

U.S. House of Representatives
Committee on Transportation and Infrastructure
107th Congress: 2001-2002

Republican Accomplishments:
*Building a Safer, More Efficient, and
Economically Strong America*



November 13, 2002
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The 107th Congress will be remembered as one of the most extraordinary times in the history of our nation and the Congress. As the new Congress began, the Committee on Transportation and Infrastructure was poised to solve the problems facing the country's vast transportation infrastructure. The problems which we faced were congestion on our roads, in the air, and on our waterways. During the early months of the Congress, we focused on the need for capital investment in new and improved infrastructure. We felt secure and strong.

That sense of security changed one tragic day in September, 2001. The Committee had to focus on protecting our transportation systems and the infrastructure that supports that system from the threat of terrorism. The Committee rose to the challenge and in record time produced legislation to keep our aviation transportation system operating and to make it truly secure. The Committee made a significant contribution to legislation to create a new Department of Homeland Security and proposed legislation relative to security of our water infrastructure, our bus systems, and our ports.

In the midst of dealing with the urgency of the terrorist threat, the Committee was also able to continue its work on the more routine but important legislation that falls within its jurisdiction including a new vision for passenger rail, the protection of our water, the management of our public buildings, encouraging economic development, and laying the foundation for reauthorization of highway and aviation programs.

It is with pride that the House Committee on Transportation and Infrastructure presents its accomplishments for the 107th Congress - accomplishments that will build a safer, more efficient, and more economically strong America for the 21st Century.

###

Transportation and Infrastructure Security

Homeland Security Act of 2002

(H.R. 5005)

Passed the House on November 22, 2002

Became Public Law on November 25, 2002

House bill sponsored by 118 Members

This legislation establishes a new Department of Homeland Security (DHS), as an executive department of the United States, headed by a Secretary of Homeland Security, appointed by the President.

###

Aviation and Transportation Security Act of 2001

(S. 1447)(H.R. 3150)

Became Public Law 107-71

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation is a landmark aviation security package that creates a federalized airport screening system and insures 100 percent baggage screening at our Nation's airports. The law is the result of a House-Senate Conference Committee and includes numerous provisions from the House-passed legislation. The legislation was drafted as a result of the September 11th terrorist attacks and includes provisions recommended from both U.S. and international aviation and security experts to create a uniform, consistent security system at our Nation's airports and provide for Federal marshals on commercial flights and increased security in all areas of our airports and air carriers.

###

Air Transportation Safety and System Stabilization Act

(H.R. 2926)

Became Public Law 107-42

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation was passed in the week immediately following the terrorist attacks of September 11, 2001 to stabilize the United States commercial air transportation system. It provided \$5 billion in grants to commercial air carriers for direct and incremental losses suffered as a result of the attacks. The legislation also authorized the Federal government to issue up to \$10 billion in loan guarantees to the airlines to ensure their continued viability.

###

***Small Airport Safety, Security, and Air Service Improvement Act
of 2002***

(H.R. 1979)

Passed the House on June 20, 2002

House bill sponsored by Rep. Roger Wicker (R-Mississippi)

This legislation allows small airports to use Airport Improvement Program grants to build air traffic control towers to provide important safety benefits.

###

The Arming Pilots Against Terrorism Act

(H.R. 4635)

Passed the House on July 10, 2002

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation establishes a program to allow commercial airline pilots after required training to carry a firearm to defend the cockpits on their aircraft. It also establishes a program to train flight attendants in situational awareness and self-defense to protect against a terrorist hijacking.

Note: Provisions of H.R. 4635 are included in the Senate substitute amendment to H.R. 5005, the bill to create a Department of Homeland Security.

###

Maritime Transportation Security Act of 2002

(S. 1214)(H.R. 3983)

Passed the House on November 14, 2002

Became Public Law on November 25, 2002

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation establishes a comprehensive national maritime antiterrorism system, supported by port vulnerability assessments conducted by the Coast Guard.

The bill also establishes a requirement for the Coast Guard to assess the effectiveness of security systems in certain foreign ports, and to deny entry to vessels from ports that do not maintain effective security. The bill also enhances antiterrorism security by requiring individuals who enter secure areas on vessels or facilities to have transportation security cards issued by the Secretary of Transportation. H.R. 3983 also authorizes \$75 million annually in grants for enhanced facility security at U.S. ports for fiscal years 2003, 2004, and 2005.

The bill contains other important security enhancements concerning crew and passenger manifests, Coast Guard sea marshals, and vessel transponders. Finally, H.R. 3983 contains most of the provisions in House passed H.R. 3507.

###

Dam Safety and Security Act of 2002

(H.R. 4727)

Passed the House on September 5, 2002, reported by Senate Environment and Public Works Committee on September 26, 2002

House bill sponsored by Rep. Bill Shuster (R-Pennsylvania)

The purpose of this legislation is to reauthorize and update the National Dam Safety Program. The original program was passed and signed into law in 1996, as part of the Water Resources Development Act. The National Dam Safety Program was authorized for six years, and expires at the end of 2002.

The legislation reauthorizes the program for an additional four years, authorizes additional funding for the continuation of existing programs as well as funding for new and expanded programs, clarifies the makeup of the Interagency Board, authorizes additional research, and authorizes the provision of funding and training to state and local officials.

###

Over-the-Road Bus Security and Safety Act of 2001

(H.R. 3429) (S. 1739)

Reported by the Committee on June 13, 2002

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation authorizes \$200 million to improve the security for over-the-road bus transportation. The Secretary of DOT would provide grants with a priority for operators that have raised fares or realigned budget priorities to accommodate security needs. This priority, coupled with a 90/10 cost-share, was intended to stimulate increased private investment – creating an equitable system to the benefit of the over-the-road riding public.

###

The Wastewater Treatment Works Security Act of 2002

(H.R. 5169)

Passed the House October 7, 2002

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation will help communities ensure that wastewater treatment plants are protected from intentional disruption and terrorists are prevented from using sewer pipes to gain access to buildings.

H.R. 5169 authorizes \$200 million for wastewater utilities to conduct vulnerability assessments and implement security enhancements at publicly owned treatment works, \$15 million for technical assistance on security measures for small wastewater utilities, and \$5 million for the further development and refinement of vulnerability self-assessment methodologies and tools for wastewater utilities. H.R. 5169 is strongly supported by representatives of rural, as well as urban, wastewater utilities.

###

Aviation

Airport Streamlining Approval Process Act of 2002

(H.R. 4481)

Passed the House on July 9, 2002

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation streamlines the Federal approval process for airport capacity projects at the Nation's most congested airports. This bill directs the Secretary of Transportation to develop a coordinated review process to ensure that all environmental reviews by government agencies will be conducted at the same time, whenever possible, and completed within the deadlines established by DOT. It also limits all Federal or State agencies taking part in a review to the project "purpose and need" determined by DOT, and limits reviews to the project alternatives that the Secretary determines are reasonable. The bill also ensures that Federal action will be subject to judicial review only by the U.S. Court of Appeals.

###

National Aviation Capacity Expansion Act

(H.R. 3479)

Passed the House on July 23, 2002

House bill sponsored by Rep. William Lipinski (D-Illinois)

This bill codifies an agreement reached between the Governor of Illinois and the Mayor of Chicago to address aviation needs in the Chicago region by allowing for the expansion of Chicago O'Hare International Airport.

###

Airline Delay Reduction Act

(H.R. 1407)

Reported by the Committee on May 23, 2001

House bill sponsored by Rep. Don Young (R-Alaska)

This bill permits air carriers to meet and discuss their schedules in order to reduce flight delays.

###

General Aviation Industry Reparations Act

(H.R. 3347)

Reported by the Committee on April 15, 2002

House bill sponsored by Rep. Don Young (R-Alaska)

This bill provides economic relief to general aviation entities that have suffered substantial economic injury as a result of the terrorist attacks perpetrated against the United States on September 11, 2001. It makes \$2.5 billion in grants available to general aviation entities for reimbursement of direct and indirect losses. It also makes \$3 billion of the \$10 billion in loan guarantees previously made available to the airline industry available to general aviation entities.

###

***Expressing the sense of the Congress in
Honoring the Crew and Passengers of United Airlines Flight 93***

(H. Con. Res. 232)

Passed the House on December 5, 2001

House bill sponsored by Rep. Ernest Fletcher (R-Kentucky)

This resolution expressed the sense of the Congress in honoring the crew and passengers of United Airlines Flight 93 for possibly averting the use of that aircraft in a further terrorist attack on the United States by attempting to overpower the hijackers.

###

***Expressing the sense of Congress regarding the crash of
American Airlines Flight 587***

(H. Con. Res. 272)

Passed the House on November 16, 2001 and the Senate on November 30,
2001

House bill sponsored by Rep. Anthony Wiener (D-New York)

This resolution expresses the sense of Congress and offers condolences to the families, friends, and loved ones of the victims of the crash of American Airlines Flight 587 on the Rockaway Peninsula in Queens County, New York, on November 12, 2001.

###

***Expressing the sense of Congress Recognizing
the Heroism and Courage Displayed by Airline Flight Attendants
Each Day***

(H. CON. RES. 401 and S. CON. RES. 110)

Passed the House and the Senate in September 2002

House bill sponsored by Rep. Don Young (R-Alaska)

This resolution expresses profound gratitude to airline flight attendants for their daily service to make air travel safe, honors the courage and dedication of flight attendants, and expresses support for the flight attendants who displayed heroism on September 11, 2001, and to all flight attendants who continue to display heroism each day.

###

Highways and Transit

To provide for highway infrastructure investment at the guaranteed funding level contained in the Transportation Equity Act for the 21st Century

(H.R. 3694)

Passed the House on May 14, 2002

House bill sponsored by 317 Members

This legislation restores fiscal year 2003 highway funding levels to no less than the level authorized in the Transportation Equity Act for the 21st Century - \$27.746 billion. This represents an increase of highway funding of no less than \$4.4 billion above the amount proposed in the President's Budget. In coordination with the Budget Committee, this \$27.746 billion funding floor is guaranteed by placing behind the highway budgetary firewall. This legislation authorizes an additional \$4.4 billion for the Federal-Aid Highway program which translates into approximately 180,000 family wage jobs.

###

The Pipeline Infrastructure Protection to Enhance Security and Safety Act

(H.R. 3609)

Passed the House on November 15, 2002

Legislation is awaiting President's signature

House bill sponsored by Rep. Don Young (R-Alaska)

This important bill reauthorized the Office of Pipeline Safety at the Department of Transportation. The legislation improves the states' "one-call notification systems" to avoid damage to pipelines by a third party. The bill expands "whistle blower" protections for pipeline workers. The bill improves the authority under which the Secretary of the Department of Transportation (DOT) can order an operator to fix a pipeline that has a potentially unsafe condition. At the request of the DOT, the Attorney General may bring a civil suit to enforce certain safety regulations. The bill allows the Secretary of Transportation to award technical assistance grants to groups for engineering and scientific analysis of pipeline safety issues and to promote the participation in official DOT processes. The bill authorizes \$100 million for research and development.

The bill establishes an integrity management program in all “high consequence” areas (population centers) requiring the inspection of all facilities within 10 years to establish a base line. These facilities will be re-inspected within seven years, unless the Secretary waives the requirement. The bill establishes a permit streamlining program and establishes an interagency committee comprised of the federal resource agencies that issue permits. The bill provides for grants to emergency responders.

###

Transit Operating Flexibility Act

(H.R. 5157)

Became Public Law 107-232

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation allows the transit systems in 52 communities that grew to more than 200,000 in population, as defined by the 2000 Census, to retain flexibility in the use of their Federal transit formula grants in fiscal year 2003.

The 2000 Census made significant changes in urbanized area designations. These designations drive transit formula apportionments for communities of 50,000 and more in population. Under Federal transit law, areas of more than 200,000 cannot use federal formula grant funds to pay for transit operating expenses. This legislation allows the 52 communities that “crossed 200,000” in population according to the new Census data to retain the flexibility to use funds for operating expenses to the extent that they used these funds for operations in fiscal year 2002. The law does not change the amount of transit formula funding that these communities, or any other community, will receive under TEA 21 in fiscal year 2003.

###

To extend the authorization of funding for child passenger protection education grants through fiscal year 2003

(H.R. 691)

Passed the House on June 27, 2001

House bill sponsored by Rep. James L. Oberstar (D-Minnesota)

The Transportation Equity Act for the 21st Century (TEA 21) authorized the Child Passenger Protection Grant program for two years, with the program expiring at the end of fiscal year 2001. H.R. 691 extends the authorization for this program for an additional two years.

The bill authorizes \$7.5 million each year for the Secretary of Transportation to make incentive grants to states to encourage the implementation of child passenger protection programs in those States.

###

Real Interstate Driver Equity Act of 2001

(H.R. 2546)

Passed the House on November 13, 2001

House bill sponsored by Rep. Roy Blunt (R-MO)

This bill amends the Federal transportation law to prohibit a State or political subdivision and Interstate agency of two or more States from enacting or enforcing any law, rule, or regulation requiring a license or fee on account that a motor vehicle is providing pre-arranged interstate ground transportation service.

###

To provide a temporary waiver from certain transportation conformity requirements and metropolitan transportation planning requirements under the Clean Air Act and under other laws for certain areas in New York where the planning offices and resources have been destroyed by acts of terrorism, and for other purposes.

(H.R. 3880)

Became Public Law 107-230

House bill sponsored by Rep. Vito Fossella (R-New York)

H.R. 3880 provides the State of New York a temporary waiver from certain Clean Air Act (CAA) transportation conformity requirements and related metropolitan planning requirements of the Transportation Equity Act for the 21st Century (TEA 21) until September 30, 2005, so that New York can implement adjustments necessary after the September 11, 2001, terrorist attack on the World Trade Center. The legislation allows the State to receive full transportation funding. In addition, the bill requires that New York file an Interim Progress Report no later than January 1, 2004, detailing the manner in which the State will achieve compliance with the transportation conformity requirements no later than the expiration of the temporary waiver.

###

Recognizing the importance of surface transportation infrastructure to interstate and international commerce and the traveling public and the contributions of the trucking, rail, intercity bus, and passenger transit industries to the economic well being of the United States

(H. RES. 567)

Passed House on October 7, 2002

House bill sponsored by Rep. Gary G. Miller (R-California)

This legislation acknowledges the importance of surface transportation infrastructure to interstate and international commerce and the traveling public and the contributions of the trucking, rail, intercity bus, and passenger transit industries to the economic well being of the United States.

###

Commending the National Highway Traffic Safety Administration for their efforts to remind parents and care givers to use child safety seats and seat belts when transporting children in vehicles and for sponsoring National Child Passenger Safety Week

(H. Con. Res. 326)

Passed the House on February 12, 2002

House bill sponsored by Rep. Dave Camp (R-MI)

H.Con.Res. 326 praises the National Highway Traffic Safety Administration for its efforts to remind parents and care givers to use child safety seats and seat belts.

###

Recognizing the American Road and Transportation Builders Association for reaching its 100th Anniversary and for the many vital contributions of its members in the transportation construction industry to the American economy and quality of life through the multi-modal transportation infrastructure network its members have designed, built, and managed over the past century

(H. CON. RES. 442)

Passed the House on September 9, 2002

House bill sponsored by Rep. Don Young (R-Alaska)

The resolution recognizes the American Road and Transportation Builders Association for reaching its 100th Anniversary and for the many vital contributions of its members in the transportation construction industry to the American economy and quality of life through the multi-modal transportation infrastructure network its members have designed, built, and managed over the past century.

###

Coast Guard and Maritime Transportation

The Maritime Policy Improvement Act of 2001

(H.R. 1098)

Passed the House on March 21, 2001

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation contains provisions to authorize an expansion of the American Merchant Marine Memorial Wall of Honor, establish a new method for recording and discharging certain maritime liens, and provide limited relief to certain vessel owners.

###

The Coast Guard Personnel and Maritime Safety Act of 2001

(H.R. 1099)

Passed the House on March 21, 2001

House bill sponsored by Rep. Don Young (R-Alaska)

This bill contains many important provisions related to Coast Guard personnel management, commercial and recreational vessel safety, and environmental protection. This legislation gives the Coast Guard additional promotion authority to respond to retention problems in the Coast Guard officer corps. The bill allows the Coast Guard to borrow up to \$100 million from the Oil Spill Liability Trust Fund to clean up oil spills in emergency situations.

###

The Coast Guard Authorization Act of 2001

(H.R. 1699)

Passed the House on June 7, 2001

House bill sponsored by Rep. Don Young (R-Alaska)

This bill authorizes \$5.4 billion for Coast Guard programs and operations during fiscal year 2002. The authorization amount is an increase of \$845 million over the amount appropriated for the Coast Guard in fiscal year 2001. The bill authorizes approximately \$3.7 billion for Coast Guard operating expenses for fiscal year 2002 and \$659.3 million in fiscal year 2002 for the Coast Guard's acquisition, construction, and improvement account. It authorizes 44,000 Coast Guard active duty military personnel.

###

The Omnibus Maritime Improvements Act of 2001

(H.R. 2481)

Reported by the Committee on October 16, 2001

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation makes various changes to U.S. maritime laws and U.S. Coast Guard authorities. H.R. 2481 extends the authority for the Coast Guard to allow private participation in Coast Guard housing construction. The bill also requires that the Coast Guard establish minimum standards for the safe operation of search and rescue stations. This legislation further ensures that Coast Guard personnel have adequate safety equipment while performing search and rescue missions.

###

The Coast Guard Authorization Act For Fiscal Year 2002

(H.R. 3507)

Passed the House on December 20, 2001

House bill sponsored by Rep. Don Young (R-Alaska)

The primary purpose of H.R. 3507 is to authorize expenditures for the U.S. Coast Guard for fiscal year 2002. Title I of the bill authorizes approximately \$5.9 billion for Coast Guard programs and operations for fiscal year 2002. The bill funds the Coast Guard at the levels requested by the President, with an additional \$823 million in Coast Guard operating expenses. Of this amount, \$623 million will provide additional Coast Guard homeland maritime security operating resources. These additional operating resources will also allow the Coast Guard to address chronic budget shortfalls. Title I also provides for \$717.8 million for Coast Guard acquisition, construction, and improvement funding. This funding level provides \$58 million for 90 Coast Guard maritime safety and security boats as well as additional detection equipment to help the Coast Guard stop terrorist activities on our waterways and in our ports.

This legislation also includes most of the provisions in House bills H.R. 1098, H.R. 1099, H.R. 1699, and H.R. 2481.

###

Economic Development, Public Buildings and Emergency Management

Extended Unemployment Assistance Act

(H.R. 3986)(H.R. 3593)(S. 1622)

Became Public Law 107-154

House bill sponsored by Rep. Jack Quinn (R-New York)

This legislation extended the period of availability of unemployment assistance under the Robert T. Stafford Disaster Relief and Emergency Assistance Act in the case of victims of the terrorist attacks of September 11, 2001.

The Robert T. Stafford Disaster Relief and Emergency Assistance Act, unemployment assistance is provided to persons who become unemployed as a direct result of major disasters.

In New York City, the September 11th attacks damaged or destroyed nearly 25 million square feet of office space, which makes up approximately 20 percent of all the office space in downtown New York. The destruction has caused the direct loss of 110,000 jobs and further put at risk 270,000 jobs in the New York City area. In Northern Virginia, according to published media reports, the attack has caused the loss of 18,700 jobs.

Disaster unemployment assistance is provided to individuals not eligible for unemployment assistance provided by the State in which they reside. The extension provided under this Act would extend the period of eligibility from 26 to 39 weeks.

###

Ronald C. Sheffield Federal Property Protection Act of 2002

(H.R. 4770)

Ordered Reported by the Committee on Transportation and
Infrastructure on May 23, 2002

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation reforms the Federal Protective Service to enhance homeland security and the public property protection capabilities of the Federal Government.

The bill enhances the authority and responsibility of Federal Protective Service officers by granting them Law Enforcement Officer status. It also creates a system of pay and retirement benefits in parity with other similar protective agencies, clarifies the line authority of the Commissioner of the Federal Protective Service, establishes a minimum set of qualifications for the Commissioner, requires the establishment of minimum standards for contract security personnel, clarifies areas of jurisdiction around federal buildings, gives the Administrator of the General Services Administration special pay authority to recruit and retain qualified officers, and acknowledges the need to maintain not fewer than 750 full time officers. Sections of this legislation are included the House passed homeland security bill.

###

Appalachian Regional Development Reauthorization Act of 2001

(S. 1206)(H.R. 2501)

Became Public Law 107-149

House bill sponsored by Rep. Don Young (R-Alaska)

The Appalachian Regional Development Reauthorization Act of 2001, extends ARC's authorization for a period of five years ending in 2006, and requires ARC to direct at least half of its grant funds to activities and projects in distressed counties. The law also creates a program to provide enhanced access to telecommunications and technology, lowers the Local Development District administrative grant cost share for distressed counties and makes minor technical amendments to update the existing law. In addition, the law coordinates economic development programs in the Appalachian region through the creation of the Interagency Coordinating Council on Appalachia and reauthorizes the Appalachian Development Highway System (ADHS) and local access road program.

###

National Museum of African American History and Culture

Plan for Action Presidential Commission Act of 2001

(H.R. 3442)

Became Public Law 107-106

House bill sponsored by Rep. John Lewis (D-Georgia)

This legislation establishes the National Museum of African American History and Culture Plan for Action Presidential Commission, which will develop a plan to establish and maintain the National Museum of African American History and Culture in Washington, DC.

The Commission will submit a report to Congress and the President, which will include a legislative plan of action. The Commission will also convene a national conference to help assist with making recommendations. This law creates a Commission to study all facets of establishing and constructing such a museum.

###

The John F. Kennedy Center Plaza Authorization Act of 2002

(H.R. 5012)(Senate passed House bill)

Became Public Law 107-224

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation authorizes the Secretary of Transportation to carry out a project for the construction of a plaza adjacent to the John F. Kennedy Center for the Performing Arts, and authorizes the Kennedy Center to construct buildings on the new plaza.

This authorization will improve the pedestrian, vehicular, and bicycle access to the Kennedy Center and better link the Kennedy Center to the National Mall and other historical points in Washington, DC.

###

Expressing the profound sorrow of the Congress for the death and injuries suffered by first responders as they endeavored to save innocent people in the aftermath of the terrorist attacks on the World Trade Center and the Pentagon on September 11, 2001

(H. CON. RES. 233)

Passed the House on October 30, 2001

House bill sponsored by Rep. J.C. Watts, Jr. (R-Oklahoma)

Expresses the sorrow of Congress for the death and injuries suffered by first responders as they tried to save innocent people in the aftermath of the terrorist attacks on the World Trade Center and the Pentagon on September 11, 2001.

Honors and commends the first responders who participated in evacuating and rescuing the innocent people in the World Trade Center and the Pentagon after the terrorist attacks. Encourages all levels of government to continue to work together to coordinate emergency preparedness effectively by providing the infrastructure, funding, and interagency communication and cooperation necessary to ensure that if another terrorist attack occurs, first responders will be as prepared as possible to respond to the attack effectively.

###

Expressing the sense of Congress regarding the relief efforts undertaken by charitable organizations and the people of the United States in the aftermath of the terrorist attacks against the United States that occurred on September 11, 2001

(H. CON. RES. 259)

Passed the House on December 11, 2001

House bill sponsored by Rep. Michael Bilirakis (R-Florida)

Praises the U.S. people for their patriotism and generosity in donating their money, time, and blood to support the victims of the terrorist attacks against the United States that occurred on September 11, 2001, and their families. Commends charitable organizations for their hard work in providing assistance to the victims and their families, and urges them to use the money collected for the purposes for which it was donated.

Condemns individuals and groups that fraudulently use contributions for objectives unrelated to the purpose for which such contributions were made.

###

Authorizing the use of the Capitol Grounds for the National Peace Officers' Memorial Service

(H. CON. RES. 347)(Senate passed House version)

Passed the House on April 30, 2002

House bill sponsored by Rep. Steven C. LaTourette (R-Ohio)

Resolution authorized use of the Capitol Grounds for the National Peace Officers' Memorial Service held on May 15, 2002. The memorial service honored the over 230 Federal, State and local law enforcement officers killed in the line of duty in 2001. The event was sponsored and put on by the Grand Lodge of the Fraternal Order of Police and the Grand Lodge of the Fraternal Order of Police Auxiliary.

###

Authorizing the use of the Capitol Grounds for the National Book Festival

(H. CON. RES. 348)(Senate passed House version)

Passed the House on April 30, 2002

House bill sponsored by Rep. Steven C. LaTourette (R-Ohio)

Resolution authorizing the use of the Capitol Grounds for the National Book Festival sponsored by the Library of Congress in cooperation with First Lady Laura Bush. The book festival features special activities promoting literacy, including readings by a

variety of noted authors and national celebrities. The event also includes performances by well-known artists and authors chronicling American storytelling through music such as folk, rock, jazz, and blues.

###

Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run

(H. CON. RES. 354)(No Senate action)

Passed the House on April 30, 2002

House bill sponsored by Rep. Steven C. LaTourette (R-Ohio)

Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run. The 17th annual event was held on June 7, 2002 and benefited the District of Columbia Special Olympics. The Capitol Police, along with representatives of over 60 law enforcement agencies participated in the torch run.

###

Nineteen Bills recognizing the contributions of a number of former public servants through designation of federal buildings and courthouses across the country

Twelve bills became public laws: 107-02, 107-23, 107-31, 107-33, 107-49, 107-80, 107-175, 107-176, 107-177, 107-178, 107-182 and 107-257.

Bills sponsored by a number of Members of Congress.

The House of Representatives has passed 19 bills recognizing the contributions of a number of former public servants through the designation of federal buildings and courthouses across the country. Eleven of these bills have become public laws. Each of these dedicated public servants is deserving of this honor and each received overwhelming support by the Committee and the House of Representatives.

###

Railroads

Railroad Retirement and Survivors' Improvement Act

(H.R. 1140)(H.R. 10)(S. Amdt. 2170)

Became Public Law 107-90

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation amends the Railroad Retirement Act of 1974 to increase benefits. It increases the benefits to railroad employees and their beneficiaries and revises the financing of the pension part (tier II) of the railroad retirement system.

The new law serves to modernize the financing of the railroad retirement system, provide payroll tax relief, and provide enhanced benefits to employees and beneficiaries. The enhanced benefits include restoration of an age 62-retirement option with 30 years of service, full succession by surviving spouses to Tier II pension benefits of retirees, and reduction of minimum vesting period from 10 years to 5.

###

Rail Passenger Disaster Family Assistance Act of 2001

(H.R. 554)

Passed the House on February 14, 2001

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation creates a program, coordinated by the National Transportation Safety Board, which assists the families of passengers involved in rail passenger accidents.

The provisions of the legislation would make it the responsibility of the director of family support services to request from the rail passenger carrier involved in an accident a list of the names of the passengers on board the train. It also directs each rail passenger carrier to submit to the Secretary of Transportation and the chairman of the Board, a plan for addressing the needs of the families of passengers involved in a rail passenger accident resulting in a major loss of life, as well as shielding a rail passenger carrier from liability for damages except in the case of gross negligence or intentional misconduct on the part of the rail employee. This legislation is modeled on the previously enacted successful family assistance legislation for aviation passenger accidents.

###

***National Transportation Safety Board Reauthorization Act of
2002***

(H.R. 4466)

Passed the House on June 4, 2002

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation reauthorizes the National Transportation Safety Board (NTSB) for FY 2003 through 2005. It also authorizes appropriations necessary to increase the NTSB emergency fund, and maintain it at a level not to exceed \$6 million.

The legislation also includes the Railroad Family Assistance legislation, H.R. 554, which had already been approved by the House earlier in the 107th Congress. This provision directs the NTSB to create a program, which assists the families of passengers involved in rail passenger accidents.

###

Water Resources and Environment

Small Business Liability Relief and Brownfields Revitalization Act

(H.R. 2869)

Became Public Law 107-118

House bill sponsored by Rep. Paul Gillmor (R-Ohio)

This legislation fundamentally reforms the Superfund program by removing the threat of Superfund liability for most small businesses and people who clean up and redevelop Brownfield property.

Many small businesses and the jobs they provide were threatened with destruction by Superfund's joint and several liability scheme. Most small businesses are now protected from Superfund liability under this law. Many communities also could not redevelop abandoned property because of fear of Superfund liability. Communities can now revitalize neighborhoods and create new jobs because developers of Brownfield property are now exempt from Superfund liability.

###

The Great Lakes Legacy Act of 2002

(H.R. 1070)

Passed the House on September 4, 2002

House bill sponsored by Rep. Vernon Ehlers (R-Michigan)

This legislation will help citizens restore the water quality of the Great Lakes by taking action to manage contaminated sediments and to prevent further contamination.

Although safe for drinking and swimming, in many places fish caught from the Great Lakes are not safe to eat. Lake sediments, contaminated from the history of industrialization and development in the Great Lakes region, are one of the primary causes of this problem.

H.R. 1070 authorizes \$250 million for the Administrator of the Environmental Protection Agency to carry out qualified sediment remediation projects and \$10 million to conduct research and development of innovative approaches, technologies, and techniques for the remediation of contaminated sediment in the Great Lakes.

###

The Water Resources Development Act of 2002

(H.R. 5428)

Reported by the Committee on October 2, 2002

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation authorizes the Corps of Engineers to help communities prevent the devastating effects of floods, to help farmers use our inland waterways to move commodities efficiently, to help our ports and our economy remain competitive in international trade, and to assist local sponsors with environmental restoration projects. The Corps of Engineers' civil works program is the Nation's largest water resources program. The Corps' responsibilities include navigation, flood control, shoreline protection, hydropower, dam safety, water supply, recreation, environmental restoration and protection, and disaster response and recovery. To meet the Nation's water resources needs, enactment of a Water Resources Development Act (WRDA) every two years is a high priority. The last WRDA was enacted as P.L. 106-541 in 2000. The projects in this bill were requested by local communities across the U.S.

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The Water Quality Financing Act of 2002

(H.R. 3930)

Ordered reported by the Committee on March 20, 2002

House bill sponsored by Rep. John Duncan (R-Tennessee)

This legislation will help prevent a crisis arising from the dilapidated condition of our wastewater infrastructure by increasing investments in infrastructure, reducing the costs of protecting water quality, and encouraging proper management.

We need to invest nearly \$500 billion in our wastewater infrastructure over the next 20 years just to keep pace with municipal wastewater treatment. H.R. 3930 helps meet this need by authorizing \$20 billion over five years to increase assistance and subsidies to local communities through the State Revolving Loan Funds. H.R. 3930 also encourages research, innovative approaches and technologies, and asset management to help reduce infrastructure costs.

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