

Houston that will benefit all Americans.

As many in this body will recall, Hurricane Harvey hit my district in Houston and the entire Texas Gulf Coast in August of 2017, causing great devastation, dropping nearly 60 inches of rain, claiming 68 lives, and causing an estimated \$125 billion in damages. It was the second-most expensive hurricane in the United States' history. Members of this body responded to Harvey's devastation with the speed and purpose we needed for our recovery, passing three supplemental appropriations bills, sending billions of dollars in aid to Texas through different programs. But our recovery was and still is slow, slower than many expected, and slower than any can afford.

Before I was sworn into Congress, I met with our local officials at home to talk about the impediments to our recovery. How could we speed it up? Where was recovery delayed? What could the Federal Government do? And one impediment that had significant impact on our recovery was the process for the award of mitigation project funding from FEMA.

Here is why. As Mr. PAPPAS noted, section 404 of the Stafford Act provides that FEMA may grant up to 75 percent of funds for cost-effective mitigation projects through the Hazard Mitigation Grant Program, HMGP. When States or municipalities apply through the HMGP program, projects, regardless of size or scope, require a comprehensive review to make sure all requirements of NEPA or other statutory requirements are met.

Importantly, these hazard mitigation grants do not allow for the reimbursement of costs incurred before a grant is approved. As a result, many areas recovering from disaster must wait for the FEMA review before purchasing land or starting construction on a project designed to mitigate damage. This FEMA review can go on for months or years at a critical time for decisionmaking and recovering.

In the case of natural disasters, local governments need to move quickly on projects like land acquisition; for example, buying land or buying out homes that have been damaged or other land acquisition projects. In Houston, this was true for us when we were looking to buy a golf course to create additional stormwater detention. The chief recovery officer for the city of Houston has told us that FEMA's pre-award cost policy—that is, not allowing reimbursement of costs incurred before grant approval—is a limiting factor in recovery, especially in cases of land acquisition.

Homeowners simply cannot afford to wait the months or years to make decisions about whether to repair their homes or participate in a buyout. The result is not only inefficiency, but real hardship.

For example, Harris County Flood Control District received \$25 million from the Hazard Mitigation Grant Pro-

gram to conduct buyouts to reduce flood damages in areas located deep in the floodplain where structural projects to reduce flooding aren't cost-effective. But that was nearly a year after Harvey. It took a year because of the review period required at FEMA for all HMGP applications. Most homeowners simply don't have the luxury of waiting a year or more to begin repairs or decide what to do.

So the quicker local governments are able to move, the more people they can help and the more resources they can leverage. Having a one-size-fits-all approach to reviewing projects through the HMGP is not efficient or effective. It needlessly delays critical mitigation work.

That is where the idea for the HELP Act came from. The HELP Act will allow land acquisition projects and simple construction projects that do not require an environmental impact statement under NEPA to commence immediately without the risk of losing potential Federal funds. This will allow State and local governments to respond more quickly to the needs of their communities and to plan disaster mitigation more efficiently and effectively by removing unnecessary delays and streamlining FEMA's Hazard Mitigation Grant Program. It is simple, it is straightforward, and it is needed.

At home, I continue to hear a consistent concern that these Federal disaster recovery projects move at a very slow pace. This bill addresses that and will be a real improvement for communities across the country.

I would like to thank my colleague, Mr. McCAUL, for working with me on this bill. Disaster mitigation is not and should never be a partisan issue. There remains much work to do to prepare for future storms that we know will come, but I am hopeful that the HELP Act will aid State and local governments when they do.

Madam Speaker, I urge my colleagues to support this important legislation and help our families, businesses, and communities recover from disasters.

Mr. GUEST. Madam Speaker, I yield myself the balance of my time as I have no additional speakers.

In closing, H.R. 1917 benefits our communities by allowing them to be eligible for Federal disaster mitigation assistance for projects started prior to their request for assistance. I believe that this bill is a good bill, and I urge support of this bipartisan legislation. I yield back the balance of my time.

Mr. PAPPAS. Madam Speaker, I want to thank Congresswoman FLETCHER again for her leadership on this issue. I urge my colleagues to pass this commonsense piece of legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Hampshire (Mr. PAPPAS) that the House suspend the rules and pass the bill, H.R. 1917.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. ROSENDALE. 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.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

□ 1315

ADVANCED AIR MOBILITY COORDINATION AND LEADERSHIP ACT

Mr. PAPPAS. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1339) to require the Secretary of Transportation to establish an advanced air mobility interagency working group, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1339

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 "Advanced Air Mobility Coordination and Leadership Act".

SEC. 2. ADVANCED AIR MOBILITY WORKING GROUP.

(a) **WORKING GROUP.**—Not later than 120 days after the date of enactment of this Act, the Secretary of Transportation shall establish an advanced air mobility interagency working group (in this section referred to as the "working group").

(b) **PURPOSE.**—The purpose of the working group established under subsection (a) shall be to plan and coordinate efforts related to the safety, operations, infrastructure, physical security, cybersecurity, and Federal investment necessary for maturation of the AAM ecosystem in the United States. It is critical that Government agencies collaborate in order to enhance United States leadership, develop new transportation options, amplify economic activity and jobs, advance environmental sustainability and new technologies, and support emergency preparedness and competitiveness.

(c) **MEMBERSHIP.**—Not later than 60 days after the establishment of the working group under subsection (a), the Secretary of Transportation shall—

(1) appoint the Under Secretary of Transportation for Policy to chair the working group;

(2) designate not less than one additional representative to participate on the working group from each of—

(A) the Department of Transportation; and
(B) the Federal Aviation Administration; and
(3) invite the heads of each of the following departments or agencies to designate not less than 1 representative to participate on the working group, including—

(A) the National Aeronautics and Space Administration;
(B) the Department of Defense;
(C) the Department of Energy;
(D) the Department of Homeland Security;
(E) the Department of Commerce;
(F) the Federal Communications Commission;

and
(G) such other departments or agencies as the Secretary of Transportation determines appropriate.

(d) COORDINATION.—

(1) **IN GENERAL.**—The Secretary of Transportation and Administrator of the Federal Aviation Administration shall coordinate with aviation industry and labor stakeholders, stakeholder associations, and others determined appropriate by the Secretary of Transportation

and the Administrator of the Federal Aviation Administration, including the following:

(A) Manufacturers of aircraft, avionics, propulsion systems, and air traffic management systems.

(B) Intended operators of AAM aircraft.

(C) Commercial air carriers, commercial operators, and general aviation operators, including helicopter operators.

(D) Airports, heliports, and fixed-base operators.

(E) Aviation training and maintenance providers.

(F) Certified labor representatives of pilots, air traffic control specialists employed by the Federal Aviation Administration, aircraft mechanics, and aviation safety inspectors.

(G) State, local, and Tribal officials or public agencies.

(H) First responders.

(I) Groups representing environmental interests.

(J) Electric utilities, energy providers, energy market operators, and wireless providers.

(K) Unmanned aircraft system operators and service suppliers.

(L) Groups representing consumer interests.

(M) Groups representing the interests of taxpayers.

(2) **ADVISORY COMMITTEES.**—The Secretary of Transportation and Administrator of the Federal Aviation Administration may use such Federal advisory committees as may be appropriate to coordinate with the entities listed in paragraph (1).

(e) **REVIEW AND EXAMINATION.**—Not later than 1 year after the establishment of the working group under subsection (a), the working group shall complete a review and examination of, at a minimum—

(1) steps that will mature AAM aircraft operations, concepts, and regulatory frameworks beyond initial operations;

(2) safety requirements and physical and cybersecurity involved with future air traffic management concepts which may be considered as part of the evolution of AAM to higher levels of traffic density;

(3) current Federal programs and policies that may be leveraged to advance the maturation of the AAM industry;

(4) infrastructure, including aviation, multimodal, cybersecurity, and utility infrastructure, necessary to accommodate and support expanded operations of AAM after initial implementation;

(5) anticipated benefits associated with AAM aircraft operations, including economic, environmental, emergency and natural disaster response, and transportation benefits; and

(6) other factors that may limit the full potential of the AAM industry, including community acceptance of AAM operations.

(f) **PLAN AND RECOMMENDATIONS.**—Based on the review and examination performed under subsection (e), the working group shall develop—

(1) recommendations regarding the safety, operations, security, cybersecurity, infrastructure, and other Federal investment or actions necessary to support the evolution of early AAM to higher levels of activity and societal benefit; and

(2) a comprehensive plan detailing the roles and responsibilities of each Federal department or agency to facilitate or implement the recommendations in paragraph (1).

(g) **REPORT.**—Not later than 180 days after the completion of the review and examination completed under subsection (e), the working group shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that—

(1) details the review and examination performed under subsection (e); and

(2) provides the plan and recommendations developed under subsection (f).

(h) **DEFINITIONS.**—In this Act:

(1) **ADVANCED AIR MOBILITY; AAM.**—The terms “advanced air mobility” and “AAM” mean a transportation system that transports people and property by air between two points in the United States using aircraft, including electric aircraft or electric vertical take-off and landing aircraft, in both controlled and uncontrolled airspace.

(2) **ELECTRIC AIRCRAFT.**—The term “electric aircraft” means an aircraft with a fully electric or hybrid (fuel and electric) driven propulsion system used for flight.

(3) **FIXED-BASE OPERATOR.**—The term “fixed-base operator” means a business granted the right by an airport sponsor or heliport sponsor to operate on an airport or heliport and provide aeronautical services, including fueling and charging, aircraft hangaring, tiedown and parking, aircraft rental, aircraft maintenance, and flight instruction.

(4) **STATE.**—The term “State” has the meaning given such term in section 47102 of title 49, United States Code.

(5) **VERTICAL TAKE-OFF AND LANDING.**—The term “vertical take-off and landing” means an aircraft with lift/thrust units used to generate powered lift and control and with two or more lift/thrust units used to provide lift during vertical take-off or landing.

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

The Chair recognizes the gentleman from New Hampshire.

GENERAL LEAVE

Mr. PAPPAS. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include any extraneous material on H.R. 1339, as amended.

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

There was no objection.

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

Madam Speaker, I rise in support of the bill introduced by the gentlewoman from Kansas (Ms. DAVIDS) as well as the gentleman from Louisiana (Mr. GRAVES).

Once viewed as only a figment of people's imagination, flying cars are now on the verge of becoming a reality and will take to the skies in no time, thanks to recent innovations in aircraft and propulsion technology. Advanced air mobility, or AAM, vehicles have the potential to alleviate traffic congestion, reduce the current burden on surface infrastructure, create good-paying U.S. jobs, and provide a more environmentally sustainable mode of daily transportation. In fact, last year, my home State of New Hampshire became the first State to safely allow roadable aircraft to use our roads, once they become certified for travel.

But as these new aircraft emerge in an already complex U.S. airspace, we must ensure that they are safe, both for those on board and those on the ground.

H.R. 1339, the Advanced Air Mobility Coordination and Leadership Act, would establish an interagency work-

ing group, bringing together the Federal Government, States and localities, the aerospace industry, labor unions, and other key stakeholders to plan and coordinate efforts to safely integrate AAM operations in our national airspace system.

The interagency working group's recommendations on safety, security, and infrastructure needs will help support the deployment of this technology and advance U.S. leadership in this emerging global industry. This legislation has support from both sides of the aisle and the endorsement of several organizations representing the U.S. aviation and aerospace sector.

Madam Speaker, I support this bipartisan bill, I urge my colleagues to do the same, and I reserve the balance of my time.

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

Madam Speaker, I rise in support of H.R. 1339, the Advanced Air Mobility Coordination and Leadership Act.

I want to thank the sponsors of this legislation for introducing this very important bill. The bill directs the Department of Transportation to form a working group with other Federal agencies to ensure that the advanced air mobility industry has the Federal backing it needs to commence operations and to succeed.

I recently had the opportunity to fly a simulated advanced air mobility, or AAM, flight and was very impressed with the technology.

In just a few short years, we may be seeing multiple companies carrying paying passengers in highly automated electric vertical takeoff and landing aircraft.

These operations will connect cities, towns, and neighborhoods all across the country in a very safe, quiet, and environmentally friendly way.

Madam Speaker, this is a good bill and keeps the momentum going for American leadership in the advanced air mobility industry. That is why I support H.R. 1339, and I urge a “yes” vote today.

Madam Speaker, before I reserve, I also want to pay tribute to Holly Woodruff Lyons, our longtime Subcommittee on Aviation staff director. After nearly 20 years on the committee, Holly will be retiring at the end of this year.

It is hard to imagine the committee without Holly. Each new Republican chairman or ranking member has received the same advice from their predecessor: whatever you do, make sure Holly stays. I am sorry to say that the streak has finally ended on my watch, but her legacy will cast a long shadow in these halls for years to come.

Holly has helped shape every single piece of aviation legislation in the past two decades, and she is responsible for literally hundreds of provisions in law that have improved the lives of everyday Americans.

Holly is a consummate professional and dedicated staffer, and we will sorely miss her counsel and very much miss her wisdom.

I am personally grateful for her service to this committee, both as a pilot and a Member of Congress.

I thank her so much for dedicating her career to aviation safety and her service to the American public. She will never be a stranger around here, and I hope she and Mark make the most of their well-earned retirements. I thank her for all she has done.

Madam Speaker, I reserve the balance of my time.

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

Mr. GRAVES of Missouri. Madam Speaker, I yield such time as he may consume to the gentleman from Louisiana (Mr. GRAVES).

Mr. GRAVES of Louisiana. Madam Speaker, I want to thank Mr. GRAVES for yielding to Mr. GRAVES.

Madam Speaker, I rise in strong support of this legislation, and I want to thank our sponsor on this legislation, Congresswoman SHARICE DAVIDS, for working with us on this.

Congress is often the body that comes in and proposes legislation and then proposes solutions after something has happened, after something bad has happened. This is a different approach. This is Congress actually stepping in and being proactive.

This is bipartisan legislation that recognizes the United States leads the world in innovation related to aviation. The only way we are going to be able to do that, that we are going to be able to continue leading the world with these advanced technologies related to advanced air mobility, is by being proactive in this case.

We are talking about incorporating innovative technology that is going to effect virtually every aspect of our lives, but integrating it into one of the most complex and one of the most congested airspace areas in the world. This isn't something we can just do overnight once the technology is ready.

This legislation puts together a working group for us to look at how this is going to be integrated, what regulations we need in place, what infrastructure changes we need to have in place in order to facilitate this.

Madam Speaker, we can't cede this technology, this innovation, to other countries. The United States has the safest, most advanced aviation system in the world, but we are not going to be able to maintain that without being proactive, without thinking through all of the integration that is going to result; again, whether it be infrastructure or people who want to use urban air mobility to fly from one city to the other. In my home State of Louisiana, flying from Baton Rouge to New Orleans, as opposed to sitting in the parking lot that is Interstate 10 or those people that want to fly from Lake Charles to Houston for the day, because they don't want to live in Hous-

ton, and fly back and spend the night in Lake Charles. I am kidding, Texas friends.

Madam Speaker, the people that work in the offshore industry, the ability to fly through advanced air mobility to these facilities and come back, doing it safer; doing it with less fuel, less emissions; doing it more efficiently, less expensive; that is what this solution, this technology, potentially provides for us.

There have been studies that show that by 2035, this industry could employ 280,000 people, and the value of this industry sector could be \$115 billion.

Once again, Madam Speaker, we are not going to realize those benefits without us being proactive and facilitating the integration of this technology into our communities.

Madam Speaker, even our military, the Department of Defense, recognizes the potential of eVTOL technology in its own operations, and that is why it is investing in the Agility Prime program to help foster the AAM industry.

The issues that we are looking at include aircraft certification, ground infrastructure, air traffic control, battery storage, cybersecurity, physical security, spectrum, and many other challenges. This legislation helps to ensure that we have solutions in place when the technology is ready.

Again, Madam Speaker, I want to thank the vice chair of the Transportation and Infrastructure Committee, SHARICE DAVIDS, for her leadership and partnership in sponsoring the bill. I appreciate the work of Ranking Member SAM GRAVES and Chairman DEFAZIO in allowing us to move this forward in a bipartisan manner.

Madam Speaker, before I yield back, I also want to recognize one of the hardworking heroes and unsung heroes of this Congress. I want to take a few minutes to honor our Aviation Subcommittee Republican staff director Holly Woodruff Lyons, who will be retiring at the end of the year.

Holly was raised in sunny southern California, and she made the inexplicable decision to choose to go to Colgate University in freezing cold Upstate New York. I think she quickly realized the error of her ways and transitioned to the University of San Diego School of Law for law school.

She did some time in private practice, and then she began her federal service over 20 years ago, in 1999, where she followed in her father's footsteps and worked for the Federal Aviation Administration in the Airports and Environmental Law Division.

Holly came to the Aviation Subcommittee as counsel in May of 2002 under then-Chairman DON YOUNG. Madam Speaker, also having worked for the dean of the House, I also question that decision.

When considering whether to take the job, Holly wondered whether she was too old to start a career on Capitol Hill. But her first subcommittee staff

director saw there was something special about Holly, and he told us that one of the best decisions he ever made was recommending Holly to the committee.

Holly became the Aviation Subcommittee staff director in 2007, where she remained for most of the last 14 years, working under Chairman Mica, Chairman Shuster, and now Ranking Member SAM GRAVES. She did, however, spend a brief time as deputy general counsel to the full committee before returning to her rightful place in the subcommittee.

She made invaluable contributions, as the ranking member noted, to every aviation legislative effort over the past 20 years, including the Homeland Security Act of 2002; the Vision 100—Century Aviation Reauthorization Act; the Cape Town Treaty Implementation Act of 2004; the NTSB Reauthorization Act of 2006, and the Airline Safety and Federal Aviation Administration Extension Act of 2010. She served as the lead House negotiator on the European Union ETS Prohibition Act of 2011; the FAA Modernization and Reform Act of 2012; the FAA Extension, Safety, and Security Act of 2016; and the FAA Reauthorization Act of 2018. Recently, last Congress, she was also the lead House Republican negotiator on the 2020 Aircraft Certification, Safety, and Accountability Act.

In each one of these efforts, Holly has been a model staffer. She is professional, intelligent, conscientious, and hardworking. She is an excellent and fierce negotiator, as everyone who has had the pleasure of sitting on her side of the table, or misfortune of sitting on the other side of the table, knows. She fights for every advantage at every turn while remaining disarmingly pleasant and entirely unflappable.

In one memorable negotiation, though, Holly leaned forward, made a circle with her fingers, and told another committee in no uncertain terms that they had zero jurisdiction over a certain topic. As one former committee staff director is fond of saying: Holly plays for keeps.

Madam Speaker, there are two kinds of people that work on Capitol Hill: Those that have been schooled by Holly and those that will be.

But the reason everyone loves a good war story about Holly is that it contrasts so much with her usual personality. She is friendly, kind, approachable, and always ready to help. She has been a wonderful mentor and friend to junior committee staff. She has almost singlehandedly trained and mentored an entire generation of transportation and aviation policy professionals. There is no one who has worked with or for Holly who can say they haven't learned from her.

Madam Speaker, we often say that aviation is the safest form of transportation, as though that is the way it has always been. When we get on a plane, we don't have to think about whether it is safe or not because of the incredible hard work of people like Holly and

what they have done over the decades. It is only when we look back over the career of someone like Holly where we can see how much things have changed for the better. Without question, aviation is safer today than it has ever been, in no small part through the work of Holly Woodruff Lyons.

We thank Holly so much for her service to the committee, her service to the House of Representatives, and her service to the American people. Her work has saved lives and made this country a better, safer, and more prosperous place. We are sad to see her go, but we will not say goodbye. We still have her cellphone number. Instead, we will say, see you soon. We wish her and Mark all the best as they start this next chapter of their life.

Mr. PAPPAS. Madam Speaker, we thank Holly as well for her contributions to the House and to this important issue area and wish her all best in her next steps.

Madam Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Madam Speaker, in closing, this legislation takes an important step in preparing the Federal Government and our communities for the introduction of advanced air mobility vehicles.

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

Mr. PAPPAS. Madam Speaker, I urge adoption of this commonsense legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Hampshire (Mr. PAPPAS) that the House suspend the rules and pass the bill, H.R. 1339, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. ROSENDALE. 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.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

□ 1330

ELIMINATING BARRIERS TO RURAL INTERNET DEVELOPMENT GRANT ELIGIBILITY ACT

Mr. PAPPAS. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 3193) to amend the Public Works and Economic Development Act of 1965 to provide for a high-speed broadband deployment initiative, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3193

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 “Eliminating Barriers to Rural Internet Development

Grant Eligibility Act” or the “E-BRIDGE Act”.

SEC. 2. HIGH-SPEED BROADBAND DEPLOYMENT INITIATIVE.

(a) IN GENERAL.—Title II of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3141 et seq.) is amended by adding at the end the following:

“SEC. 219. HIGH-SPEED BROADBAND DEPLOYMENT INITIATIVE.

“(a) DEFINITIONS.—In this section:

“(1) BROADBAND PROJECT.—The term ‘broadband project’ means, for the purpose of providing, extending, expanding, or improving high-speed broadband service to further the goals of this Act—

“(A) planning, technical assistance, or training;

“(B) the acquisition or development of land; or

“(C) the acquisition, design and engineering, construction, rehabilitation, alteration, expansion, or improvement of facilities, including related machinery, equipment, contractual rights, and intangible property.

“(2) ELIGIBLE RECIPIENT.—

“(A) IN GENERAL.—The term ‘eligible recipient’ means an eligible recipient.

“(B) INCLUSIONS.—The term ‘eligible recipient’ includes—

“(i) a public-private partnership; and

“(ii) a consortium formed for the purpose of providing, extending, expanding, or improving high-speed broadband service between 1 or more eligible recipients and 1 or more for-profit organizations.

“(3) HIGH-SPEED BROADBAND.—The term ‘high-speed broadband’ means the provision of 2-way data transmission with sufficient downstream and upstream speeds to end users to permit effective participation in the economy and to support economic growth, as determined by the Secretary.

“(b) BROADBAND PROJECTS.—

“(1) IN GENERAL.—On the application of an eligible recipient, the Secretary may make grants under this title for broadband projects, which shall be subject to the provisions of this section.

“(2) CONSIDERATIONS.—In reviewing applications submitted under paragraph (1), the Secretary shall take into consideration geographic diversity of grants allocated, including consideration of underserved markets, in addition to data requested in paragraph (3).

“(3) DATA REQUESTED.—In reviewing an application submitted under paragraph (1), the Secretary shall request from the Federal Communications Commission, the Administrator of the National Telecommunications and Information Administration, the Secretary of Agriculture, and the Appalachian Regional Commission data on—

“(A) the level and extent of broadband service that exists in the area proposed to be served; and

“(B) the level and extent of broadband service that will be deployed in the area proposed to be served pursuant to another Federal program.

“(4) INTEREST IN REAL OR PERSONAL PROPERTY.—For any broadband project carried out by an eligible recipient that is a public-private partnership or consortium, the Secretary shall require that title to any real or personal property acquired or improved with grant funds, or if the recipient will not acquire title, another possessory interest acceptable to the Secretary, be vested in a public partner or eligible nonprofit organization or association for the useful life of the project, after which title may be transferred to any member of the public-private partnership or consortium in accordance with regulations promulgated by the Secretary.

“(5) PROCUREMENT.—Notwithstanding any other provision of law, no person or entity

shall be disqualified from competing to provide goods or services related to a broadband project on the basis that the person or entity participated in the development of the broadband project or in the drafting of specifications, requirements, statements of work, or similar documents related to the goods or services to be provided.

“(6) BROADBAND PROJECT PROPERTY.—

“(A) IN GENERAL.—The Secretary may permit a recipient of a grant for a broadband project to grant an option to acquire real or personal property (including contractual rights and intangible property) related to that project to a third party on such terms as the Secretary determines to be appropriate, subject to the condition that the option may only be exercised after the Secretary releases the Federal interest in the property.

“(B) TREATMENT.—The grant or exercise of an option described in subparagraph (A) shall not constitute a redistribution of grant funds under section 217.

“(c) NON-FEDERAL SHARE.—In determining the amount of the non-Federal share of the cost of a broadband project, the Secretary may provide credit toward the non-Federal share for the present value of allowable contributions over the useful life of the broadband project, subject to the condition that the Secretary may require such assurances of the value of the rights and of the commitment of the rights as the Secretary determines to be appropriate.”.

(b) CLERICAL AMENDMENT.—The table of contents in section 1(b) of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3121 note; Public Law 89-136) is amended by inserting after the item relating to section 218 the following:

“Sec. 219. High-speed broadband deployment initiative.”.

SEC. 3. DETERMINATION OF BUDGETARY EFFECTS.

The budgetary effects of this Act, for the purpose of complying with the Statutory Pay-As-You-Go Act of 2010, shall be determined by reference to the latest statement titled “Budgetary Effects of PAYGO Legislation” for this Act, submitted for printing in the Congressional Record by the Chairman of the House Budget Committee, provided that such statement has been submitted prior to the vote on passage.

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

The Chair recognizes the gentleman from New Hampshire.

GENERAL LEAVE

Mr. PAPPAS. 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. 3193, as amended.

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

There was no objection.

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

Madam Speaker, I rise today in support of H.R. 3193, the Eliminating Barriers to Rural Internet Development Grant Eligibility, or E-BRIDGE, Act.

Introduced by Ranking Member GRAVES and Representative GUEST, the bill would create a high-speed