

Finding new and more effective treatments or finding a cure to this disease will take all of us. It will take doctors, it will take legislators, researchers, patients, and advocates working together to find solutions.

It is my promise that I will continue working to address the disease of psoriasis.

TEACHER SHORTAGE MUST BE RESOLVED

(Ms. NORTON asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. NORTON. Madam Speaker, as the daughter of a public school teacher, an essential and prized profession, I never expected to see a shortage of 100,000 teachers. It is catastrophic, especially now when children are being vaccinated and returning to in-person learning. The teacher shortage adds urgency to President Biden's Build Back Better agenda, which features teacher residences and grow-your-own programs to improve outcomes and develop more teachers of color.

As a ranking member who helped write the pending infrastructure bill, I particularly applaud the Build Back Better agenda's investments in upgrading school infrastructure with resilient, energy-efficient buildings enriched with technology and the labs students need for the jobs of the future.

AMERICANS ARE FEELING THE PAIN

(Mr. WILLIAMS of Texas asked and was given permission to address the House for 1 minute.)

Mr. WILLIAMS of Texas. Madam Speaker, America is in the midst of an energy and supply chain crisis, and President Biden is nowhere to be found.

Instead, this week he will be jetting off to Europe for a climate conference to brag to our European allies about how much he is destroying America's energy economy.

In the past few months in office, President Biden canceled the Keystone pipeline, which killed over 11,000 American jobs and paused oil and gas leasing on U.S. lands and waters. The consequences of his policy decisions have been dire for hardworking American families.

The numbers don't lie. Home heating costs are projected to rise by as much as 54 percent. The national average for a gallon of gasoline reached \$3.38, and U.S. households are on track to spend \$19 billion more on energy by 2030.

Instead of working on bipartisan climate solutions, Democrats are more focused on implementing their radical Green New Deal policies and making us less energy independent.

From increased costs at the pump to heating bills, Americans are feeling the pain of President Biden's anti-energy policy in their wallets. The bottom line is socialism just does not work.

In God we trust.

OTTUMWA, IOWA, STEPS UP TO END ALZHEIMER'S DISEASE

(Mrs. MILLER-MEEKS asked and was given permission to address the House for 1 minute.)

Mrs. MILLER-MEEKS. Madam Speaker, I rise today to recognize a group of people from my hometown of Ottumwa for taking part in a great event for an even greater cause.

On October 23, 37 teams, comprised of 170 participants, took part in the 2021 Walk to End Alzheimer's in my hometown of Ottumwa.

The annual walk, led by the Alzheimer's Association, is held in over 600 communities across the United States to raise funds for research and to raise awareness for the disease that over 5.8 million Americans currently live with, as did my mother prior to her death.

This year, I am proud to announce that the Walk to End Alzheimer's in Ottumwa has raised \$27,636 thus far, with donations still coming in, exceeding their initial goal of \$26,000.

Thank you to the residents of Ottumwa and the over 600 communities across the United States who have stepped up and stepped forward to put an end to this debilitating disease.

AMERICANS ARE SEETHING OVER PUMP PRICES

(Ms. FOXX asked and was given permission to address the House for 1 minute.)

Ms. FOXX. Madam Speaker, Americans are seething over the price of gas every time they visit the pump.

Yesterday the national average for a gallon of gas reached \$3.39. That is more than a \$1.24 jump since last year.

Americans have not seen gas prices this high since the Obama-Biden administration. Do we see a pattern here?

Not to mention that in some parts of the country, the price for regular gas is over \$7.50 a gallon.

Madam Speaker, this is yet another crisis that President Biden can tack on to his growing list.

Since his first day in office, President Biden's actions, and especially his policies, have brought America a first-class ticket to economic ruin.

PLEASE DONATE BLOOD IN MEMORY OF LOUDEN LOFGREN

(Mr. FEENSTRA asked and was given permission to address the House for 1 minute.)

Mr. FEENSTRA. Madam Speaker, I rise today in remembrance of Loudon Lofgren, the son of my friend and my former colleague, Iowa State Senator Mark Lofgren.

Louden sadly passed away at 2 years of age after complications from surgery, where he needed multiple blood transfusions.

After he passed away, his family launched a blood drive, known as Love Like Loudon, to encourage folks to donate blood and draw attention to hospital shortages of blood.

Every 2 seconds, someone in America needs blood, and over 38,000 pints are needed daily.

If you can, please consider donating blood in Loudon's memory.

May God bless the Lofgren family.

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 10 o'clock and 12 minutes a.m.), the House stood in recess.

□ 1816

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Ms. MCCOLLUM) at 6 o'clock and 16 minutes 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 the yeas and nays are ordered.

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

FURTHER SURFACE TRANSPORTATION EXTENSION ACT OF 2021

Mr. DEFAZIO. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 5763) to provide an extension of Federal-aid highway, highway safety, and transit programs, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5763

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 "Further Surface Transportation Extension Act of 2021".

SEC. 2. AMENDMENT TO THE EXTENSION END DATE.

Section 2(2) of the Surface Transportation Extension Act of 2021 (Public Law 117-44) is amended by striking "October 31, 2021" and inserting "December 3, 2021".

SEC. 3. AMENDMENT FOR FEDERAL EMPLOYEE COMPENSATION FOLLOWING HIGHWAY TRUST FUND EXPIRATION.

Section 108(b) of the Surface Transportation Extension Act of 2021 (Public Law 117-44) is amended by striking "that begins" and all that follows through the period at the end and inserting the following: "that begins on—

"(1) October 1, 2021, and ends on or before the date of enactment of this Act; or

“(2) November 1, 2021, and ends on or before the date of enactment of the Further Surface Transportation Extension Act of 2021.”.

SEC. 4. EXTENSION OF EXPENDITURE AUTHORITY FOR THE HIGHWAY TRUST FUND, SPORT FISH RESTORATION AND BOATING TRUST FUND, AND LEAKING UNDERGROUND STORAGE TANK TRUST FUND.

(a) **HIGHWAY TRUST FUND.**—Section 9503 of the Internal Revenue Code of 1986 is amended—

(1) in subsections (b)(6)(B), (c)(1), and (e)(3) by striking “November 1, 2021” and inserting “December 4, 2021”; and

(2) by striking “Surface Transportation Extension Act of 2021” each place it appears and inserting “Further Surface Transportation Extension Act of 2021”.

(b) **SPORT FISH RESTORATION AND BOATING TRUST FUND.**—Section 9504 of such Code is amended—

(1) in subsection (b)(2) by striking “Surface Transportation Extension Act of 2021” each place it appears and inserting “Further Surface Transportation Extension Act of 2021”; and

(2) in subsection (d)(2) by striking “November 1, 2021” and inserting “December 4, 2021”.

(c) **LEAKING UNDERGROUND STORAGE TANK TRUST FUND.**—Section 9508(e)(2) of such Code is amended by striking “November 1, 2021” and inserting “December 4, 2021”.

(d) **SPECIAL RULE FOR AMENDMENTS.**—On the date of enactment of H.R. 3684 (117th Congress)—

(1) subsections (a), (b), and (c), the amendments made by such subsections, section 201 of the Surface Transportation Extension Act of 2021 (Public Law 117-44), and the amendments made by such section shall cease to be effective;

(2) the text of the laws amended by subsections (a), (b), and (c) of this section and section 201 of the Surface Transportation Extension Act of 2021 (Public Law 117-44) shall revert back so as to read as the text read on September 30, 2021; and

(3) the amendments made by H.R. 3684 (117th Congress) shall be executed as if this section and section 201 of the Surface Transportation Extension Act had not been enacted.

(e) **CONFORMING AMENDMENT.**—Section 201 of the Surface Transportation Extension Act of 2021 (Public Law 117-44) is amended by striking subsection (d).

SEC. 5. PRIOR ENACTED AUTHORIZATION.

If H.R. 3684 (117th Congress) is enacted before the date of enactment of this Act, this Act shall not take effect and the provisions of this Act shall not be executed.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from Missouri (Mr. GRAVES) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

GENERAL LEAVE

Mr. DEFAZIO. Madam 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 on H.R. 5763.

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

There was no objection.

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

Madam Speaker, I rise in support of H.R. 5763, the Further Surface Transportation Extension Act of 2021.

Here we are again, calling up yet another short-term extension of Federal highway, transit, highway safety, motor carrier, research, and transportation financing programs.

As I stated when the House took up the first extension on October 1, the House of Representatives did its work last summer, which included a 5-year authorization of surface programs, well in advance of the need for any extensions. And the Senate did later pass a 5-year authorization.

We haven't yet found a path forward for both Chambers to pass the same version of the bill, but we need to act immediately to be certain we don't have a lapse in authorization. There are adequate funds in the highway trust fund to cover this extension. No additional funds will be necessary.

If we don't, on October 31, 3,700 employees will again receive furlough notices that they cannot report to work on November 1, or have to work without pay, with a temporary shutdown of those programs.

The Federal Highway Administration won't be able to provide any new funding to States, the District, or territories. They will be able to continue reimbursing, but a lot of States are beginning—they have initiatives and applications pending for new programs, and all those would be set aside and delayed.

The Federal Transit Administration won't be able to issue new funding to 1,300 transit grantees that rely on Federal grants to fund construction; buy vehicles and equipment, an ongoing process; and, in some cases, pay for operating costs. The FTA can continue to make payments for grants issued before October 1—again, not adequate looking at future needs.

The National Highway Traffic Safety Administration cannot award new grants, and the Federal Motor Carrier Safety Administration must stop issuing new motor carrier safety grants.

And the Office of the Secretary will not be able to make any further TIFIA loans.

The Further Surface Transportation Extension Act of 2021 will allow the Department of Transportation to restart operations of programs funded by the highway trust fund through December 3, 2021, which will be a momentous day around here. It also authorizes DOT to provide backpay for employees in the event of a temporary shutdown.

I urge my colleagues to support this extension which will help provide additional time to work through the final resolution of a long-term surface transportation bill.

Madam Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, reluctantly, I am going to support yet another short-term extension of the highway program. Unfortunately, this simply con-

tinues to put our State departments of transportation and transportation stakeholders in a very tough position, and they really deserve more than this.

Let me be clear: The Speaker's partisan process is what has led us to this point, and this predicament highlights more than ever the need for us to be working across the aisle—and across the building, for that matter.

Nearly a month ago, we were here in virtually the same position, having the same conversations about the need for a highway extension because the Speaker is holding the infrastructure bill hostage for her real priority. And we all know what that is. It is a massive, multitrillion-dollar tax-and-spend wish list.

This should not be how it is, tying the hands of an entire Congress to pass a socialist agenda that folks in America just simply don't support. Infrastructure has never been this way. Bipartisanship has always been the formula for success on infrastructure, and that hasn't changed. It hasn't changed any at all.

While this process may have started out as a bipartisan piece of legislation in the Senate, the Speaker made darn sure that as soon as the bill was sent across the Capitol, it immediately was tainted with her ultraliberal, partisan agenda.

In my 20 years in Congress, I have supported all three highway bills that have been signed into law. All of them were bipartisan, all of them under Republican chairmen, all of them signed into law by both Democrat and Republican Presidents.

House Republicans have stood ready and committed to participate in a truly bipartisan process that involves input from both the House and the Senate, not just one Chamber, and both parties. We were ready to come to the negotiation table.

Earlier this year, House Republicans warned that a partisan path would put us in a position like this, and here we are.

The chairman is absolutely right. Passing this extension is the right thing to do. The last thing we need, though, is a series of short-term extensions. A longer extension is a much-preferred path because it allows our States to plan with certainty.

Multiple short-term extensions are extremely detrimental to the States. They are detrimental to the stakeholders and the jobs that support these critical projects and programs.

Extensions mean leaving the States with uncertainty to fix, to maintain, to upgrade roads and bridges. And you can't plan multiyear infrastructure and highway projects with the guarantee of only a few weeks of funding at any one time.

So it is time to get back to what works, and that is bipartisanship on both sides of this building. That is the key to success when it comes to infrastructure.

I urge my colleagues to support this short-term extension and support our

States' transportation programs. However, next time around, we really need to consider a longer term extension. It is what is best for the States.

Madam Speaker, I reserve the balance of my time.

Mr. DEFAZIO. Madam Speaker, I have no additional speakers, and if the gentleman is prepared to close, I would be prepared to close.

Madam Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Madam Speaker, I yield myself the balance of my time.

Again, it is unfortunate that we are here today as Democrats continue negotiating their partisan reconciliation proposal while an infrastructure bill sits. It sits idly and serves nothing more than those partisan programs.

This is nothing more than a Trojan horse, Madam Speaker, and it is being used for its popularity to get votes for the progressive wish list. I believe our State DOTs and our State transportation stakeholders, every one of them deserve better.

I hardly think that this short-term extension gives certainty to those folks, and I recognize that what is even worse is the fact that there is no certainty whatsoever.

Given that, reluctantly, I do urge support of this short-term extension with the expectation that a longer term extension will be needed the next time that we are here doing this once again.

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

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

Madam Speaker, just to reiterate for colleagues that may be listening, this extension goes till December 3. There are adequate funds in the highway trust fund to fund all the regular programs. This will be at current authorization levels.

It will allow States to move forward and propose new highway and bridge projects. It will allow transit agencies to go ahead and acquire new equipment and make other necessary repairs or improvements to their systems.

The Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration will be at full operating and full funding, so there will be no lapse should we pass this now. I urge an "aye" vote.

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

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. 5763.

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. GRAVES of Missouri. Madam Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 358, nays 59, not voting 14, as follows:

[Roll No. 339]

YEAS—358

Adams	Doggett	Kuster
Aderholt	Donalds	Kustoff
Aguilar	Doyle, Michael	LaHood
Allen	F.	LaMalfa
Allred	Duncan	Lamb
Amodei	Dunn	Langevin
Armstrong	Ellzey	Larsen (WA)
Arrington	Emmer	Larson (CT)
Auchincloss	Escobar	Latta
Axne	Eshoo	LaTurner
Babin	Espallat	Lawrence
Bacon	Estes	Lawson (FL)
Balderson	Evans	Lee (CA)
Banks	Feenstra	Lee (NV)
Barragán	Ferguson	Leger Fernandez
Bass	Fischbach	Letlow
Beatty	Fitzpatrick	Levin (CA)
Bentz	Fleischmann	Levin (MI)
Bera	Fletcher	Lieu
Bergman	Fortenberry	Lofgren
Beyer	Foster	Long
Bice (OK)	Fox	Lowenthal
Bishop (GA)	Frankel, Lois	Lucas
Blumenauer	Franklin, C.	Luetkemeyer
Blunt Rochester	Scott	Luria
Bonamici	Galleo	Lynch
Bost	Garamendi	Mace
Bourdeaux	Garbarino	Malliotakis
Bowman	Garcia (CA)	Maloney
Boyle, Brendan	Garcia (IL)	Carolyn B.
F.	Garcia (TX)	Maloney, Sean
Brady	Gimenez	Mann
Brooks	Golden	Manning
Brown	Gomez	Matsui
Brownley	Gonzales, Tony	McBath
Buchanan	Gonzalez (OH)	McCarthy
Bucshon	Gonzalez,	McCauley
Budd	Vicente	McCollum
Burgess	Gottheimer	McEachin
Bush	Granger	McGovern
Bustos	Graves (LA)	McNerney
Butterfield	Graves (MO)	Meeks
Calvert	Green, Al (TX)	Meijer
Carbajal	Griffith	Meng
Cárdenas	Grijalva	Meuser
Carl	Grothman	Mfume
Carson	Guthrie	Miller (WV)
Carter (GA)	Hagedorn	Miller-Meeks
Carter (LA)	Harder (CA)	Mooleenaar
Carter (TX)	Hartzler	Mooney
Cartwright	Hayes	Moore (UT)
Casten	Herrell	Moore (WI)
Castor (FL)	Herrera Beutler	Morelle
Castro (TX)	Higgins (LA)	Moulton
Chabot	Higgins (NY)	Mrvan
Cheney	Hill	Murphy (FL)
Chu	Himes	Murphy (NC)
Cicilline	Hinson	Nadler
Clark (MA)	Houlihan	Napolitano
Clarke (NY)	Hoyer	Neal
Cleaver	Hudson	Neguse
Cloud	Huffman	Newhouse
Clyburn	Huizenga	Newman
Cohen	Issa	Norcross
Cole	Jackson Lee	Nunes
Connolly	Jacobs (CA)	O'Halleran
Cooper	Jacobs (NY)	Obermole
Correa	Jayapal	Ocasio-Cortez
Costa	Jeffries	Omar
Courtney	Johnson (GA)	Owens
Craig	Johnson (LA)	Pallone
Crawford	Johnson (OH)	Palmer
Crenshaw	Johnson (SD)	Panetta
Crist	Johnson (TX)	Pappas
Crow	Jones	Pascarella
Cuellar	Joyce (OH)	Payne
Curtis	Joyce (PA)	Pence
Davids (KS)	Kahale	Perlmutter
Davidson	Kaptur	Perry
Davis, Danny K.	Katko	Peters
Davis, Rodney	Keating	Pfluger
Dean	Keller	Pingree
DeFazio	Kelly (IL)	Pocan
DeGette	Kelly (PA)	Porter
DeLauro	Khanna	Pressley
DelBene	Kildee	Price (NC)
Delgado	Kilmer	Quigley
Demings	Kim (CA)	Raskin
DeSaulnier	Kim (NJ)	Reschenthaler
Deutch	Kinzie	Rice (NY)
Diaz-Balart	Kirkpatrick	Rice (SC)
Dingell	Krishnamoorthi	Rodgers (WA)

Rogers (AL)	Smith (WA)
Rogers (KY)	Smucker
Rose	Soto
Ross	Spanberger
Rouzer	Speier
Ruiz	Stansbury
Ruppersberger	Stanton
Rush	Stauber
Rutherford	Steel
Ryan	Stefanik
Salazar	Steil
Sánchez	Stevens
Sarbanes	Stewart
Scalise	Strickland
Scanlon	Suozy
Schakowsky	Swalwell
Schiff	Takano
Schneider	Tenney
Schrader	Thompson (CA)
Schrier	Thompson (MS)
Scott (VA)	Thompson (PA)
Scott, David	Titus
Sewell	Tlaib
Sherman	Tonko
Sherrill	Torres (CA)
Sires	Torres (NY)
Slotkin	Trahan
Smith (MO)	Trone
Smith (NE)	Underwood
Smith (NJ)	Upton

NAYS—59

Baird	Gohmert	McHenry
Biggs	Gooden (TX)	Miller (IL)
Bilirakis	Gosar	Moore (AL)
Bishop (NC)	Green (TN)	Mullin
Boebert	Greene (GA)	Nehls
Buck	Guest	Norman
Burchett	Harshbarger	Palazzo
Cammack	Hern	Phillips
Case	Hollingsworth	Posey
Cawthorn	Horsford	Reed
Cline	Jackson	Schweikert
Clyde	Jordan	Scott, Austin
Comer	Kelly (MS)	Sessions
DesJarlais	Lamborn	Spartz
Fallon	Loudermilk	Steube
Fitzgerald	Malinowski	Taylor
Fulcher	Massie	Timmons
Gaetz	Mast	Weber (TX)
Gallagher	McClain	Wilson (SC)
Gibbs	McClintock	

NOT VOTING—14

Barr	Lesko	Simpson
Good (VA)	McKinley	Tiffany
Harris	Rosendale	Turner
Hice (GA)	Roy	Wenstrup
Kind	Roybal-Allard	

□ 1911

Ms. HERRELL and Messrs. GROTHMAN, ARRINGTON, and CLOUD changed their vote from "nay" to "yea."

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

MEMBERS RECORDED PURSUANT TO HOUSE
RESOLUTION 8, 117TH CONGRESS

Armstrong	Curtis (Owens)	Gimenez (Waltz)
(Resch)	DeSaulnier	Gosar (Greene)
enthaler)	(Beyer)	(GA))
Baird (Resch	Deutch (Rice	Green (TN)
enthaler)	(NY))	(Resch
Barragán (Clarke	Doggett (Raskin)	enthaler)
(NY))	Doyle, Michael	Hagedorn (Carl)
Boebert	F. (Cartwright)	Harshbarger
(Cammack)	Duncan (Rice	(Owens)
Bowman (Ocasio-	(SC))	Hartzler
Cortez)	Evans (Mfume)	(Bucshon)
Buchanan	Fleischmann	Houlihan (Crow)
(Bilirakis)	(Bilirakis)	Hudson
Calvert (Garcia	Frankel, Lois	(McHenry)
(CA))	(Clark (MA))	Issa (Garcia
Cárdenas	Fulcher (Johnson	(CA))
(Gomez)	(OH))	Jacobs (NY)
Cohen (Beyer)	Garbarino (Joyce	(Resch
Cuellar (Costa)	(OH))	enthaler)

Johnson (SD)	Moore (UT)	Speier (Scanlon)
(Resch)	(Owens)	Steube
enthaler)	Norman (Rice	(Franklin, C.
Joyce (PA)	(SC))	Scott)
(Keller)	Nunes (Garcia	Stewart (Owens)
Kaptur (Dingell)	(CA))	Swalwell (Allred)
Kinzinger	Obernolte	Takano
(Fitzpatrick)	(Pfluger)	(Cicilline)
Kirkpatrick	Pascrell	Thompson (PA)
(Stanton)	(Pallone)	(Resch
LaHood	Payne (Pallone)	enthaler)
(Gonzalez	Porter (Wexton)	Timmons (Resch
(OH)	Reed (Upton)	enthaler)
Lawson (FL)	Rogers (KY)	Valadao (Meijer)
(Soto)	(Resch	Wagner
Lieu (Beyer)	enthaler)	(McHenry)
Luetkemeyer	Rush	Walorski (Banks)
(Long)	(Underwood)	Watson Coleman
McEachin	Schakowsky	(Pallone)
(Wexton)	(Garcia (IL))	Wilson (FL)
Meng (Jeffries)	Sires (Pallone)	(Hayes)
Miller (WV)	Smith (WA)	Wilson (SC)
(Resch	(Courtney)	(Rice (SC))
enthaler)	Smucker (Keller)	

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore (Mr. TORRES of New York) laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, October 28, 2021.

Hon. NANCY PELOSI,
Speaker, House of Representatives,
Washington, DC.

DEAR MADAM SPEAKER: Pursuant to the permission granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on October 28, 2021, at 6:17 p.m.:

H.R. 2911 Passed without amendment.
H.R. 3475 Passed without amendment.
H.R. 3919 Passed without amendment.
H.R. 4172 Passed without amendment.
With best wishes, I am,
Sincerely,

CHERYL L. JOHNSON,
Clerk.

□ 1915

COMMUNICATION FROM CHAIR OF COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

The SPEAKER pro tempore laid before the House the following communication from the chair of the Committee on Transportation and Infrastructure; which was read and, without objection, referred to the Committee on Appropriations:

COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE, HOUSE OF REPRESENTATIVES,
Washington, DC, October 27, 2021.

Hon. NANCY PELOSI,
Speaker, House of Representatives,
Washington, DC.

DEAR MADAM SPEAKER: On October 27, 2021, pursuant to section 3307 of Title 40, United States Code, the Committee on Transportation and Infrastructure met in open session to consider twelve resolutions included in the General Services Administration's Capital Investment and Leasing Programs.

I have enclosed copies of the resolutions adopted.

Sincerely,

PETER A. DEFazio,
Chair.

Enclosures.

COMMITTEE RESOLUTION

CONSTRUCTION—NEW U.S. COURTHOUSE,
HUNTSVILLE, AL

Resolved by the Committee on Transportation and Infrastructure of the U.S. House of Representatives, that pursuant to 40 U.S.C. § 3307, additional appropriations are authorized for the site work, design, and construction of a new U.S. Courthouse of approximately 123,100 gross square feet, including 26 parking spaces, in Huntsville, AL, at an additional cost of \$23,537,000, for a total project cost of \$110,000,000, a factsheet for which is attached to and included in this resolution. This resolution amends the authorizations the Committee adopted on December 12, 2018, of Prospectus No. PAL-CTC-HU18 and on February 26, 2020.

Provided, that the General Services Administration shall not delegate to any other agency the authority granted by this resolution.

Provided further, not later than 30 calendar days after the date on which a request from the Chair or Ranking Member of the Committee on Transportation and Infrastructure of the House of Representatives is received by the Administrator of General Services, the Administrator shall provide such Member a response in writing that provides any information requested regarding the project.

Provided further, that the Administrator of General Services shall aim to achieve net zero carbon buildings, if determined by the Administrator to be practical and cost-effective.