

lost for a good reason. He gave his life so that others may survive.

The way they were able to identify Sergeant Kusick's remains—by the way, the helicopter he finally got in after everybody else would have been extracted was shot down, went down in flames. There were dog tags on two of the remains that were recovered. The other body that was recovered did not have dog tags on, but do you know what Sergeant Kusick had? He had his radio pack.

To the very end, Sergeant Kusick was doing what he was required to do and what he wanted to do, and he not only gave up his life but gave up his entire future.

I can't tell you how much I appreciate this, and I can't tell you how much this means to the people of Butler, Pennsylvania, but more than anything else, to Sergeant Kusick for the sacrifice of a life.

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

I associate myself with the remarks of the gentleman from Pennsylvania. I am very thankful that the gentleman has brought Congress' attention to Sergeant Kusick's deed on behalf of our Nation. I was reflecting on his youth, 22 years old, and to think that so many younger, his age, step forward to defend our Nation and to give up their lives.

I think it is well for all of us in this Chamber to reflect on that sacrifice as we struggle to reach across the aisle and to come to agreement to serve our country, to note the ultimate sacrifice that they put forward. I thank you very much for the effort you have taken to remember a great American hero.

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

Mr. DUNN. Mr. Speaker, I want to thank the gentleman—our colleagues—for his kind comments, and also especially Representative KELLY for bringing forward this outstanding bill. I encourage all Members to support this legislation.

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 Florida (Mr. DUNN) that the House suspend the rules and pass the bill, H.R. 2210.

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. DUNN. 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.

□ 1700

GRANTING CONSENT AND APPROVAL OF CONGRESS TO AMEND WASHINGTON AREA TRANSIT REGULATION COMPACT

Mr. GOODLATTE. Mr. Speaker, I move to suspend the rules and pass the joint resolution (H.J. Res. 92) granting the consent and approval of Congress for the Commonwealth of Virginia, the State of Maryland, and the District of Columbia to amend the Washington Area Transit Regulation Compact.

The Clerk read the title of the joint resolution.

The text of the joint resolution is as follows:

H.J. RES. 92

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. FINDINGS.

Congress finds the following:

(1) Congress in title III of the Fixing America's Surface Transportation Act (section 3026, Public Law 114-94) provided sole authority to the Secretary of Transportation to appoint Federal Directors to the Board of Directors of the Washington Metropolitan Area Transit Authority and required the signatory parties to the Compact to amend the Compact as necessary.

(2) Legislation enacted by the State of Maryland, the Commonwealth of Virginia, and the District of Columbia contains the amendments to the Washington Metropolitan Area Transit Regulation Compact pursuant to section 3026(b) of the Fixing America's Surface Transportation Act (Public Law 114-94).

SEC. 2. CONSENT OF CONGRESS TO COMPACT AMENDMENTS.

(a) CONSENT.—Consent of Congress is given to the amendments of the State of Maryland, the amendments of the Commonwealth of Virginia, and the amendments of the District of Columbia to section 5, of title III of the Washington Metropolitan Area Transit Regulation Compact.

(b) AMENDMENTS.—The amendments referred to in subsection (a) amending section 5 of such Compact are substantially as follows:

“(a) The Authority shall be governed by a Board of eight Directors consisting of two Directors for each Signatory and two for the Federal Government (one of whom shall be a regular passenger and customer of the bus or rail service of the Authority). For Virginia, the Directors shall be appointed by the Northern Virginia Transportation Commission; for the District of Columbia by the Council of the District of Columbia; for Maryland, by the Washington Suburban Transit Commission; and for the Federal Government, by the Secretary of the United States Department of Transportation. For Virginia and Maryland, the Directors shall be appointed from among the members of the appointing body, except as otherwise provided herein, and shall serve for a term coincident with their term on the appointing body. A Director for a Signatory may be removed or suspended from office only as provided by the law of the Signatory from which he was appointed. The non-Federal appointing authorities shall also appoint an alternate for each Director. In addition, the Secretary of the United States Department of Transportation shall also appoint two non-voting members who shall serve as the alternates for the Federal Directors. An alternate Director may act only in the absence of the Director for whom he has been appointed an

alternate, except that, in the case of the District of Columbia where only one Director and his alternate are present, such alternate may act on behalf of the absent Director. Each alternate, including the Federal non-voting Directors, shall serve at the pleasure of the appointing authority. In the event of a vacancy in the Office of Director or alternate, it shall be filled in the same manner as an original appointment.

“(b) Before entering upon the duties of his office each Director and alternate director shall take and subscribe to the following oath (or affirmation) of office or any such other oath or affirmation, if any, as the Constitution or laws of the Government he represents shall provide: ‘I,

_____ hereby solemnly swear (or affirm) that I will support and defend the Constitution of the United States and the Constitution and Laws of the state or political jurisdiction from which I was appointed as a Director (alternate director) of the Board of Washington Metropolitan Area Transit Authority and will faithfully discharge the duties of the office upon which I am about to enter.’”

SEC. 3. RIGHT TO ALTER, AMEND, OR REPEAL.

The right to alter, amend, or repeal this joint resolution is expressly reserved. The consent granted by this joint resolution shall not be construed as impairing or in any manner affecting any right or jurisdiction of the United States in and over the region that forms the subject of the Compact.

SEC. 4. CONSTRUCTION AND SEVERABILITY.

It is intended that the provisions of this Compact shall be reasonably and liberally construed to effectuate the purposes thereof. If any part or application of this Compact, or legislation enabling the Compact, is held invalid, the remainder of the Compact or its application to other situations or persons shall not be affected.

SEC. 5. INCONSISTENCY OF LANGUAGE.

The validity of this Compact shall not be affected by any insubstantial differences in its form or language as adopted by the State of Maryland, the Commonwealth of Virginia, and the District of Columbia.

SEC. 6. EFFECTIVE DATE.

This joint resolution shall take effect on the date of enactment of this joint resolution.

The SPEAKER pro tempore (Mr. COLLINS of New York). Pursuant to the rule, the gentleman from Virginia (Mr. GOODLATTE) and the gentleman from Maryland (Mr. RASKIN) each will control 20 minutes.

The Chair recognizes the gentleman from Virginia.

GENERAL LEAVE

Mr. GOODLATTE. 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 materials on H.J. Res. 92, currently under consideration.

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

There was no objection.

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

Mr. Speaker, H.J. Res. 92, introduced by my Virginia colleague, Representative COMSTOCK, concerns the Washington-area transit system. The resolution makes needed administrative amendments to the longstanding Washington Metropolitan Area Transit Regulation Compact.

These amendments are required under section 3026 of the Fixing America's Surface Transportation, or FAST, Act. That section transferred from the Administrator of General Services to the Secretary of Transportation sole authority to appoint Federal directors to the Washington Metropolitan Area Transit Authority board of directors. It further required Virginia, Maryland, and the District of Columbia to adopt any necessary conforming amendments to the Washington Area Transit Regulation Compact.

The jurisdictions adopted the needed amendments as required. H.J. Res. 92 accordingly grants Congress' approval to the amendments.

Mr. Speaker, I urge my colleagues to support this resolution, and I thank Members on both sides of the aisle, including Congresswoman COMSTOCK, for their good work on this.

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

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

Mr. Speaker, I rise in strong support of H.J. Res. 92. I thank my colleague from Virginia (Mrs. COMSTOCK), the chairman of the committee, for leading this measure, and I am very happy to lend my support to the resolution.

This resolution would grant congressional consent to amendments to the Washington Metropolitan Area Transit Regulation Compact Authority pursuant to legislation already enacted by the District of Columbia, Maryland, and Virginia, respectively.

Established in 1967, the WMATA is an interstate compact agency responsible for operating the mass transit system for the Washington Metropolitan area.

As part of a broader effort to promote safety and efficiency in the WMATA Metrorail system, Congress transferred appointment authority for the WMATA board of directors to the Secretary of Transportation through enactment of the Fixing America's Surface Transportation Act in 2015, the so-called FAST Act. Under the FAST Act, Congress also directed the WMATA jurisdictions to adopt conforming compact amendments.

H.J. Res. 92 is a bipartisan measure that would grant Congress' consent to these amendments to the WMATA compact.

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

Mr. GOODLATTE. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Virginia (Mrs. COMSTOCK), who is the chief sponsor of the legislation.

Mrs. COMSTOCK. Mr. Speaker, I rise in support of my resolution, H.J. Res. 92, which lends congressional approval to an amendment made to the WMATA interstate compact.

As was mentioned, the last iteration of the highway bill, the FAST Act, contained a provision that directed Virginia, Maryland, and D.C. to amend the compact to change appointment authority for the Federal directors on the

WMATA board from the administrator of the GSA to the more appropriate Secretary of Transportation.

This was a very commonsense change that was made in light of recent incidents and accidents and the real need to have a top priority for safety.

The Secretary of Transportation, I believe, is in a much better position to appoint directors to the Metro board than the administrator of the GSA. The States of Virginia and Maryland as well as D.C. complied with this directive and amended the compact, and we are all in agreement here.

The previous Secretary of Transportation last year appointed two very well-qualified candidates to serve as the Federal directors on the WMATA board.

The final legal step that we are taking today here in this equation is for Congress to lend its approval to the change, and that is what this resolution does.

Mr. Speaker, I urge my colleagues to support this resolution.

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

Ms. NORTON. Mr. Speaker, I thank my very good friend Representative JAMIE RASKIN for yielding to me.

Mr. Speaker, I was ranking member of the subcommittee that had jurisdiction over the FAST Act when we received the request from the region—the Maryland, District of Columbia, and Virginia region—to transfer the authority to appoint directors to the Washington Metropolitan Area Transit Authority board from the GSA to the Department of Transportation.

For the life of me, I can't remember why this authority was given to the GSA in the first place. But it may have been because WMATA was considered simply an agency of interest to the Federal Government.

On consideration, under the FAST Act, we agreed that the Department of Transportation was, by far, the more appropriate agency to appoint Federal directors—understand there are local directors—but Federal directors to WMATA. There are also Federal directors to the WMATA board.

This is of great interest to the region. I recognize it is not monumental for the Congress, but the region very much needs this joint resolution. All three jurisdictions—the District of Columbia, Maryland, and Virginia—have made their administrative changes, but these changes need to be confirmed by this body.

Mr. Speaker, I thank Mrs. COMSTOCK for her leadership with this joint resolution, and I ask that the entire body approve it.

Mr. RASKIN. Mr. Speaker, I simply want to, again, commend Mrs. COMSTOCK for her leadership on this legislation. I thank all of our fellow members in the regional delegation in Maryland, Virginia, and the District of Columbia for their collaborative work on this issue, and House Judiciary Committee

Chairman GOODLATTE for facilitating the resolution's consideration by both the committee and the House.

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

Mr. GOODLATTE. Mr. Speaker, I urge my colleagues to support this fine legislation.

I thank everybody for their good work, and I yield back the balance of my time.

Mr. CONYERS. Mr. Speaker, I rise in strong support of H.J. Res. 92.

This Resolution would grant Congress' consent to certain amendments to the Washington Metropolitan Area Transit Regulation Compact Authority pursuant to legislation enacted by the District of Columbia, Maryland, and Virginia, respectively.

Congress originally consented to this Compact in 1960 and—from time-to-time—the Compact has been amended with Congress' consent, as needed.

The current necessity for H.J. Res. 92 is prompted by the enactment of the Fixing America's Surface Transportation Act of 2015.

In pertinent part, this Act gave sole authority to the Secretary of Transportation to appoint federal directors to the board of directors of the Washington Metropolitan Area Transit Regulation Compact.

To implement this directive, each of the Compact participants had to enact legislation amending the Compact.

H.J. Res. 92 grants Congress' consent to these amendments to the Compact as approved by each of the participating states and the District of Columbia.

This bipartisan measure, which effectuates Congress' directive of 2015, is cosponsored by all of the Congressional Members representing jurisdictions affected by the Metrorail system.

I support this commonsense measure and I urge its swift passage. I commend Representative COMSTOCK for her leadership on this important legislation and I thank House Judiciary Chairman GOODLATTE for facilitating its timely consideration by both the Committee and the House.

Ms. JACKSON LEE. Mr. Speaker, I support H.J. Res. 92 granting consent and approval from Congress for the Commonwealth of Virginia, the State of Maryland, and the District of Columbia to amend the Washington Area Transit Regulation Compact.

As Houston is a major transportation hub, I understand and appreciate the importance of this legislation.

The Washington Metropolitan Area Transit Authority (WMATA), an interstate compact agency, provides transportation services to millions of people each year.

It is imperative that the WMATA be safe and effective because it is essential to the commerce and prosperity of the National Capitol Region.

The District of Columbia, the Commonwealth of Virginia, and the State of Maryland intend to create the Washington Metrorail Safety Commission to act as the state safety oversight authority for the WMATA system under 49 U.S.C. 5329.

In title III of the Fixing America's Surface Transportation Act (section 3026, Public Law 114–94), the Congress provided sole authority to the Secretary of Transportation to appoint Federal Directors to the Board of Directors of

the WMATA and required the signatory parties to the Compact to amend the Compact as necessary.

This compact is created for the benefit of the people of the District of Columbia, the Commonwealth of Virginia, and the State of Maryland so that there may be an increase in their safety, commerce, and prosperity.

I urge my colleagues to join me in supporting H.J. Res. 92.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Virginia (Mr. GOODLATTE) that the House suspend the rules and pass the joint resolution, H.J. Res. 92.

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. GOODLATTE. 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.

GRANTING CONSENT AND APPROVAL OF CONGRESS TO ESTABLISH WASHINGTON METRO-RAIL SAFETY COMMISSION

Mr. GOODLATTE. Mr. Speaker, I move to suspend the rules and pass the joint resolution (H.J. Res. 76) granting the consent and approval of Congress for the Commonwealth of Virginia, the State of Maryland, and the District of Columbia to enter into a compact relating to the establishment of the Washington Metrorail Safety Commission, as amended.

The Clerk read the title of the joint resolution.

The text of the joint resolution is as follows:

H.J. RES. 76

Whereas the Washington Metropolitan Area Transit Authority, an interstate compact agency of the District of Columbia, the Commonwealth of Virginia, and the State of Maryland, provides transportation services to millions of people each year, the safety of whom is paramount;

Whereas an effective and safe Washington Metropolitan Area Transit Authority system is essential to the commerce and prosperity of the National Capital region;

Whereas the Tri-State Oversight Committee, created by a memorandum of understanding amongst these 3 jurisdictions, has provided safety oversight of the Washington Metropolitan Area Transit Authority;

Whereas 49 U.S.C. 5329 requires the creation of a legally and financially independent state authority for safety oversight of all fixed rail transit facilities;

Whereas the District of Columbia, the Commonwealth of Virginia, and the State of Maryland intend to create a Washington Metrorail Safety Commission to act as the state safety oversight authority for the Washington Metropolitan Area Transit Authority system under 49 U.S.C. 5329; and

Whereas this compact is created for the benefit of the people of the District of Columbia, the Commonwealth of Virginia, and the State of Maryland and for the increase of their safety, commerce, and prosperity.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,

CONSENT AND APPROVAL OF CONGRESS

SECTION 1. The consent and approval of Congress is hereby given for the Commonwealth of Virginia, the State of Maryland, and the District of Columbia to enter into a compact for the safety oversight of the Washington Metropolitan Area Transit Authority Metrorail system (known as the Metrorail Safety Commission Interstate Compact), which has been negotiated by representatives of the State, the Commonwealth, and the District, substantially as follows:

“ARTICLE I “DEFINITIONS

“1. As used in this MSC Compact, the following words and terms shall have the meanings set forth below, unless the context clearly requires a different meaning. Capitalized terms used herein, but not otherwise defined in this MSC Compact, shall have the definition set forth in regulations issued under 49 U.S.C. § 5329, as they may be revised from time to time.

“(a) ‘Alternate Member’ means an alternate member of the Board;

“(b) ‘Board’ means the board of directors of the Commission;

“(c) ‘Commission’ means the Washington Metrorail Safety Commission;

“(d) ‘Member’ means a member of the Board;

“(e) ‘MSC Compact’ means this Washington Metrorail Safety Commission Interstate Compact;

“(f) ‘Public Transportation Agency Safety Plan’ means the comprehensive agency safety plan for a rail transit agency required by 49 U.S.C. § 5329 and the regulations issued thereunder, as may be amended or revised from time to time;

“(g) ‘Public Transportation Safety Certification Training Program’ means the federal certification training program, as established and amended from time to time by applicable federal laws and regulations, for federal and state employees, or other designated personnel, who conduct safety audits and examinations of public transportation systems, and employees of public transportation agencies directly responsible for safety oversight;

“(h) ‘Safety Sensitive Position’ means any position held by a WMATA employee or contractor designated in the Public Transportation Agency Safety Plan for the WMATA Rail System and approved by the Commission as directly or indirectly affecting the safety of the passengers or employees of the WMATA Rail System;

“(i) ‘Signatory’ means the State of Maryland, the Commonwealth of Virginia, and the District of Columbia;

“(j) ‘State’, ‘state’, or ‘jurisdiction’ means the District of Columbia, the State of Maryland, or the Commonwealth of Virginia;

“(k) ‘Washington Metropolitan Area Transit Authority’ or ‘WMATA’ is the entity created by the WMATA Compact, which entity is responsible for providing certain rail fixed guideway public transportation system services;

“(l) ‘WMATA Compact’ means the Washington Metropolitan Area Transit Authority Compact, approved November 6, 1966 (80 Stat. 1324; D.C. Official Code § 9-1107.01 et seq.); and

“(m) ‘WMATA Rail System’ or ‘Metrorail’ means the rail fixed guideway public transportation system and all other real and personal property owned, leased, operated, or otherwise used by WMATA rail services and shall include WMATA rail projects under design or construction by owners other than WMATA.

“ARTICLE II

“PURPOSE AND FUNCTIONS

“2. The Signatories to the WMATA Compact hereby adopt this MSC Compact pursuant to 49 U.S.C. § 5329. The Commission created hereunder shall have safety regulatory and enforcement authority over the WMATA Rail System and shall act as the state safety oversight authority for WMATA under 49 U.S.C. § 5329, as

may be amended from time to time. WMATA shall be subject to the Commission’s rules, regulations, actions, and orders.

“3. The purpose of this MSC Compact is to create a state safety oversight authority for the WMATA Rail System, pursuant to the mandate of federal law, as a common agency of each Signatory, empowered in the manner hereinafter set forth to review, approve, oversee, and enforce the safety of the WMATA Rail System, including, without limitation, to:

“(a) Have exclusive safety oversight authority and responsibility over the WMATA Rail System pursuant to federal law, including, without limitation, the power to restrict, suspend, or prohibit rail service on all or part of the WMATA Rail System as set forth in this MSC Compact;

“(b) Develop and adopt a written state safety oversight program standard;

“(c) Review and approve the WMATA Public Transportation Agency Safety Plan;

“(d) Investigate hazards, incidents, and accidents on the WMATA Rail System;

“(e) Require, review, approve, oversee, and enforce Corrective Action Plans developed by WMATA; and

“(f) Meet other requirements of federal and State law relating to safety oversight of the WMATA Rail System.

“ARTICLE III

“ESTABLISHMENT AND ORGANIZATION

“A. Washington Metrorail Safety Commission

“4. The Commission is hereby created as an instrumentality of each Signatory, which shall be a public body corporate and politic, and which shall have the powers and duties set forth in this MSC Compact.

“5. The Commission shall be financially and legally independent from WMATA.

“B. Board Membership

“6. The Commission shall be governed by a Board of 6 Members with 2 Members appointed or reappointed (including to fill an unexpired term) by each Signatory pursuant to the Signatory’s applicable laws.

“7. Each Signatory shall also appoint or reappoint (including to fill an unexpired term) one Alternate Member pursuant to the Signatory’s applicable laws.

“8. An Alternate Member shall participate and take action as a Member only in the absence of one or both Members appointed from the same jurisdiction as the Alternate Member’s appointing jurisdiction and, in such instances, may cast a single vote.

“9. Members and Alternate Members shall have backgrounds in transit safety, transportation, relevant engineering disciplines, or public finance.

“10. No Member or Alternate Member shall simultaneously hold an elected public office, serve on the WMATA board of directors, be employed by WMATA, or be a contractor to WMATA.

“11. Each Member and Alternate Member shall serve a 4-year term and may be reappointed for additional terms; except that, each Signatory shall make its initial appointments as follows:

“(a) One Member shall be appointed for a 4-year term;

“(b) One Member shall be appointed for a 2-year term; and

“(c) The Alternate Member shall be appointed for a 3-year term.

“12. Any person appointed to fill a vacancy shall serve for the unexpired term.

“13. Members and Alternate Members shall be entitled to reimbursement for reasonable and necessary expenses and shall be compensated for each day spent meeting on the business of the Commission at a rate of \$200 per day or at such other rate as may be adjusted in appropriations approved by all of the Signatories.

“14. A Member or an Alternate Member may be removed or suspended from office only for cause in accordance with the laws of such Member’s or Alternate Member’s appointing jurisdiction.