

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE,  
Washington, DC, September 4, 2025.

Hon. MIKE BOST,  
Chairman, Committee on Veterans' Affairs,  
Washington, DC.

DEAR CHAIRMAN BOST: I write regarding H.R. 3055, the Transitioning Retiring And New Service Members to Port Ocean Rail and Truck Jobs Act or the TRANSPORT Jobs Act. The legislation was primarily referred to the Committee on Transportation and Infrastructure, with additional referrals to the Committee on Armed Services and the Committee on Veterans' Affairs.

Thank you for agreeing to waive consideration of the bill at the Committee on Veterans' Affairs, to allow it to proceed expeditiously to floor consideration. I agree that by waiving consideration, the Committee on Veterans' Affairs does not waive any jurisdiction over the subject matter contained in this legislation. Further, I am pleased to support your request to name members of the Committee on Veterans' Affairs to any conference committee that may be established to consider such provisions.

I will place a copy of this letter exchange in the Committee bill report for H.R. 3055, as well as enter them into the CONGRESSIONAL RECORD during consideration of this legislation on the House floor.

Sincerely,

SAM GRAVES,  
Chairman, Committee on Transportation and  
Infrastructure.

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON ARMED SERVICES,  
Washington DC, September 8, 2025.

Hon. SAM GRAVES,  
Washington, DC.

DEAR CHAIRMAN GRAVES: I write concerning H.R. 3055, the TRANSPORT Jobs Act. As a result of your having consulted with us on provisions within H.R. 3055 that fall within the Rule X jurisdiction of the Committee on Armed Services, I agree to forego any further consideration of this resolution so that it may proceed expeditiously to the House floor for consideration.

The Committee on Armed Services takes this action with our mutual understanding that by foregoing consideration of H.R. 3055 at this time, we do not waive any jurisdiction over subject matter contained in this or similar legislation and that our committee will be appropriately consulted and involved as this resolution or similar legislation moves forward so that we may address any remaining issues in our jurisdiction. This legislation contains provisions that may require further modification prior to final consideration to ensure the support of the House Committee on Armed Services.

Finally, I ask that a copy of our exchange of letters on this matter be included by House Committee on Transportation and Infrastructure in the CONGRESSIONAL RECORD during floor consideration, to memorialize our understanding. Thank you for the cooperative spirit in which you have worked regarding this matter and others between our respective committees.

Sincerely,

MICHAEL D. ROGERS,  
Chairman, House Committee on Armed  
Services.

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON TRANSPORTATION AND  
INFRASTRUCTURE,  
Washington, DC, September 8, 2025.

Hon. MICHAEL D. ROGERS,  
Chairman, House Committee on Armed Services,  
Washington, DC.

DEAR CHAIRMAN ROGERS: Thank you for your correspondence regarding H.R. 3055, the TRANSPORT Jobs Act, and for your Committee's willingness to forego formal consideration of the legislation in order to allow it to proceed to the House floor in a timely manner.

I appreciate your recognition that the Committee on Armed Services does not waive any future jurisdiction over subject matter contained in this or similar legislation. I also fully affirm our mutual understanding that your Committee will continue to be consulted and appropriately involved as this legislation advances through the legislative process, particularly with respect to provisions falling within the jurisdiction of the Committee on Armed Services.

As requested, I will ensure that a copy of our exchange of letters is included in the CONGRESSIONAL RECORD during floor consideration of H.R. 3055, to reflect our understanding and ongoing collaboration. I am grateful for the cooperative working relationship between our committees and look forward to continuing our productive engagement on this and other matters of shared interest.

Sincerely,

SAM GRAVES,  
Chairman, Committee on Transportation and  
Infrastructure.

□ 1700

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

Mr. Speaker, I rise in support, too, of the Transitioning Retiring And New Service Members to Port Ocean Rail and Truck Jobs Act, as amended, which was introduced by my colleagues, Representatives BARRETT, SCHOLTEN, BOST.

This legislation requires the Secretary of Transportation to develop an action plan that identifies supply chain job needs at port, railroads, and trucking companies in consultation with the Secretaries of Defense, Veterans Affairs, and Labor.

Veterans are trained for hard and dedicated work. I understand why supply chain employees want to hire more veterans. One of the lightest lifts that we can do in this body is to ensure we are exhausting every possible resource we can to ensure that those who have signed up to risk their lives for this country can find employment when they leave the armed services.

It will be helpful for veterans to know about additional job opportunities at ports, railroads, and trucking companies. Many of these jobs are solid, middle-class, family supporting, union jobs. They require an understanding of the safety-sensitive nature of the work that tends to be particularly well-suited to the training military veterans have received.

Mr. Speaker, I support the TRANSPORT Act, as amended, to provide options for veterans during pre-separation counseling, and I recommend my colleagues to do the same.

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

Mr. BARRETT. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, I thank my colleague, Ms. SCHOLTEN, for introducing this legislation with me in support of our Nation's servicemen and -women.

I was glad the Committee on Transportation and Infrastructure favorably reported this measure and look forward to the House passing this legislation.

H.R. 3055 is one small step that we can take to ensure we provide our servicemembers with the resources they need as they transition back to the civilian workforce, many of whom have never worked in the civilian workforce before joining the military.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. BARRETT) that the House suspend the rules and pass the bill, H.R. 3055, 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.

#### FACILITY FOR RUNWAY OPERATIONS AND SAFE TRANSPORTATION ACT

Mr. BARRETT. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3423) to amend title 49, United States Code, to include aircraft deicing storage facilities in the definition of airport development, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3423

*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 "Facility for Runway Operations and Safe Transportation Act" or the "FROST Act".*

#### SEC. 2. DEICING EQUIPMENT PROTECTION.

*Section 47102(3)(B)(v) of title 49, United States Code, is amended by striking "and storage facilities for the equipment and fluids".*

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Michigan (Mr. BARRETT) and the gentleman from Alabama (Mr. FIGURES) each will control 20 minutes.

The Chair recognizes the gentleman from Michigan.

GENERAL LEAVE

Mr. BARRETT. Mr. Speaker, I ask unanimous consent that Members have 5 legislative days to revise and extend their remarks and include extraneous material in the RECORD on H.R. 3423, as amended.

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

There was no objection.

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

Mr. Speaker, I am proud to rise in support of H.R. 3423, the Facility for Runway Operations and Safe Transportation Act, which will allow storage facilities for aircraft deicing fluids and equipment to be acquired through the Airport Improvement Program, AIP, funds.

Under the current structure, AIP funds can be used to acquire aircraft deicing equipment, and when it comes to the storage facilities that house that very same equipment, airports are forced to utilize alternative and less reliable funding mechanisms. If you can use AIP funds to purchase the equipment, you should be able to use those same funding mechanisms to acquire the necessary facilities to house and protect the equipment.

I thank Mr. WIED for his leadership on this commonsense piece of legislation.

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

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

Mr. Speaker, I rise in support, also, of H.R. 3423, the Facility for Runway Operations and Safe Transportation Act, the FROST Act, a bill that would make it easier for U.S. airports to store certain critical safety equipment.

I thank Representative WIED for introducing this bipartisan bill as well as his Democratic cosponsors, Representatives SCHOLTEN and Representative GILLEN.

Deicing an aircraft is a vital part to maintaining safe flight operations, particularly during takeoff. As ice and snow accumulate on an aircraft's surface, particularly its wings, it can make the aircraft much harder to control and fly. That is why operators are federally mandated to use deicing equipment when ice and snow accumulate to ensure that the plane can be operated safely.

This equipment is so important that improper use has been cited by the National Transportation Safety Board, or failure to have it at all, as a cause of multiple aviation accidents, including a very famous one right here on the Potomac River, a flight that took off in 1982 from Ronald Reagan Airport.

Moreover, with climate change contributing to more extreme weather across the country, deicing fluids and equipment have become even more of a necessity.

The ability for airports to store this equipment on property is essential to safe and efficient flight operations. Unfortunately, as my colleague has mentioned, current law only allows airports to use their AIP funding, the Airport Improvement Program funding, toward aircraft deicing equipment and structures but not the storage facilities that house that equipment. It is almost comical, but this is a serious issue and something that we have to resolve.

This is a commonsense piece of legislation that we have gotten together in a bipartisan way here to address.

H.R. 3423 would address this oversight by clarifying that airports can use AIP funds on storage facilities for aircraft deicing equipment and fluids.

Bolstering airports' ability to enhance aviation safety is a commonsense solution that we should all support.

I thank Representative WIED, Representative SCHOLTEN, and Representative GILLEN for sponsoring this important bipartisan bill, and I urge my colleagues to support it.

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

Mr. BARRETT. Mr. Speaker, I yield 5 minutes to the gentleman from Wisconsin (Mr. WIED), my friend who knows a little bit about snow and ice.

Mr. WIED. Mr. Speaker, I rise today in strong support of H.R. 3423, the Facility for Runway Operations and Safe Transportation Act, or the FROST Act.

This bipartisan legislation makes a simple but critical update to title 49 of the United States Code by including aircraft deicing storage facilities in the definition of airport development.

In cold weather States like Wisconsin and many others across the country, safe and efficient deicing operations are essential to keeping passengers, crews, and cargo moving during winter months.

Aircraft are uniquely sensitive to any amount of ice and snow that accumulates on the airframe, causing irregularities that add weight, interrupt airflow, and can come loose during flight, potentially damaging critical flight systems.

By clarifying that these storage facilities qualify for Federal Airport Improvement Program funding, the FROST Act empowers airports to invest in infrastructure that protects lives and strengthens regional economies.

This bill reflects a shared commitment to aviation safety and practical governance. It has support from both sides of the aisle and has been favorably reported by the Committee on Transportation and Infrastructure.

I urge my colleagues to support this commonsense measure.

Mr. FIGURES. Mr. Speaker, I support H.R. 3423, the FROST Act, and I urge my colleagues to do the same with this commonsense piece of legislation.

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

Mr. BARRETT. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, aircraft deicing equipment is critical, as we all know, for ensuring safe aircraft operations and the ability to maintain aircraft performance during colder months and during inclement circumstances.

The Airport Improvement Program was established to fund essential airport infrastructure projects that enhance safety and mitigate issues that cold weather can bring.

H.R. 3423 is simple yet effective. It ensures storage facilities for aircraft deicing fluids and equipment can be acquired with the Airport Improvement Program funds.

I took a tour of an airport in my district not long ago, and this very issue came up as a frustration they were facing. As such, I am proud to support this commonsense piece of legislation, and I urge support of this bill.

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 Michigan (Mr. BARRETT) that the House suspend the rules and pass the bill, H.R. 3423, 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.

□ 1710

#### SHARED PROPERTY AGENCY COLLABORATION AND ENGAGEMENT ACT OF 2025

Mr. BARRETT. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3424) to require the Administrator of the General Services Administration to collaborate with Federal tenants with respect to shared-space arrangements, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3424

*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 "Shared Property Agency Collaboration and Engagement Act of 2025" or the "SPACE Act of 2025".

#### SEC. 2. GSA COLLABORATION WITH FEDERAL TENANTS.

(a) IN GENERAL.—In carrying out section 2302 of the Thomas R. Carper Water Resources Development Act of 2024 (40 U.S.C. 584 note), the Administrator of the General Services Administration shall—

(1) collaborate with tenants of federally-leased space to better identify concerns among Federal agencies around shared-space arrangements;

(2) work to develop a criteria that would facilitate the expanded use of space-sharing or collocating;

(3) identify how special-use spaces can be used to improve space-sharing or collocating; and

(4) establish measurable objectives, in consultation with the tenants of federally-leased space, to quantify the success of shared-space arrangements among Federal agencies.

(b) BRIEFING.—Not later than 6 months after the date of enactment of this Act, the Administrator shall brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate on the implementation of the requirements described in subsection (a).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from