

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

CRUZ for their hard work and partnership on this important issue. I encourage my colleagues on both sides of the aisle to support this legislation to make sure that we can continue to deliver energy and food throughout the United States.

Ms. NORTON. Madam Speaker, I yield 2 minutes to the gentleman from Texas (Mr. CUELLAR).

Mr. CUELLAR. Madam Speaker, I thank my good friend, Representative NORTON, for her leadership on getting this bill to the floor, and I thank her for yielding to me.

I also thank my good friends, Mr. PFLUGER and Mr. ARRINGTON, for carrying this legislation along with Senator CRUZ, Senator LUJÁN, and Senator CORNYN on the Senate side for their work on this important legislation.

Madam Speaker, I rise in support of this bill to designate a portion of the Ports-to-Plains Corridor as Interstate 27. I-27 starts in my hometown of Laredo, Texas, which ranks number one in trade of all the Nation's 450-plus airports, seaports, and border crossings. It starts off in Laredo, then goes up into west Texas and off to New Mexico.

In the fiscal year 2022 appropriations bill, I was able to secure language designating this as a future interstate making it eligible for Federal funding.

This bill today formally names it the I-27 in Texas and in New Mexico. Upgrading this route to an interstate will result in a \$17.2 billion increase in the Texas GDP and 178,000 of new jobs.

I certainly urge my colleagues in the House to pass this bipartisan bill to support trade and growth in Texas and New Mexico. I see my good friend Mr. ARRINGTON, and I thank him for his leadership in west Texas. I am glad that we are able to connect Laredo with west Texas and onto New Mexico.

Mr. KEAN of New Jersey. Madam Speaker, I yield 5 minutes to the gentleman from Texas (Mr. ARRINGTON).

Mr. ARRINGTON. Madam Speaker, I thank the gentleman from New Jersey for yielding, and I am thrilled to, once again, join forces with my close friend, ally, and champion for rural America, HENRY CUELLAR, to do some good not only for Texas or for the food, fuel, and fiber capital of the world, which is west Texas, but to provide energy dominance and agriculture security and independence for this great Nation of ours. That is no small thing for the hardworking, God-fearing, freedom-loving people in rural America.

Madam Speaker, I am not just talking about west Texas, where Henry and I are from; I am saying all up and down the backbone of the United States of America and heartland communities all the way from the largest inland port in Laredo, as the gentleman mentioned, to the Canadian border.

The ag and energy corridor is critical for our food security and energy independence, and it will more seamlessly and cost effectively and safely move that critical product to export terminals and markets around the world,

giving our farmers, ranchers, and energy producers a much-needed advantage.

Mr. CUELLAR and I worked together on many of the elements that I see as essential to the future prosperity of rural America. I always say, rural America is not just the energy basin and breadbasket, it is the backbone of America's traditional values.

Madam Speaker, again, I thank Mr. CUELLAR for being such a loud and proud champion for these forgotten men and women. The formula is straightforward; namely, we need freer markets, less taxes and regulations. We need fairer trade deals for our producers and manufacturers.

Mr. CUELLAR and I worked hand in hand on USMCA; a much better deal for these United States of America and especially the workers here, the best workers in the world here in the United States. It is a reliable farm bill safety net which we are working on. We have to get the next farm bill done so that we can provide stability in the ag economy and then, finally, critical infrastructure.

Mr. CUELLAR and I have worked on new payment models for rural hospitals that provided greater access for these hardworking folks. Now we have got this artery from Laredo through my hometown of Plainview.

I grew up, Madam Speaker, not even a mile from I-27. To think that this project has come to fruition, at least on the Texas and New Mexico side, if we can connect those dots all the way to Canada, I think we are going to bless generations of not only folks in Laredo and the greater west Texas area, but we are going to bless Americans all over this country.

We have the lowest spend in terms of discretionary spending for families on food and a big part of that is our producers, but another piece is critical infrastructure.

Madam Speaker, I say hats off to HENRY CUELLAR, my Democrat co-lead. I thank Senators CRUZ and CORNYN, the leads in the Senate. I also thank AUGUST PFLUGER, RONNY JACKSON, TERESA FERNANDEZ, TROY NEHLS, LANCE GOODEN, and then, of course, the folks from Ports-to-Plains led by John Osborne and James Beauchamp from Midland-Odessa who leads MOTRAN. We have a lot of partners here to make this a success, but what a great day for rural America.

Madam Speaker, in closing I just say, God bless my partner and friend, HENRY CUELLAR, and God bless those freedom-loving people working hard to feed and clothe the American people in rural America.

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

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

Madam Speaker, again, I am proud to support this bipartisan legislation championed by my colleague Mr. ARRINGTON of Texas here in the House,

along with Mr. CRUZ and Mr. CORNYN in the Senate.

Ports-to-Plains Corridor connects with other routes to span more than 2,300 miles across eight states. It connects significant agriculture and energy centers to the rest of our Nation, which relies on these industries.

This bill ensures congressional follow-through on this designation by formally naming segments of the corridor in Texas Interstate Route 27 and will contribute to the continuity of American advantages in agriculture, international trade, connectivity, and economic development.

Madam Speaker, I urge 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, S. 992, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

#### SALE OF WEBSTER SCHOOL

Mr. KEAN of New Jersey. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 4688) to direct the Administrator of General Services to sell the property known as the Webster School.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4688

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

#### SECTION 1. SALE OF WEBSTER SCHOOL.

(a) SALE.—Not later than December 31, 2025, the Administrator of General Services shall sell the property described in subsection (b) at fair market value and at highest and best use.

(b) PROPERTY DESCRIBED.—The property described in this subsection is property located in the District of Columbia generally consisting of Lot 822 of Square 375 at 940 H Street Northwest in Washington, District of Columbia, including the building known as the Webster School, subject to survey and as determined by the Administrator of General Services.

(c) TREATMENT OF NET PROCEEDS; FUTURE APPROPRIATION.—Any net proceeds received from the sale under this section shall be paid into an account in the Federal Buildings Fund established under section 592 of title 40, United States Code. Upon deposit, the net proceeds from the sale may be expended only subject to a specific future appropriation.

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