

COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE, HOUSE OF REP-
RESENTATIVES,

Washington, DC, March 21, 2022.

Hon. JERROLD NADLER,
Chairman, Committee on the Judiciary,
House of Representatives, Washington, DC.

DEAR CHAIRMAN NADLER: Thank you for your letter regarding H.R. 5706, the Stop Sexual Assault and Harassment in Transportation Act. I appreciate your willingness to review the legislation.

I acknowledge that by foregoing formal consideration on H.R. 5706, the Committee on the Judiciary does not waive any future jurisdictional claims to provisions in this or similar legislation, and that your Committee will be consulted and involved on any matters in your Committee's jurisdiction should this legislation move forward. In addition, should a conference on the bill be necessary, I would support your effort to seek appointment of an appropriate number of conferees to any House-Senate conference involving provisions within this legislation on which the Committee on the Judiciary has a valid jurisdictional claim.

I appreciate your cooperation regarding this legislation, and I will ensure that our exchange of letters is included in the Congressional Record during floor consideration of H.R. 5706.

Sincerely,

PETER A. DEFAZIO,
Chair.

Mr. WEBSTER of Florida. Madam Speaker, I yield myself such time as I may consume.

I rise in support of the goal of H.R. 5706 to prevent incidents of sexual assault and harassment in transportation. Passengers should feel safe when they are traveling, and transportation workers should feel safe in their workplace.

No one condones sexual misconduct. That is why the Transportation and Infrastructure Committee and Congress took such a strong bipartisan stance against this type of behavior in air transportation in the FAA Reauthorization Act of 2018.

Last Congress, this legislation passed the House by voice vote, after Chairman DEFAZIO worked with the other side of the aisle to address technical concerns with the bill to avoid unintended implementation issues.

Again, I want to thank Chairman DEFAZIO for working with us on this bill. I urge support of this legislation, and I reserve the balance of my time.

Mr. DEFAZIO. Madam Speaker, I have no additional speakers, and I reserve the balance of my time.

Mr. WEBSTER of Florida. Madam Speaker, in closing, we want to help ensure that sexual misconduct in transportation is eliminated, and this bill is a step in the right direction. I urge support of this legislation and yield back the balance of my time.

Mr. DEFAZIO. Madam Speaker, as I said earlier, I urge my colleagues to support this bill. Hopefully, we can move it out of the House unanimously and get the Senate to act in the near future. 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. DEFA-

ZIO) that the House suspend the rules and pass the bill, H.R. 5706.

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. 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.

WILLIAM T. COLEMAN, JR. AND NORMAN Y. MINETA DEPART- MENT OF TRANSPORTATION HEADQUARTERS ACT

Mr. DEFAZIO. Madam Speaker, I move to suspend the rules and pass the bill (S. 400) to designate the headquarters building of the Department of Transportation located at 1200 New Jersey Avenue, SE, in Washington, DC, as the "William T. Coleman, Jr. and Norman Y. Mineta Federal Building", as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 400

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 "William T. Coleman, Jr. and Norman Y. Mineta Department of Transportation Headquarters Act".

SEC. 2. DESIGNATION.

The headquarters building of the Department of Transportation located at 1200 New Jersey Avenue, SE, in Washington, DC, shall be known and designated as the "William T. Coleman, Jr. and Norman Y. Mineta Federal Building".

SEC. 3. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the building referred to in subsection (a) shall be deemed to be a reference to the "William T. Coleman, Jr. and Norman Y. Mineta Federal Building".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from Florida (Mr. WEBSTER) 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 S. 400, as amended.

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 S. 400, as amended, a bill to name the headquarters building of the Department of Transportation located at 1200 New Jersey Avenue, SE, in Wash-

ington, D.C. as the William T. Coleman, Jr. and Norman Y. Mineta Federal Building.

The text we are considering today represents an agreement reached with the Senate and reconciles the differences between S. 400 and my bill, H.R. 4679, which passed the House last November. This compromise language pays tribute to two American patriots, William T. Coleman, Jr. and Norman Yishio Mineta.

William T. Coleman, Jr. led a life of extraordinary achievement. He attended a segregated elementary school, graduated summa cum laude from the University of Pennsylvania, and was accepted into Harvard School of Law. He left in 1943 to enlist in the Army Air Forces, trained with the Tuskegee Airmen, after which he returned to Harvard Law School and graduated first in his class.

He was the first African-American clerk on the Supreme Court. He also worked with Thurgood Marshall on the legal team preparing the briefs in *Brown v. Board of Education*, served as president and chairman of the NAACP Legal Defense and Educational Fund, and argued 19 cases before the Supreme Court. Mr. Coleman was the second African American to serve in a White House Cabinet, after being appointed Transportation Secretary by President Gerald R. Ford in March 1975.

Norman Y. Mineta also has an extraordinary life story. He, along with his family, suffered the grave injustice of being forcibly relocated and interned during World War II, but he was not bitter toward his government. Instead, he spent his career serving his country by participating in and improving government.

For almost 30 years, Norm represented San Jose, California, on the city council, then as mayor, and from 1975 to 1995 as a Member of Congress. He served on the Committee on Public Works and Transportation during his entire time in Congress. He chaired the Subcommittee on Aviation, the Subcommittee on Surface Transportation, and he chaired the full committee for one full term.

Norm's skills and accomplishments were widely recognized. He was President Bill Clinton's Secretary of Commerce and President George W. Bush's Secretary of Transportation, where he was the longest-serving Secretary of Transportation in U.S. history.

Following the terrorist acts of September 11, 2001, Secretary Mineta guided the creation of the Transportation Security Administration, an agency with more than 65,000 employees, the largest mobilization of a new Federal agency since World War II.

For their contributions to this institution, to our government, and to the field of transportation, Secretary William T. Coleman, Jr. and Secretary Mineta deserve this recognition. I strongly support this legislation and urge my colleagues to join me.

Madam Speaker, I reserve the balance of my time.

Mr. WEBSTER of Florida. I yield myself such time as I may consume.

Madam Speaker, S. 400, as amended, designates the United States Department of Transportation headquarters as the William T. Coleman, Jr. and Norman Y. Mineta Federal Building.

William Coleman had a long history of public service, including serving as the fourth Secretary of Transportation, as a civil rights leader and, early in his career, by serving the Nation during World War II.

Norman Mineta served as chair and ranking member of the Committee on Public Works and Transportation. He was later appointed as the 14th Secretary of Transportation under President George W. Bush and is the longest-serving Secretary of Transportation to date.

I think it is fitting to recognize the work and commitment of both Secretaries by naming the DOT headquarters after them. I urge support of the bill, and I reserve the balance of my time.

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

Mr. WEBSTER of Florida. Madam Speaker, I yield myself such time as I may consume.

In closing, I am proud to be a cosponsor of S. 400. This bill appropriately recognizes both Norm Mineta and William Coleman for their service to our country and the United States Department of Transportation.

I urge Members to support this bill, and I yield back the balance of my time.

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

I have already spoken strongly for this bill, for the Department of Transportation building to be named in honor of William T. Coleman and Norm Mineta.

I just want to add a personal note. I served with Norm Mineta for 8 years, and he was a great chairman and mentor. Between him and Jim Oberstar, I owe them a lot for my success in Congress and for the leadership in this committee, so I am really pleased that we can do this today. I would expect it will pass the House unanimously, but there are inane people on the other side of the aisle who insist on voting on everything for no apparent reason, so I expect we will end up with a recorded vote, but I expect that will be unanimous.

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, S. 400, as amended.

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. 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.

□ 1230

SAFEGUARDING TOMORROW THROUGH ONGOING RISK MITIGATION TECHNICAL CORRECTIONS ACT

Ms. WILLIAMS of Georgia. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 5673) to amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to make technical corrections to the hazard mitigation revolving loan fund program, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5673

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 "Safeguarding Tomorrow through Ongoing Risk Mitigation Technical Corrections Act".

SEC. 2. TECHNICAL CORRECTIONS TO HAZARD MITIGATION REVOLVING LOAN FUND PROGRAM.

Section 205 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5135) is amended—

- (1) in subsection (d)—
 - (A) in paragraph (2)—
 - (i) by striking subparagraph (C);
 - (ii) at the end of subparagraph (A), by adding "and"; and
 - (iii) at the end of subparagraph (B), by striking "and" and inserting a period;
 - (B) in paragraph (3)(D), by striking "local governments, insular areas, and Indian tribal governments" and inserting "local governments and Tribal governments"; and
- (C) by striking paragraph (4);
- (2) in subsection (f)—
 - (A) in paragraph (4)—
 - (i) by striking subparagraph (B); and
 - (ii) by redesignating subparagraphs (C) through (D) as subparagraphs (B) through (E), respectively; and
 - (B) in paragraph (5)—
 - (i) in the paragraph heading, by striking "ESTABLISHING" and inserting "IMPLEMENTING";
 - (ii) by striking "establish" and inserting "implement";
 - (iii) by inserting "2" after "latest"; and
 - (iv) by inserting "including any amendments made by State, local, Tribal, or territorial governments to such codes, specifications, and standards," after "standards"; and
 - (3) in subsection (m)—
 - (A) by striking paragraph (3) and inserting the following:

"(3) ELIGIBLE ENTITY.—The term 'eligible entity' means a State or an Indian tribal government that has received a major disaster declaration pursuant to section 401.";
 - (B) by striking paragraphs (5) and (10);
 - (C) by redesignating paragraphs (6) through (9) as paragraphs (5) through (8), respectively; and
 - (D) by redesignating paragraph (11) as paragraph (9).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Georgia (Ms. WILLIAMS) and the gentleman from Florida (Mr. WEBSTER) each will control 20 minutes.

The Chair recognizes the gentleman from Georgia.

GENERAL LEAVE

Ms. WILLIAMS of Georgia. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 5673.

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

There was no objection.

Ms. WILLIAMS of Georgia. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in support of H.R. 5673. This bill will make technical corrections to the STORM Act, which was enacted in the 116th Congress.

The STORM Act is bipartisan and bicameral legislation that created a hazard mitigation revolving loan fund that helped States and Tribal governments finance mitigation projects. This bill corrects clerical errors in the enacted language of the STORM Act.

I urge my colleagues on both sides to join with me and support this legislation.

Madam Speaker, I reserve the balance of my time.

Mr. WEBSTER of Florida. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I am proud to be a cosponsor of H.R. 5673, the Safeguarding Tomorrow through Ongoing Risk Mitigation—STORM—Technical Corrections Act, which makes necessary corrections to the STORM Act passed late last Congress.

This bill recognizes and implements the latest two installments of the building code and makes additional corrections, including those related to definitions for insular areas, to the mitigation revolving loan fund created in the STORM Act last Congress to ensure parity.

This language reflects previously agreed-upon bipartisan language in the 116th House version of the STORM Act.

I thank Chair TITUS for her work and leadership on this bill, and I appreciate the bipartisanship found in this legislation.

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

Ms. WILLIAMS of Georgia. Madam Speaker, I have no further speakers, and I reserve the balance of my time.

Mr. WEBSTER of Florida. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, I urge that these corrections be added to the law and previously agreed-to corrections to the STORM Act as passed last Congress.

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

Ms. WILLIAMS of Georgia. Madam Speaker, I urge my colleagues to support the 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 Georgia (Ms. WILLIAMS) that the House suspend the rules and pass the bill, H.R. 5673.