

The Medal of Honor is the United States' highest military award for valor. The Medal of Honor recognizes the extraordinary sacrifice, courage, and devotion exhibited by every single recipient of the award. We owe them a debt we can never repay.

Redesignating U.S. Route 20 as the "National Medal of Honor Highway" would honor each State's current and future Medal of Honor recipients and recipients from any State who travel on the highway.

Legislatures and Governors in all 12 States along U.S. Route 20 have designated their State "Medal of Honor" highways covering 100 percent of the 3,365 miles across America. The 12 States along U.S. Highway 20 account for about 62 percent of all Medal of Honor recipients since the Civil War.

The legislation is supported by The American Legion, the Legion of Valor, Military Order of the Purple Heart, Vietnam Veterans of America, and the Medal of Honor Historical Society of the United States, and other organizations.

It is my sincere hope that the millions of Americans who travel the highway each year from Bend, Oregon; to Chicago, Illinois; to Erie, Pennsylvania; and to Boston, Massachusetts, will take a moment to reflect on the extraordinary sacrifice, courage, and devotion exhibited by every single Medal of Honor recipient. Designating this highway is just one way we can cement their legacy in American history.

I thank Senator WYDEN for partnering and advocating for this bill in the Senate.

Mr. Speaker, I urge my colleagues to support this bill in honoring all of our Nation's brave servicemembers who have received the Medal of Honor.

Mr. LARSEN of Washington. Mr. Speaker, I will note that recipients of the Medal of Honor have performed great acts of bravery in service to the United States. This bill is one way to honor the servicemembers.

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

Mr. GRAVES of Missouri. Mr. Speaker, this bill honors the brave men and women who go above and beyond to protect the United States. I commend Representative MIKE KELLY for leading the House effort to honor our servicemembers. The Transportation and Infrastructure Committee favorably reported the House companion legislation for this bill, and I urge my colleagues to support this bill so we can send it to the President's desk and get it signed into law.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, S. 1478.

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

A motion to reconsider was laid on the table.

STRENGTHENING THE COMMERCIAL DRIVER'S LICENSE INFORMATION SYSTEM ACT

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and pass the bill (S. 3475) to amend title 49, United States Code, to allow the Secretary of Transportation to designate an authorized operator of the commercial driver's license information system, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 3475

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 "Strengthening the Commercial Driver's License Information System Act".

SEC. 2. COMMERCIAL DRIVER'S LICENSE INFORMATION SYSTEM.

(a) IN GENERAL.—Section 31309 of title 49, United States Code, is amended—

(1) in subsection (a)—

(A) in the first sentence—

(i) by inserting "(referred to in this section as the 'Secretary')" after "Secretary of Transportation"; and

(ii) by inserting "(referred to in this section as the 'information system')" after "an information system"; and

(B) in the second sentence, by inserting "information" before "system";

(2) in subsection (b)—

(A) in paragraph (1)—

(i) by striking "(1) At a minimum, the information system under this section" and inserting the following:

"(1) IN GENERAL.—At a minimum, the information system"; and

(ii) by indenting subparagraphs (A) through (F) appropriately; and

(B) in paragraph (2), by striking "(2) The information system under this section" and inserting the following:

"(2) REQUIREMENT.—The information system";

(3) in subsection (e)—

(A) in paragraph (1)—

(i) in the matter preceding subparagraph (A), by striking "under this section"; and

(ii) in subparagraph (E), by inserting "information" after "of the";

(B) in paragraph (3), by striking "commercial driver's"; and

(C) in paragraph (5), by striking "under this section";

(4) in subsection (f)—

(A) by striking "section 31313(a)" and inserting "subsections (a)(2) and (b) of section 31313"; and

(B) by striking "section 31313" and inserting "that section";

(5) by redesignating subsections (e) and (f) as subsections (f) and (g), respectively; and

(6) by striking subsection (d) and inserting the following:

"(d) AUTHORIZED OPERATOR.—The Secretary may authorize a qualified entity (referred to in this section as the 'authorized operator')—

"(1) to operate, maintain, develop, modernize, and enhance the information system; and

"(2) to collect fees on behalf of the Secretary in accordance with subsection (e); and

"(3) to use any fees collected in accordance with that subsection.

"(e) FEE SYSTEM.—

"(1) IN GENERAL.—The Secretary or the authorized operator, as applicable, may charge a reasonable fee for use of the information system.

"(2) AMOUNT OF FEES.—The total amount of fees collected under this subsection shall equal, as nearly as possible, the total amount necessary for the purposes and uses described in paragraph (3)(B).

"(3) USE OF FEES.—Fees collected under this subsection shall—

"(A) be credited to—

"(i) an appropriation account; or

"(ii) an account designated by the authorized operator; and

"(B) be available only for the purposes of operating, maintaining, developing, modernizing, or enhancing, or any other use relating to, the information system, including for personnel and administration costs relating to the information system.

"(4) AVAILABILITY OF AMOUNTS.—Fees collected under this subsection shall remain available until expended for a purpose or use described in paragraph (3)(B).

"(5) AUTHORIZED OPERATOR.—If the Secretary designates an authorized operator under subsection (d)—

"(A) the Secretary shall not be charged a fee for access to, use of, or data in the information system; and

"(B) the Secretary shall have access to fee statements on a quarterly basis."

(b) CONFORMING AMENDMENT.—Section 31311(a)(21) of title 49, United States Code, is amended by striking "By the date established by the Secretary under section 31309(e)(4), the State shall be operating" and inserting "The State shall operate".

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

The Chair recognizes the gentleman from Missouri.

GENERAL LEAVE

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on S. 3475.

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

There was no objection.

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

Mr. Speaker, S. 3475, the Strengthening the Commercial Driver's License Information System Act, is important legislation and ensures that States are able to continue to share commercial motor vehicle operator's driving records.

The Commercial Driver's License Information System, or the CDLIS, has long been maintained and operated by the American Association of Motor Vehicle Administrators, AAMVA on behalf of the States.

The system allows States to share information with one another, preventing commercial motor vehicle operators from holding multiple commercial driver's licenses, or CDLs, in different States.

□ 1415

CDLIS is used to maintain the principle of one commercial motor vehicle

license per every one commercial motor vehicle driver. Traditionally, States paid user fees directly to AAMVA, and the fees were used to maintain and update CDLIS.

In 2022, the Federal Motor Carrier Safety Administration interpreted the existing statute and ruled that fees could no longer be paid by the States directly to AAMVA and, instead, must go to the Federal Government, leaving CDLIS with no real funding mechanism.

There have been additional concerns raised that the Federal Motor Carrier Safety Administration would need to directly operate and request new funding for a system that was previously self-sufficient.

This bill allows the Secretary of Transportation to designate an authorized operator of the Commercial Driver's License Information System, which would allow States to again pay fees directly to AAMVA and continue operating under the status quo.

The bill is supported by AAMVA and the American Trucking Associations.

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

Mr. LARSEN of Washington. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, I rise in support of S. 3475, legislation that is sponsored by Senator PETERS.

This bill would make technical corrections to the Commercial Driver's License Information System, or CDLIS, to ensure the system continues to function as intended.

CDLIS is a nationwide database that allows States to share information about commercial driver records. The system assures commercial drivers are properly vetted with a single license and a complete record, which is critical for the safety of our roads.

Absent this tool, commercial drivers could lose their license for safety violations in one State but then simply apply for a license in a different State.

This legislation ensures the Federal Motor Carrier Safety Administration can continue to partner with the American Association of Motor Vehicle Administrators to access the database and records.

The Department of Transportation informed Congress that a technical revision to the law is needed to allow the system to continue to operate successfully. This legislation provides that correction and ensures that any fees collected go toward operating and maintaining the system.

Mr. Speaker, the Commercial Driver's License Information System is the backbone of a safe commercial driving industry. This bill would ensure the continued operation of this critical tool and protect other safety priorities, and I urge my colleagues to support this legislation.

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

Mr. GRAVES of Missouri. Mr. Speaker, the Strengthening the Commercial

Driver's License Information System Act ensures that States can continue to rely on the Commercial Driver's License Information System. This system is crucial to maintaining the principle of one commercial motor vehicle driver to one commercial motor vehicle license.

Mr. 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 Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, S. 3475.

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

A motion to reconsider was laid on the table.

THOMAS R. CARPER WATER RESOURCES DEVELOPMENT ACT OF 2024

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and pass the bill (S. 4367) to provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 4367

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

SECTION 101. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “Thomas R. Carper Water Resources Development Act of 2024”.

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 101. Short title; table of contents.

DIVISION A—WATER RESOURCES DEVELOPMENT

Sec. 1001. Short title.

Sec. 1002. Secretary defined.

TITLE I—GENERAL PROVISIONS

Subtitle A—General Matters

Sec. 1101. Outreach and access.

Sec. 1102. Notice to Congress regarding WRDA implementation.

Sec. 1103. Vertical integration and acceleration of studies.

Sec. 1104. Minimum real estate interest.

Sec. 1105. Review process.

Sec. 1106. Processing timelines.

Sec. 1107. Continuing authority programs.

Sec. 1108. Stormwater management projects.

Sec. 1109. Study of water resources development projects by non-Federal interests.

Sec. 1110. Construction of water resources development projects by non-Federal interests.

Sec. 1111. Annual report to Congress.

Sec. 1112. Services of volunteers.

Sec. 1113. Nonrecreation outgrant policy.

Sec. 1114. Silver Jackets program.

Sec. 1115. Support of Army civil works missions.

Sec. 1116. Temporary relocation assistance pilot program.

Sec. 1117. Harbor deepening.

Sec. 1118. Inland waterways regional dredge pilot program.

Sec. 1119. Dredged material disposal facility partnerships.

Sec. 1120. Real estate administrative fees.

Sec. 1121. Databases of Corps recreational sites.

Sec. 1122. Project studies subject to independent external peer review.

Sec. 1123. National coastal mapping program.

Sec. 1124. Removal of abandoned vessels.

Sec. 1125. Missouri River existing features protection.

Sec. 1126. Inland waterway projects.

Sec. 1127. Planning assistance for States.

Sec. 1128. Expedited consideration.

Sec. 1129. Emerging harbors.

Sec. 1130. Maximization of beneficial use.

Sec. 1131. Economic, hydraulic, and hydrologic modeling.

Sec. 1132. Improvements to National Dam Safety Program.

Sec. 1133. Funding to process permits.

Sec. 1134. Harmful algal bloom demonstration program.

Sec. 1135. Corrosion prevention.

Sec. 1136. Federal breakwaters and jetties.

Sec. 1137. Eligibility for inter-Tribal consortiums.

Sec. 1138. Shoreline and riverine protection and restoration.

Sec. 1139. Ability to pay.

Sec. 1140. Tribal partnership program.

Sec. 1141. Tribal project implementation pilot program.

Sec. 1142. Federal interest determinations.

Sec. 1143. Watershed and river basin assessments.

Sec. 1144. Control of aquatic plant growths and invasive species.

Sec. 1145. Easements for hurricane and storm damage reduction projects.

Sec. 1146. Systemwide improvement framework and encroachments.

Sec. 1147. Remote and subsistence harbors.

Sec. 1148. Treatment of projects in covered communities.

Sec. 1149. Remote operations at Corps dams.

Sec. 1150. Reporting and oversight.

Sec. 1151. Alternate seaports.

Sec. 1152. Columbia River Basin.

Sec. 1153. Challenge cost-sharing program for management of recreation facilities.

Sec. 1154. Retention of recreation fees.

Sec. 1155. Sense of Congress related to water data.

Sec. 1156. Sense of Congress relating to comprehensive benefits.

Subtitle B—Grace F. Napolitano Priority for Water Supply, Water Conservation, and Drought Resiliency Act of 2024

Sec. 1160. Short title.

Sec. 1161. Declaration of policy.

Sec. 1162. Forecast-informed reservoir operations.

Sec. 1163. Updates to certain water control manuals.

Sec. 1164. Emergency drought operations pilot program.

Sec. 1165. Leveraging Federal infrastructure for increased water supply.

TITLE II—STUDIES AND REPORTS

Sec. 1201. Authorization of proposed feasibility studies.

Sec. 1202. Expedited modification of existing feasibility studies.

Sec. 1203. Expedited completion.

Sec. 1204. Expedited completion of other feasibility studies.

Sec. 1205. Corps of Engineers Reports.

Sec. 1206. Annual report on harbor maintenance needs and trust fund expenditures.

Sec. 1207. Craig Harbor, Alaska.

Sec. 1208. Studies for modification of project purposes in the Colorado River Basin in Arizona.