

Mr. Speaker, I urge support of this legislation, and I yield back the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield 2 minutes to the gentlewoman from Washington, D.C. (Ms. NORTON).

Ms. NORTON. Mr. Speaker, I strongly support the Stop Sexual Assault and Harassment in Transportation Act, which would institute reporting requirements for incidents of sexual assault and harassment in passenger transportation carriers including airlines, vessels, buses, commuter and intercity passenger railroads, and transportation network companies like Uber and Lyft.

I am pleased that this bill includes provisions that direct the Department of Transportation to collect information on the number of sexual assault and harassment incidents and to make that information publicly available, which Representative Rick Crawford and I included in our bipartisan AWARE Act. I believe that until we collect this information, the full magnitude of the problem will not be understood. We have heard some of it reported by my good friend just now from Oregon just now.

In a 2018 survey of 2,000 flight attendants, one in five said they had been harassed, witnessed a passenger being sexually assaulted, or received a report of passenger-on-passenger sexual assault. Nearly 70 percent reported experiencing sexual harassment, and almost one in five reported being sexually assaulted by passengers.

In fiscal year 2014, 38 instances of in-flight sexual assault were reported to the Federal Bureau of Investigation. This number increased to 63 reported cases in 2017, but many instances of in-flight sexual assault remain unreported, because victims are fearful of contacting the authorities. FBI statistics indicate that as many as 75 percent of incidents go unreported.

On cruise ships, sex crimes outweigh any other major offense. A 2013 congressional report found that minors were victims in one-third of reported sexual assaults.

There was bipartisan support for a provision in the Federal Aviation Administration Reauthorization Act of 2018 to establish a sexual misconduct working group to develop best practices for addressing sexual misconduct on flights, employee training, and law enforcement notification.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. DEFAZIO. Mr. Speaker, I yield an additional 1 minute to the gentlewoman from Washington, D.C. (Ms. NORTON).

Ms. NORTON. This legislation builds upon that work, requiring passenger transportation carriers to establish formal policies, training, and reporting structures for sexual assault and harassment and adds penalties for individuals who physically or sexually assault or threaten to assault transportation personnel.

I support the passage of the Stop Sexual Assault and Harassment in Transportation Act so that every person can feel safe from violence and harassment while traveling.

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Mr. DEFAZIO. Mr. Speaker, I am prepared to close, and I have no further speakers. I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, as a senior member of the House Judiciary Committee, I rise in strong support of H.R. 5139, the "Stop Sexual Assault and Harassment in Transportation Act," which establishes formal sexual assault and harassment policies for the transportation industry.

I would like to thank Congressman DEFAZIO for his leadership on this vital piece of legislation.

While the United States prides itself for being an innovator and leader in transportation, we are severely lacking in our protections of personnel and travelers from sexual assault and harassment.

There have been too many accounts of women and children being sexually assaulted on airplanes and groped on crowded trains, as well as flight attendants being sexually harassed daily in their workplaces.

According to a survey of students at San José State University conducted by Metro Magazine, almost two-thirds (63 percent) of respondents had experienced some form of harassment while using transit.

Verbal harassment was the most common form of harassment, with 41 percent experiencing "obscene/harassing language" and 26 percent being subjected to sexual comments.

Among non-verbal types of harassment, 22 percent had been stalked and 18 percent had been victims of indecent exposure.

With respect to physical harassment, 11 percent of students had experienced groping or inappropriate touching.

These facts and figures are representative of a larger issue of sexual assault and harassment in the public transportation industry across the country.

Things must change.

H.R. 5139 seeks to help prevent sexual assaults and sexual harassment on airplanes, buses, passenger vessels, commuter and intercity passenger railroads, and ridesharing vehicles by establishing formal policies to which transportation providers must adhere.

For example, passenger transportation providers are required to facilitate the reporting of sexual harassment and assault incidents, develop procedures that limit or prohibit future travel for individuals who perpetuate these incidents, as well as train personnel to recognize and respond to such incidents.

The bill also establishes a maximum civil penalty of \$35,000 for individuals who physically or sexually assault transportation personnel.

Furthermore, H.R. 5139 not only establishes a data collection program within the Department of Transportation regarding the number of incidents of sexual assault or harassment reported by transportation personnel and passengers each year, but it also streamlines the reporting process for individuals involved in an incident.

By doing so, individuals will be able to report allegations to law enforcement in a con-

fidential and separate manner from the reporting processes offered by the transportation provider.

It is simply not enough to condemn sexual harassment and assault.

It is time for actionable solutions that stop these incidents from occurring altogether, and this bill is a great step in that direction.

I encourage my fellow colleagues to vote in favor of H.R. 5139.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 5139, 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.

#### FRIENDLY AIRPORTS FOR MOTHERS IMPROVEMENT ACT

Mr. CARBAJAL. Mr. Speaker, I move to suspend the rules and pass the bill (S. 2638) to amend title 49, United States Code, to require small hub airports to construct areas for nursing mothers, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 2638

*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 "Friendly Airports for Mothers Improvement Act".

#### SEC. 2. MOTHERS' ROOMS.

Section 47107(w) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking "In fiscal year 2021" and all that follows through "the Secretary of Transportation" and inserting "The Secretary of Transportation";

(2) in paragraph (1)(B) by striking "one men's and one women's" and inserting "at least one men's and at least one women's";

(3) by striking paragraph (2)(A) and inserting the following:

"(A) AIRPORT SIZE.—

"(i) IN GENERAL.—The requirements in paragraph (1) shall only apply to applications submitted by the airport sponsor of—

"(I) a medium or large hub airport in fiscal year 2021 and each fiscal year thereafter; and

"(II) an applicable small hub airport in fiscal year 2023 and each fiscal year thereafter.

"(ii) APPLICABLE SMALL HUB AIRPORT DEFINED.—In clause (i)(II), the term 'applicable small hub airport' means an airport designated as a small hub airport during—

"(I) the 3-year period consisting of 2020, 2021, and 2022; or

"(II) any consecutive 3-year period beginning after 2020.";

(4) in paragraph (2)(B) by striking "the date of enactment of this Act complies with the requirement in paragraph (1)" and inserting "October 5, 2018, complies with the requirement in paragraph (1)(A)"; and

(5) in paragraph (2)(C) by striking "paragraph (1)" and inserting "paragraph (1)(A)".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. CARBAJAL) and the gentlewoman from West Virginia (Mrs. MILLER) each will control 20 minutes.

The Chair recognizes the gentleman from California.

## GENERAL LEAVE

Mr. CARBAJAL. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on S. 2638.

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

There was no objection.

Mr. CARBAJAL. Mr. Speaker, I yield myself such time as I may consume, and I rise in support of S. 2638, the Friendly Airports for Mothers Improvement Act.

Introduced in the Senate by Senator TAMMY DUCKWORTH from Illinois, this is a commonsense bill that requires small hub airports to maintain lactation areas for nursing mothers and a baby-changing table in men's and women's restrooms.

As a result of this legislation, small hub airports will begin to come in line with the medium and large hub airports, which were charged with meeting the same requirements as the result of the FAA Reauthorization Act of 2018.

Similar legislation was introduced in the House by Representative CAROL MILLER and passed in this Chamber December 2019.

I want to thank both Senator DUCKWORTH and Representative MILLER for their leadership on this issue and urge my colleagues to vote in favor of S. 2638.

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

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

Mr. Speaker, I rise today in support of S. 2638, the Friendly Airports for Mothers Improvement Act.

Traveling with infants is often stressful on new mothers and new fathers. I think back to when I was a young mom traveling with my sons, Chris and Sam, and now traveling with their wives, who just blessed us with our sixth grandchild, and to all moms and dads across the country who face the distinct challenges of traveling with their babies, let alone babies plus a sibling who could be a toddler, which is often the case.

This bill helps to lessen anxiety when traveling and allows mothers to have a quiet private space to care for their young ones. I introduced similar legislation, H.R. 3362, earlier this year to help accomplish this goal, and I am pleased to see this issue brought to a vote today.

As air travel continues to be one of the most preferred and popular means of transportation, we need to make sure that airport infrastructure is properly updated to fit the needs of American mothers and fathers and American families.

S. 2638 would require small hub airports to construct mothers' rooms, which are areas where mothers can nurse their children in privacy, rather than a restroom. Think how disgusting

that would be. Moms know that there is nothing comforting or nurturing about nursing a baby in an unsanitary condition of an airport bathroom.

The FAA Reauthorization Act of 2018 required all large and medium hub airports to construct mothers' rooms by 2021. This bill would help fill the remaining gap and similarly require small hub airports to install mothers' rooms, extending the coverage to 97 percent of all travelers.

With the pandemic, travel has become even more difficult, so the timing of this bill couldn't be more appropriate because it emphasizes the need for Congress to come together to pass bipartisan support in the COVID crisis, without which our airports may continue to be empty.

Mr. Speaker, I urge all of my colleagues to support S. 2638, and I reserve the balance of my time.

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

Mrs. MILLER. Mr. Speaker, I yield 3 minutes to the gentleman from Louisiana (Mr. GRAVES), the ranking member of the Aviation Subcommittee.

Mr. GRAVES of Louisiana. Mr. Speaker, I thank the gentlewoman from West Virginia.

Mr. Speaker, I want to thank Chairman DEFazio and Ranking Member SAM GRAVES for their work on this legislation.

Once again, Mr. Speaker, this is a demonstration of bipartisan cooperation, what we were sent here to do, as opposed to the politics that we have all seen that have hijacked our government in recent months. The reality is that they are real needs of the American public, and this is an example of that.

This legislation is very simple. Airports are not like traditional roadways. You have a runway that is usually, at most airports, one runway, and that is it. So when that runway goes down, that airport can't function. You can't have flights come in. You can't have commercial or general aviation operations. So this legislation, very simply, allows for incentive-based contracting, where you can reduce the amount of time that it takes you to do your construction project. It diminishes delays on vacations, family visits, business travel, and all the important things that are facilitated by our aviation infrastructure by airports.

Again, it simply allows us to more quickly address safety issues, capacity issues, and expansion issues in airports. The bottom line is this ultimately is a saver for taxpayers, because if we can resume operations, it allows the traveling public to advance and the economy to flow, and it allows aviation taxes to also continue flowing.

Mr. Speaker, again, I want to thank Mr. DEFazio, Congressman LARSEN, Congressman SAM GRAVES, and all those who worked together on this important legislation, and I urge adoption.

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

Mr. Speaker, as stated, the aim of this bill, ensuring that mothers and families with young children have proper facilities while traveling, is a need that is long overdue, and it is high time that we fix it.

I have a personal story. In the 1980s, I was traveling with my husband and my two sons. One was in diapers, and one was a toddler. I handed the one in diapers to my husband when I realized that the baby needed to be changed. He took the baby and the paraphernalia with him to the men's restroom to take care of the baby.

When he comes back, he hands me a child who is crying, looks at his mommy, and reaches out. My husband goes: I did the best I could with what I had.

Well, he went into a bathroom that had sinks lined up on the wall, so he had to place the baby on top of two sinks to take care of business. I will leave the rest up to you, but we did do the best we could.

Thank the Lord, we are now going to be in modern times and take care of families the way they should be, having the appropriate things in both bathrooms.

Mr. Speaker, I urge all Members to support this bill, and I yield back the balance of my time.

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

Mr. Speaker, affording women lactation stations is something that I was very proud to have done, as we are now doing with small airports. We did it for all county facilities in county government when I was a county supervisor.

I am really glad to see this bipartisan bill is moving forward. Mr. Speaker, I urge my colleagues to support the legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. CARBAJAL) that the House suspend the rules and pass the bill, S. 2638.

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.

#### REINTEGRATING LENDING FOR THE FUTURE ACT

Mr. CARBAJAL. Mr. Speaker, I move to suspend the rules and pass the bill (S. 4075) to amend the Public Works and Economic Development Act of 1965 to provide for the release of certain Federal interests in connection with certain grants under that Act, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 4075

*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 "Reintegrating Lending for the Future Act" or the "RLF Act".