a format prescribed by the Administrator and approved by the Director the Office of Management and Budget—

"(A) data on total agency payments for such items as travel and transportation of people, average costs and durations of trips, and purposes of official travel;

"(B) data on estimated total agency payments for employee relocation; and

"(C) an analysis of the total costs of transportation service by type, and the total number of trips utilizing each transportation type for purposes of official travel.

"(2) The Administrator of the General Services shall make the data submitted pursuant to paragraph (1) publically available upon receipt.

"(3) Not later than January 31 of each year, the Administrator of the General Services shall submit to the Director of the Office of Management and Budget, the Committee on Oversight and Government Reform of the House of Representatives, and the Committee on Homeland Security and Governmental Affairs of the Senate—

"(A) an analysis of the data submitted pursuant to paragraph (1) for the agencies listed in section 901(b) of title 31 and a survey of such data for each other agency; and

"(B) a description of any new regulations promulgated or changes to existing regulations authorized under this section."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. CHAFFETZ) and the gentleman from California (Mr. DESAULNIER) each will control 20 minutes.

The Chair recognizes the gentleman from Utah.

GENERAL LEAVE

Mr. CHAFFETZ. 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 remarks on the bill under consideration.

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

There was no objection.

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

Mr. Speaker, H.R. 274, the Modernizing Government Travel Act, is a bipartisan bill sponsored by Congressman SETH MOULTON of Massachusetts. Mr. WILL HURD of Texas and Congressman MARK MEADOWS of North Carolina have all come together on this bill. It is a good bill.

This bill came up in the 114th Congress. The same bill passed through the committee by regular order, and then in a close vote—much like the Clemson-Alabama game last night—when we voted on this bill last session was 415-0. I think there was a pretty good sense from the past Congress that is a good bill, and it should pass.

Federal employees' current transportation options on official travel are limited. While some agencies allow employees to be reimbursed for the use of sharing economy services, such as Lyft or Uber, not all of them do. As a result,

the whole Federal Government does not benefit from the cost savings that can occur while being associated with these services.

The Modernizing Government Travel Act allows the Federal Government to reap the benefits of the sharing economy. The bill ensures that new transportation services as they emerge, Federal employees can quickly take advantage of the efficiencies of the new technologies that may be offered.

By opening up a new market for transportation services, H.R. 274 will also help spur innovation and competition, creating greater cost savings. We have some 2 million Federal employees. So this is an important part and it shouldn't be glanced over. There could be considerable savings along the way.

We must ensure that there is accountability for travel expenditures. Our committee, the Committee on Oversight and Government Reform and other watchdog groups outside of government are looking at these expenses. We have a duty and obligation to ensure that we are dealing with Federal taxpayer dollars responsibly. This bill mandates that agencies report their travel costs for each type of travel service to the General Services Administration, the GSA. The GSA must publish that data, helping make the Federal Government more transparent and accountable. The GSA will also report to Congress on agency official travel costs in order to make sure that they inform future transportation policy decisions. I urge passage of the bill.

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

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

I was trying to think of a BYU football analogy to go with the Clemson-Alabama analogy, but I haven't been able to come up with one yet. I will work on it.

I rise in support of H.R. 274, the Modernizing Government Travel Act, as amended. I appreciate the good work of Representatives Moulton, Hurd, Meadows, Bustos, and Swalwell on this bipartisan measure.

H.R. 274 would expand the transportation options for Federal employees on official government travel by allowing them to be reimbursed for the use of ridesharing services such as Uber and Lyft. This bill would also allow for the use of future mobility technologies not yet known or available to be covered as by reimbursable travel expenses. The General Services Administration would be directed to issue implementing regulations. The bill would require Federal agencies to submit to GSA detailed information on their travel costs, including breakdowns of costs by transportation type by November 30 of each year.

GSA would be required to submit annual reports to Congress containing an analysis or survey of agencies' travel costs as well as descriptions of new or revised regulations.

H.R. 274 is a commonsense, good government bill, and I urge my colleagues to join me in supporting it.

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

Mr. CHAFFETZ. Mr. Speaker, I yield such time as he may consume to the gentleman from Texas (Mr. HURD), the cosponsor of this bill and someone who has been very involved in this subject.

Mr. HURD. Mr. Speaker, it is way past time that our government reconsiders the way that it views technology. Adherence to decades-old policy regarding technology costs our taxpayers billions of dollars, stifles creativity, and needlessly prevents our government from utilizing private sector technologies.

This bill, the Modernizing Government Travel Act, is simple. It will allow Federal employees to utilize the services of innovative companies while on official travel. Last Congress, as the chairman alluded to, this bill passed the House with overwhelming bipartisan support, 415-0.

Private sector companies have had a tremendous impact on the way that people travel, and we should allow our government to recognize these changes. By widening the scope of reimbursable forms of transportation, we are encouraging the adoption of innovative technologies and promoting competition.

The bill also requires agencies to report what type of transportation their employees are taking while on official travel, and this data will be publicly available, thus increasing transparency and accountability in how taxpayer dollars are being spent.

□ 1645

H.R. 274, as amended, is a sensible piece of legislation that can help modernize our government and ensure that the United States is moving seamlessly into the 21st century.

I want to thank my colleague, Representative MOULTON, for his leadership on this important issue, as well as Representatives MEADOWS, BUSTOS, and SWALWELL for their support for this bill. I ask my colleagues to join me in the support of H.R. 274.

Mr. DESAULNIER. Mr. Speaker, I yield such time as he may consume to my colleague from the Commonwealth of Massachusetts (Mr. MOULTON).

Mr. MOULTON. Mr. Speaker, I want to thank my colleague from California for yielding.

Mr. Speaker, I rise today in strong support of H.R. 274, the Modernizing Government Travel Act. This legislation is a bipartisan effort that demonstrates a consensus amongst all of us that the Federal Government has failed to keep pace with the technological advances and innovation that have come to define the 21st century.

Despite the emergence of new technologies designed to improve the way we travel, today, some Federal employees are unable to be reimbursed for using more cost-effective, innovative

modes of transportation when traveling on official business.

Innovative ridesharing services supported by mobile apps have dramatically changed how we get from one place to another. Now, with just a few taps on a phone, we can access a variety of new transportation options like rideshare, carshare, and bikeshare that complement rapid transit, take more cars off our congested roads, and reduce fuel emissions. According to a recent study, 52 percent of people using transit for work-related travel chose to use ride-hailing services and other innovative technologies.

While the General Services Administration allows agencies to authorize the use of these transportation options by Federal employees, it has not nor is it required by law to issue comprehensive guidance across the Federal Government.

H.R. 274 would require the General Services Administration to implement regulations to allow Federal employees to use transportation options like rideshare and bikeshare for official travel. The GSA Administrator would be required to submit annual reports to Congress on the implementation of these regulations and the resulting amount of government savings.

I want to thank my friend and colleague, Representative HURD, for working with me on this legislation, as well as Representatives SWALWELL, ISSA, MEADOWS, and BUSTOS for their support. This is truly a bipartisan effort that will increase the Federal Government's engagement in the sharing economy while saving taxpayer dollars.

I urge all of my colleagues to support this legislation.

Mr. DESAULNIER. Mr. Speaker, I have no further speakers, and I yield back the balance of my time.

Mr. CHAFFETZ. Mr. Speaker, I want to thank Mr. MOULTON, first and foremost, for his service to our country, serving in the armed services. We really do appreciate that. I can't thank him enough for that service. But I also appreciate him bringing forward this bill and his working with the gentleman from Texas (Mr. HURD) and the gentleman from North Carolina (Mr. MEADOWS).

I appreciate what Mr. DESAULNIER and our ranking member on our committee, Mr. CUMMINGS, have done, too, to help move this bill forward.

So there was good, broad, bipartisan support, strong support in the 114th Congress, passing unanimously, with 415 votes. I think it is worthy to bring this up early in the Congress and get on with the idea of saving money and taking advantage of technology, as Mr. HURD said and as Mr. MOULTON talked about as well, save some money and tap into the technology that is available to save money for the government and, ultimately, for the taxpayers. It is their money indeed. So I would urge its passage.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Utah (Mr. CHAFFETZ) that the House suspend the rules and pass the bill, H.R. 274, as amended.

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

A motion to reconsider was laid on the table.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 4 o'clock and 50 minutes p.m.), the House stood in recess.

□ 1720

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. JENKINS of West Virginia) at 5 o'clock and 20 minutes p.m.

HELPING ANGELS LEAD OUR STARTUPS ACT

The SPEAKER pro tempore. Pursuant to House Resolution 33 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the further consideration of the bill, H.R. 79.

Will the gentleman from Georgia (Mr. WOODALL) kindly take the chair.

□ 1721

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the further consideration of the bill (H.R. 79) to clarify the definition of general solicitation under Federal securities law, with Mr. WOODALL (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose earlier today, a request for a recorded vote on amendment No. 2 printed in part B of House Report 115-2 offered by the gentleman from Missouri (Mr. CLAY) had been postponed.

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments printed in part B of House Report 115-2 on which further proceedings were postponed in the following order:

Amendment No. 1 by Ms. VELÁZQUEZ of New York.

Amendment No. 2 by Mr. CLAY of Missouri.

The Chair will reduce to 2 minutes the minimum time for any electronic vote after the first vote in this series.

AMENDMENT NO. 1 OFFERED BY MS. VELÁZQUEZ

The Acting CHAIR. The unfinished business is the demand for a recorded