

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

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 all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on H.R. 3424.

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, H.R. 3424, the Shared Property Agency Collaboration and Engagement Act of 2025, or SPACE Act, directs the Administrator of the Government Services Administration, the GSA, to work with Federal tenants to develop a criteria that facilitates the expanded use of space sharing or collocating.

This legislation also directs the GSA Administrator to establish measurable objectives to quantify the success of the shared-space framework.

The SPACE Act achieves this by building upon the important public building reforms that the Transportation and Infrastructure Committee made last Congress in the Thomas R. Carper Water Resources Development Act of 2024.

Mr. Speaker, I thank the gentleman from Missouri (Mr. ONDER) for his leadership on this bipartisan legislation.

Mr. Speaker, I urge support for 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 support H.R. 3424, the Shared Property Agency Collaboration and Engagement Act of 2025, the SPACE Act.

This bill requires the Administrator of the GSA to develop new criteria to help expand the use of office space sharing for Federal agencies. By sharing amenities, space, and services, Federal agencies can use shared-space arrangements to make the most effective use of government-owned real estate. This bill is about efficiency.

A pilot program conducted by GSA allowed six offices across the country to provide ready-to-use spaces conducive to cross-government collaboration while saving taxpayer dollars by reducing operational costs for Federal agencies.

This legislation will allow GSA to expand on these efforts by establishing standards for shared office spaces and measuring the success of this initiative.

Mr. Speaker, I support this bill to ensure that we are good stewards of taxpayer funding when it comes to Federal real estate, and I encourage all Members to do the same.

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

Mr. BARRETT. Mr. Speaker, I yield 5 minutes to the gentleman from Missouri (Mr. ONDER).

Mr. ONDER. Mr. Speaker, I am pleased to speak today in support of my bill, H.R. 3424, the Shared Property Agency Collaboration and Engagement Act, or SPACE Act.

I am grateful to Congressman CHRIS PAPPAS for co-leading this bipartisan effort to bring greater efficiency and accountability to Federal Government real estate decisions.

Mr. Speaker, the GSA currently manages more than 8,300 owned and leased assets, totaling over 363 million square feet. Yet, many of these facilities are underused, duplicative, or poorly maintained.

Agencies often operate in silos. One agency leases new office space while another has empty square footage in the same city. There is no coordinated system to ensure that agencies share space or consolidate operations when possible. That lack of communication leads to waste of taxpayer dollars.

That is why the SPACE Act directs the Administrator of the GSA to identify barriers to Federal agencies sharing space in federally owned or leased buildings and to develop solutions to overcome those barriers. This includes examining logistical, legal, regulatory, or cultural hurdles that prevent our agencies from entering into shared-use agreements, even when that would save money and improve efficiency.

Once the Administrator completes this review, the GSA will report its findings and recommendations to the relevant committees of jurisdiction in both the House and the Senate.

This is a fiscally responsible, good government reform. It doesn't grow government; it makes existing government work smarter. We shouldn't be asking taxpayers to fund more buildings when the Federal Government already has plenty of space that is being mismanaged or ignored.

The SPACE Act promotes better use of what we already own by reducing waste and protecting taxpayer dollars. This is not a new idea. The GAO, the Public Buildings Reform Board, and numerous oversight bodies have repeatedly recommended this kind of inter-agency coordination in order to reduce costs and improve property management. The SPACE Act puts those recommendations into action and establishes a clear process to identifying opportunities and delivering results.

Again, I thank Congressman PAPPAS for working with me on this legislation. This is the kind of commonsense, bipartisan approach that shows that we can work together to fix real problems without adding bureaucracy or spending more money.

The SPACE Act is about accountability and stewardship. It says to Federal agencies: Before you ask for more, use what you already have and work with your neighbors to do it.

Mr. Speaker, I urge my colleagues on both sides of the aisle to support H.R.

3424 and to help us to move this important reform forward today.

Mr. FIGURES. Mr. Speaker, I support H.R. 3424, the SPACE Act. I encourage my colleagues to do the same, and I yield back the balance of my time.

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

Mr. Speaker, in closing, this legislation will help improve the Federal Government's use of shared space and save taxpayer dollars. By building on the success of the last Congress, we can continue to implement policies that ensure that we are good stewards of our taxpayer resources and hold agencies accountable for the effective and efficient use of our Federal real estate portfolio.

Mr. Speaker, I urge support for H.R. 3424, 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. 3424.

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. BARRETT. 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.

PERSONNEL OVERSIGHT AND SHIFT TRACKING ACT OF 2025

Mr. BARRETT. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3425) to direct the Director of the Federal Protective Service to establish processes to strengthen oversight, performance, and accountability of contract security personnel engaged in the protection of certain buildings and grounds, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3425

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 "Personnel Oversight and Shift Tracking Act of 2025" or the "POST Act of 2025".

SEC. 2. IMPROVED DATA COLLECTION AND PERFORMANCE ACCOUNTABILITY.

(a) *IN GENERAL.*—Not later than 1 year after the date of enactment of this Act, the Director of the Federal Protective Service shall establish processes to strengthen oversight, performance, and accountability of contract security personnel engaged in the protection of buildings and grounds that are owned, occupied, or secured by the General Services Administration Public Buildings Service.

(b) *OVERSIGHT OF CONTRACT SECURITY PERSONNEL.*—In carrying out the activities described in subsection (a), the Director shall—

(1) *establish standards for the collection, maintenance, and analysis of covert testing data, including the creation of a comprehensive*