

The SPEAKER pro tempore led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair would now entertain requests for 1-minute speeches on each side of the aisle.

#### 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 2 o'clock and 3 minutes p.m.), the House stood in recess.

□ 1501

#### AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mrs. CAMMACK) at 3 o'clock and 1 minute 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 a recorded vote or the yeas and nays are ordered, or votes objected to under clause 6 of rule XX.

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

#### ONE SEAT RIDE ACT

Mr. KEAN of New Jersey. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1547) to direct the Secretary of Transportation to conduct a study on the costs and benefits of commuter rail passenger transportation involving transfers, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1547

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

##### SEC. 1. SHORT TITLE.

*This Act may be cited as the "One Seat Ride Act".*

##### SEC. 2. STUDY ON COMMUTER SERVICE.

(a) *IN GENERAL.*—The Secretary of Transportation shall conduct a study identifying the benefits of commuter rail passenger transportation and major obstacles to providing commuter rail passenger transportation that does not involve a transfer for passengers.

(b) *REQUIREMENTS.*—In conducting the study under subsection (a), the Secretary shall—

(1) *consider economic, logistical, and quality of life factors in analyzing the major obstacles to implementing single-seat trips on commuter rail passenger transportation for as many passengers as possible; and*

(2) *include in such study an analysis of the costs and benefits with respect to single-seat trips on commuter rail passenger transportation on the New Jersey Transit Raritan Valley line during peak hours and the impact such trips would have on other New Jersey Transit lines.*

(c) *REPORT.*—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the study required under subsection (a).

(d) *COMMUTER RAIL PASSENGER TRANSPORTATION DEFINED.*—In this section, the term "commuter rail passenger transportation" has the meaning given such term in section 24102 of title 49, United States Code.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. KEAN) and the gentlewoman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey.

#### GENERAL LEAVE

Mr. KEAN of New Jersey. Madam Speaker, I ask unanimous consent that Members have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on H.R. 1547.

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

There was no objection.

Mr. KEAN of New Jersey. Madam Speaker, I yield myself such time as I consume.

Madam Speaker, I rise in support of H.R. 1547, which requires the Secretary of Transportation to conduct a study analyzing the costs and benefits of providing commuter rail service that does not require riders to change trains. Furthermore, the Secretary must submit the report to the Transportation and Infrastructure Committee and the Senate Committee on Banking, Housing, and Urban Affairs within 1 year of the legislation enactment.

The one-seat-ride issue for commuter rail passengers is something that I championed both here and in the New Jersey State Senate. Examining this issue is a priority for my constituents who rely on New Jersey Transit.

Anyone living in the Seventh Congressional District of New Jersey or along the Raritan Valley Line can describe the difficulties of commuting to and from New York City. Seventh District residents who travel to Manhattan by train are regularly frustrated with unnecessary delays mainly due to the aged infrastructure, often making weekly commutes hours longer than they need to be.

Worsening matters, passengers traveling on the New Jersey Transit Raritan Valley Line must change trains, almost always on a different track, at Newark Penn Station to make trips to the city. During peak commute hours, Raritan Valley passengers have very little time to make their way, alongside thousands of other rushed passengers, through Newark Penn Station.

These daily transfers make trips longer and increasingly exhausting for

passengers. The longer commute times cause commuters to spend less time with their families, making it more difficult to make their child's sporting events, scouting meetings, and cherished family dinners.

According to the Raritan Valley Line Coalition, the RVL makes up about 10 percent of New Jersey Transit's daily ridership systemwide.

Additionally, the impact of a one-seat-ride service has been studied in a report published by the Regional Plan Association. The report shows its impact on towns surrounding the train line in a positive way. Rail lines with one-seat-ride service into Manhattan are more desirable and encourage more development of residential housing units, retail stores, and offices located near existing train stations.

Some of the benefits of a town with a one-seat-ride option are that towns with the one-seat-ride service have fewer vacancies and a more diverse and economically viable selection of restaurants, stores, and offices in downtown, and they have increased train service westbound, allowing towns along the RVL east and west to flourish.

My hope is to get, in the future, as many commuters on rail traveling westbound in the morning as they do eastbound.

One-seat-ride on the RVL is something that my constituents and many New Jerseyans want to see become a reality before the completion of the Gateway Project years down the road.

I thank Representative WATSON COLEMAN of New Jersey for cosponsoring this legislation, and I note this bill passed out of committee with strong bipartisan support.

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

Ms. NORTON. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, this bill would direct the Department of Transportation to conduct a study of the benefits of one-seat commuter rail transit nationwide and the obstacles transit agencies face in providing that level of service.

This bill also would require a cost-benefit analysis for one specific rail transit line, New Jersey Transit's Raritan Valley Line. A comprehensive study was completed last year by New Jersey Transit on this topic.

The study concluded that the best option to provide better transit service for that region is to move ahead with the Gateway Program, which will provide more capacity for all New Jersey Transit rail lines that go into New York Penn Station.

Local officials in New Jersey and New York are actively pursuing that option and have received substantial funding from the Biden administration, including under the Infrastructure Investment and Jobs Act through the Mega Grant Program, the Federal-State Partnership, and the Capital Investment Grant Program.

Currently, Federal Transit Administration staff are working hard to finalize a full funding grant agreement to deliver \$6.9 billion for the new Hudson River tunnel, which would be the largest capital investment grant in history.

For those who are interested in supporting more New Jersey Transit services, or for those Members from other parts of the country who have their own transit priorities, one of the best ways to support them is for Congress to provide substantial funding through the Capital Investment Grant program. Given that, I have a request for my colleagues today: In addition to just voting to study the need for more transit service, I would encourage them to also support funding for more transit service.

Madam Speaker, I urge my colleagues to support this bill and to work toward sustainable transit investment, and I reserve the balance of my time.

Mr. KEAN of New Jersey. Madam Speaker, I have no more speakers, and I am prepared to close. I reserve the balance of my time.

Ms. NORTON. Madam Speaker, I have no more speakers, and I yield back the balance of my time.

Mr. KEAN of New Jersey. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, H.R. 1547 represents an important step in improving the commuter experience for all individuals who rely on transit, and the bill also ensures, as it reviews the broad issue, that the New Jersey Transit Raritan Valley Line is examined specifically.

Madam Speaker, I urge the support of this bill, 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 Jersey (Mr. KEAN) that the House suspend the rules and pass the bill, H.R. 1547, 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. KEAN of New Jersey. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

#### I-27 NUMBERING ACT OF 2023

Mr. KEAN of New Jersey. Madam Speaker, I move to suspend the rules and pass the bill (S. 992) to amend the Intermodal Surface Transportation Efficiency Act of 1991 to designate the Texas and New Mexico portions of the future Interstate-designated segments of the Port-to-Plains Corridor as Interstate Route 27, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 992

*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 “I-27 Numbering Act of 2023”.

#### SEC. 2. NUMBERING OF DESIGNATED FUTURE INTERSTATE.

(a) IN GENERAL.—Section 1105(e)(5)(C)(i) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) is amended by inserting “The routes referred to in clause (i) (other than subclauses (V)(aa) and (V)(bb) and subclause (IX)(aa) of that clause) and clause (iv) of subsection (c)(38)(A) are designated as Interstate Route I-27. The route referred to in subsection (c)(38)(A)(i)(V)(aa) is designated as Interstate Route I-27E. The route referred to in subsection (c)(38)(A)(i)(V)(bb) is designated as Interstate Route I-27W. The route referred to in subsection (c)(38)(A)(i)(IX)(aa) is designated as Interstate Route I-127N.” before “The route referred to in subsection (c)(45)”.

(b) CONFORMING AMENDMENTS.—Section 1105(c)(38)(A)(i) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) is amended—

(1) in subclause (V)—

(A) by striking “Lamesa, the Corridor” and inserting the following: “Lamesa—

“(aa) the Corridor”; and

(B) in item (aa) (as so redesignated), by striking “87, and the Corridor” and inserting the following: “87; and

“(bb) the Corridor”; and

(2) in subclause (IX)—

(A) by striking “(IX) United States Route 287” and inserting the following:

“(IX)(aa) United States Route 287”; and

(B) in item (aa) (as so redesignated), by striking “Oklahoma, and also United States Route 87” and inserting the following: “Oklahoma; and

“(bb) United States Route 87”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. KEAN) and the gentleman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey.

#### GENERAL LEAVE

Mr. KEAN of New Jersey. Madam Speaker, I ask unanimous consent that Members have 5 legislative days in which to revise and extend their remarks and include extraneous materials in the RECORD on S. 992, as amended.

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

There was no objection.

Mr. KEAN of New Jersey. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I am proud to rise in support of S. 992, the I-27 Numbering Act of 2023, a bipartisan bill that has passed the Senate.

The House Committee on Transportation and Infrastructure favorably reported companion legislation that amended a bill introduced by Congressman JODEY ARRINGTON in November.

This legislation officially designates segments of the Ports-to-Plains Corridor of Texas, previously marked as a

future Federal interstate route, as Interstate Route 27.

The Ports-to-Plains Corridor connects with other highways to span from the U.S.-Mexico border in Texas through our country’s heartland to Alberta, Canada, and serves as a crucial infrastructure asset for American agricultural and energy accessibility. This designation will benefit farmers, ranchers, and producers across Texas and the country, boosting our trade economy.

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

Ms. NORTON. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, this bill would designate portions of the Ports-to-Plains Corridor in Texas as the future Interstate 27. This route plays an important role in commerce, helping facilitate the movement of agricultural products from hubs to markets.

This bill incorporates technical assistance from the Federal Highway Administration to prevent duplicative route numbering from being used on different roadway spurs. This change will make the designation clearer for travelers.

Similar bipartisan legislation passed the Senate by unanimous consent earlier this year.

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

Mr. KEAN of New Jersey. Madam Speaker, I yield 2 minutes to the gentleman from Texas (Mr. PFLUGER).

Mr. PFLUGER. Madam Speaker, I thank my colleague for yielding.

Madam Speaker, I rise today in support of S. 992 to officially designate the Texas and New Mexico portions of the future Interstate-designated segments of the Ports-to-Plains Corridor as Interstate Route 27.

The Ports-to-Plains Corridor is a significant north-south transportation corridor that will unlock transportation capabilities for the energy industry in the Permian Basin and enhance Texas’ key economic engines of international trade, energy, and the largest agricultural production in the country.

This is a big deal for this part of the United States, specifically for Texas. Madam Speaker, when you think about energy security being national security, Interstate 27 is going to play a massive role in allowing the delivery of that energy not just to our country but also throughout the rest of the world.

□ 1515

In addition, food security is national security, and Interstate 27 will play a massive role in allowing the delivery of food to our own country.

This new designation literally paves the way for safer roads in West Texas, and clearly marks Midland and Odessa as the energy hub of our Nation.

Madam Speaker, I thank Chairman JODEY ARRINGTON and Senator TED