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House of Representatives

The House met at noon and was called to order by the Speaker pro tempore (Ms. LEE of Florida).

DESIGNATION OF SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the SPEAKER:

WASHINGTON, DC,
December 4, 2023.

I hereby appoint the Honorable LAUREL M. LEE to act as Speaker pro tempore on this day.

MIKE JOHNSON,
Speaker of the House of Representatives.

MORNING-HOUR DEBATE

The SPEAKER pro tempore. Pursuant to the order of the House of January 9, 2023, the Chair will now recognize Members from lists submitted by the majority and minority leaders for morning-hour debate.

The Chair will alternate recognition between the parties, with time equally allocated between the parties and each Member other than the majority and minority leaders and the minority whip limited to 5 minutes, but in no event shall debate continue beyond 1:50 p.m.

COAST GUARD BASE GUAM

The SPEAKER pro tempore. The Chair recognizes the gentleman from Guam (Mr. MOYLAN) for 5 minutes.

Mr. MOYLAN. Madam Speaker, I rise today to welcome the establishment of U.S. Coast Guard Base Guam, the Coast Guard's new, dedicated base of operations in my district, focused on logistics and operational support throughout the Western Pacific.

Under the command of Commander Dana Hiatt, the opening of this new base signifies a milestone in the relationship between our Nation and regional allies in the Pacific.

As illegal, unreported, and unregulated fishing, also known as IUU, continues to plague the region, it is essential that the U.S. Coast Guard expand its presence accordingly to counter IUU fishing in U.S. territorial waters and those of our allies in the Freely Associated States. The Coast Guard's role in search and rescue operations is also invaluable.

Just last month, in a joint Navy-Coast Guard operation, a Navy helicopter saved three divers 29 miles off the coast of Guam. It took just 2 hours from the report of the missing divers for them to be pulled out of the water. I applaud the tireless efforts of our Coast Guard and sailors for saving these divers and the dozens of others they save off Guam every year.

Guam's location in the Indo-Pacific is vital to keeping a free and open Pacific and supports our military in its mission to protect the interests of the United States in the region. This new base reasserts a core idea that keeps our island and Nation safe: What is good for Guam is good for America.

Madam Speaker, I could not be prouder to welcome these new coastguardsmen and their families to our beautiful island, and I look forward to continuing to support and grow the partnership between the Department of Homeland Security, the Department of Defense, and the people of Guam.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until 2 p.m. today.

Accordingly (at 12 o'clock and 4 minutes p.m.), the House stood in recess.

□ 1400

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. VAN ORDEN) at 2 p.m.

PRAYER

The Chaplain, the Reverend Margaret Grun Kibben, offered the following prayer:

Holy God, as we approach the winter of another year, we are reminded how quickly time flies and how fleeting our lifetimes. As sobering as this thought is, may it not paralyze us but instead propel us to pray to appreciate how You have received us into Your gracious and eternal plan.

We pray, then, that in the time we have been given—time with our families, in our vocations, in the moments we share—that we would take the time to love each other deeply. For all the mistakes we make and the missteps we take each day, if we have loved, then through Your mercy, all else will fall away.

May we demonstrate our love through hospitality to those around us, offering what we have without grumbling but sharing the gifts You have so graciously given us to serve others.

When we speak today, may we do so as if we are speaking the very words that would come from Your mouth. As we serve You, may we do so with the strength You alone provide.

In all things that we attempt and accomplish today, may You be pleased with our desire to bring glory to You, for it is in Your eternal and gracious name we pray.

Amen.

THE JOURNAL

The SPEAKER pro tempore. The Chair has examined the Journal of the last day's proceedings and announces to the House the approval thereof.

Pursuant to clause 1 of rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore. The Chair will lead the House in the Pledge of Allegiance.

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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The SPEAKER pro tempore led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

ANNOUNCEMENT BY THE SPEAKER
PRO TEMPORE

The SPEAKER pro tempore. The Chair would now entertain requests for 1-minute speeches on each side of the aisle.

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 2 o'clock and 3 minutes p.m.), the House stood in recess.

□ 1501

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mrs. CAMMACK) at 3 o'clock and 1 minute p.m.

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 motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or votes objected to under clause 6 of rule XX.

The House will resume proceedings on postponed questions at a later time.

ONE SEAT RIDE ACT

Mr. KEAN of New Jersey. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1547) to direct the Secretary of Transportation to conduct a study on the costs and benefits of commuter rail passenger transportation involving transfers, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1547

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

SEC. 1. SHORT TITLE.

This Act may be cited as the "One Seat Ride Act".

SEC. 2. STUDY ON COMMUTER SERVICE.

(a) *IN GENERAL.*—The Secretary of Transportation shall conduct a study identifying the benefits of commuter rail passenger transportation and major obstacles to providing commuter rail passenger transportation that does not involve a transfer for passengers.

(b) *REQUIREMENTS.*—In conducting the study under subsection (a), the Secretary shall—

(1) *consider economic, logistical, and quality of life factors in analyzing the major obstacles to implementing single-seat trips on commuter rail passenger transportation for as many passengers as possible; and*

(2) *include in such study an analysis of the costs and benefits with respect to single-seat trips on commuter rail passenger transportation on the New Jersey Transit Raritan Valley line during peak hours and the impact such trips would have on other New Jersey Transit lines.*

(c) *REPORT.*—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the study required under subsection (a).

(d) *COMMUTER RAIL PASSENGER TRANSPORTATION DEFINED.*—In this section, the term "commuter rail passenger transportation" has the meaning given such term in section 24102 of title 49, United States Code.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. KEAN) and the gentlewoman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey.

GENERAL LEAVE

Mr. KEAN of New Jersey. Madam Speaker, I ask unanimous consent that Members have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on H.R. 1547.

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

There was no objection.

Mr. KEAN of New Jersey. Madam Speaker, I yield myself such time as I consume.

Madam Speaker, I rise in support of H.R. 1547, which requires the Secretary of Transportation to conduct a study analyzing the costs and benefits of providing commuter rail service that does not require riders to change trains. Furthermore, the Secretary must submit the report to the Transportation and Infrastructure Committee and the Senate Committee on Banking, Housing, and Urban Affairs within 1 year of the legislation enactment.

The one-seat-ride issue for commuter rail passengers is something that I championed both here and in the New Jersey State Senate. Examining this issue is a priority for my constituents who rely on New Jersey Transit.

Anyone living in the Seventh Congressional District of New Jersey or along the Raritan Valley Line can describe the difficulties of commuting to and from New York City. Seventh District residents who travel to Manhattan by train are regularly frustrated with unnecessary delays mainly due to the aged infrastructure, often making weekly commutes hours longer than they need to be.

Worsening matters, passengers traveling on the New Jersey Transit Raritan Valley Line must change trains, almost always on a different track, at Newark Penn Station to make trips to the city. During peak commute hours, Raritan Valley passengers have very little time to make their way, alongside thousands of other rushed passengers, through Newark Penn Station.

These daily transfers make trips longer and increasingly exhausting for

passengers. The longer commute times cause commuters to spend less time with their families, making it more difficult to make their child's sporting events, scouting meetings, and cherished family dinners.

According to the Raritan Valley Line Coalition, the RVL makes up about 10 percent of New Jersey Transit's daily ridership systemwide.

Additionally, the impact of a one-seat-ride service has been studied in a report published by the Regional Plan Association. The report shows its impact on towns surrounding the train line in a positive way. Rail lines with one-seat-ride service into Manhattan are more desirable and encourage more development of residential housing units, retail stores, and offices located near existing train stations.

Some of the benefits of a town with a one-seat-ride option are that towns with the one-seat-ride service have fewer vacancies and a more diverse and economically viable selection of restaurants, stores, and offices in downtown, and they have increased train service westbound, allowing towns along the RVL east and west to flourish.

My hope is to get, in the future, as many commuters on rail traveling westbound in the morning as they do eastbound.

One-seat-ride on the RVL is something that my constituents and many New Jerseyans want to see become a reality before the completion of the Gateway Project years down the road.

I thank Representative WATSON COLEMAN of New Jersey for cosponsoring this legislation, and I note this bill passed out of committee with strong bipartisan support.

Madam Speaker, I urge the support of this legislation, and I reserve the balance of my time.

Ms. NORTON. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, this bill would direct the Department of Transportation to conduct a study of the benefits of one-seat commuter rail transit nationwide and the obstacles transit agencies face in providing that level of service.

This bill also would require a cost-benefit analysis for one specific rail transit line, New Jersey Transit's Raritan Valley Line. A comprehensive study was completed last year by New Jersey Transit on this topic.

The study concluded that the best option to provide better transit service for that region is to move ahead with the Gateway Program, which will provide more capacity for all New Jersey Transit rail lines that go into New York Penn Station.

Local officials in New Jersey and New York are actively pursuing that option and have received substantial funding from the Biden administration, including under the Infrastructure Investment and Jobs Act through the Mega Grant Program, the Federal-State Partnership, and the Capital Investment Grant Program.