



H.R. 876 — Pacific Northwest Earthquake Preparedness Act of 2019 (Rep. DeFazio, D-OR)

FLOOR SCHEDULE:

Expected to be considered February 6, 2019, under suspension of the rules, which requires a 2/3 majority for passage.

TOPLINE SUMMARY:

[H.R. 876](#) would require Federal Emergency Management Agency (FEMA) to develop a plan to install an earthquake warning system in the Pacific Northwest. The bill would require the president to establish an Earthquake and Tsunami Task Force to make recommendations regarding the threat of an earthquake or tsunami in the Pacific Northwest.

COST:

A Congressional Budget Office (CBO) estimate is unavailable.

The Congressional Budget Office (CBO) did release an [estimate](#) for H.R. 654, a similar bill that passed the House in the 115th Congress. CBO stated that enacting the bill “would cost less than \$500,000 annually over the 2018-2022 period.”

CONSERVATIVE CONCERNS:

- **Expand the Size and Scope of the Federal Government?** The bill would require the president to establish an Earthquake and Tsunami Task Force.
- **Encroach into State or Local Authority?** No.
- **Delegate Any Legislative Authority to the Executive Branch?** No.
- **Contain Earmarks/Limited Tax Benefits/Limited Tariff Benefits?** No.

DETAILED SUMMARY AND ANALYSIS:

The Cascadia Subduction Zone is a fault line in the Pacific Northwest.

H.R. 876 would require the Federal Emergency Management Agency (FEMA) to develop a plan to purchase and install an earthquake early warning system for the Cascadia Subduction Zone. The bill would not authorize FEMA to purchase and install the system.

H.R. 876 would require the president to establish an Earthquake and Tsunami Task Force to make recommendations regarding the threat of an earthquake or tsunami in the Cascadia Subduction Zone. The task force would be chaired by the FEMA Administrator and the membership would include relevant federal agencies, the states of Washington, Oregon, and California, local governments and private sector representatives, and research institutions.

H.R. 876 contains similar language to H.R. 654, which passed the House in the 115th Congress by a vote of [395-11](#) on March 27, 2017. The RSC's legislative bulletin for H.R. 654 can be found [here](#).

COMMITTEE ACTION:

H.R. 876 was introduced on January 30, 2019, and referred to the House Committee on Transportation and Infrastructure.

ADMINISTRATION POSITION:

No Statement of Administration Policy is available at this time.

CONSTITUTIONAL AUTHORITY:

According to the sponsor: "Congress has the power to enact this legislation pursuant to the following: Article I, Section 8, Clause 1, Clause 3, and Clause 18 of the Constitution."

H.R. 866 — Fairness for Breastfeeding Mothers Act of 2019 (Del. Holmes Norton, D-DC)

FLOOR SCHEDULE:

Expected to be considered February 6, 2019, under suspension of the rules, which requires a 2/3 majority for passage.

TOPLINE SUMMARY:

[H.R. 866](#) would require federal buildings that are open to the public to have publicly available lactation rooms.

COST:

A Congressional Budget Office (CBO) estimate is unavailable.

The Congressional Budget Office (CBO) did release an [estimate](#) for H.R. 1174, an identical bill that passed the House in the 115th Congress. CBO stated that enacting the bill “would cost less than \$500,000 annually; such spending would be subject to the availability of appropriated funds.”

CONSERVATIVE CONCERNS:

- **Expand the Size and Scope of the Federal Government?** No.
- **Encroach into State or Local Authority?** No.
- **Delegate Any Legislative Authority to the Executive Branch?** No.
- **Contain Earmarks/Limited Tax Benefits/Limited Tariff Benefits?** No.

DETAILED SUMMARY AND ANALYSIS:

H.R. 866 would require federal buildings that are [open to the public](#) (including in the Capitol complex) to ensure public access to a lactation room if that building also has a lactation room for employees.

A lactation room is defined as a hygienic place, other than a bathroom, that is shielded from view, free from intrusion, and contains a chair, a working surface, and an electrical outlet with power available. There is an exception to this requirement if new construction would be required to create a lactation room in the public building and the cost of such construction is unfeasible.

H.R. 866 contains identical language to H.R. 1174, which passed the House in the 115th Congress by voice vote on March 7, 2017. The RSC’s legislative bulletin for H.R. 1174 can be found [here](#).

COMMITTEE ACTION:

H.R. 866 was introduced on January 30, 2019, and referred to the House Committee on Transportation and Infrastructure.

ADMINISTRATION POSITION:

No Statement of Administration Policy is available at this time.

CONSTITUTIONAL AUTHORITY:

According to the sponsor: "Congress has the power to enact this legislation pursuant to the following: clause 18 of section 8 of article I of the Constitution."

H.R. 543 — To require the Federal Railroad Administration to provide appropriate congressional notice of comprehensive safety assessments conducted with respect to intercity or commuter rail passenger transportation (Rep. Sires, D-NJ)

FLOOR SCHEDULE:

Expected to be considered February 6, 2019, under suspension of the rules, which requires a 2/3 majority for passage.

TOPLINE SUMMARY:

[H.R. 543](#) would require the Federal Railroad Administration (FRA) to notify the appropriate Congressional committees and Members of Congress within 10 days of starting a comprehensive safety assessment of an entity providing intercity or commuter rail passenger transportation, and provide findings within 90 days of completion.

COST:

A Congressional Budget Office (CBO) estimate is unavailable.

The Congressional Budget Office (CBO) did release an [estimate](#) for H.R. 1093, an identical bill that passed the House in the 115th Congress. CBO stated that enacting the bill “would require the equivalent of one or two full-time employees per year. Thus, CBO estimates that implementing the bill would cost \$2 million over the 2018-2022 period, assuming the availability of appropriated amounts.”

CONSERVATIVE CONCERNS:

- **Expand the Size and Scope of the Federal Government?** No.
- **Encroach into State or Local Authority?** No.
- **Delegate Any Legislative Authority to the Executive Branch?** No.
- **Contain Earmarks/Limited Tax Benefits/Limited Tariff Benefits?** No.

DETAILED SUMMARY AND ANALYSIS:

H.R. 543 would require the Federal Railroad Administration (FRA) to notify the appropriate congressional committees and Members of Congress within 10 days of starting a comprehensive safety assessment of an entity providing intercity or commuter rail passenger transportation.

The bill would also require the FRA to submit the findings of the assessment to the appropriate congressional committees and Members of Congress within 90 days of completion.

H.R. 543 contains similar language to H.R. 1093, which passed the House in the 115th Congress by unanimous consent on September 27, 2018.

COMMITTEE ACTION:

H.R. 543 was introduced on January 14, 2019, and referred to the House Committee on Transportation and Infrastructure.

ADMINISTRATION POSITION:

No Statement of Administration Policy is available at this time.

CONSTITUTIONAL AUTHORITY:

According to the sponsor: "Congress has the power to enact this legislation pursuant to the following: Pursuant to clause 3(d)(1) of rule XIII of the Rules of the House of Representatives, the Committee finds the authority for this legislation in article I, section 8 of the Constitution."

H.R. 831 — Reviving America’s Scenic Byways Act of 2019 (Rep. Cicilline, D-RI)

FLOOR SCHEDULE:

Expected to be considered February 6, 2019, under suspension of the rules, which requires a 2/3 majority for passage.

TOPLINE SUMMARY:

[H.R. 831](#) would require the Secretary of Transportation to issue a nominations request for roads to be added to the [national scenic byways program](#). The Secretary would be required to specify which of the nominations have been designated as such under the program within one year.

COST:

A Congressional Budget Office (CBO) estimate is unavailable.

The Congressional Budget Office (CBO) did release an [estimate](#) for H.R. 5158, a similar bill that passed the House in the 115th Congress. CBO stated that enacting the bill “would require the equivalent of one or two full-time employees per year. Thus, CBO estimates that implementing the bill would cost \$2 million over the 2018-2022 period, assuming the availability of appropriated amounts.”

CONSERVATIVE CONCERNS:

- **Expand the Size and Scope of the Federal Government?** Some conservatives may be concerned that soliciting nominations for scenic highway designation will increase the number of highways receiving such designation which in turn makes them eligible for funding under the program. Accordingly, the bill could result in an expansion of the program.
- **Encroach into State or Local Authority?** No.
- **Delegate Any Legislative Authority to the Executive Branch?** No.
- **Contain Earmarks/Limited Tax Benefits/Limited Tariff Benefits?** No.

DETAILED SUMMARY AND ANALYSIS:

H.R. 831 would require the Secretary of Transportation to issue a nominations request for roads to be added to the [national scenic byways program](#). program provides funding for roads that are designated by the Secretary of Transportation. The Secretary would be required to specify which of the nominations have been designated as such under the program within one year.

According to CBO, the last set of designations made by the Secretary of Transportation was in 2009. Designated roads may receive federal funding for use toward certain upgrades.

COMMITTEE ACTION:

H.R. 831 was introduced on January 29, 2019, and referred to the House Committee on Transportation and Infrastructure.

ADMINISTRATION POSITION:

No Statement of Administration Policy is available at this time.

CONSTITUTIONAL AUTHORITY:

According to the sponsor: "Congress has the power to enact this legislation pursuant to the following: Article 1, Section 8." No specific enumerating clause was cited.

H.R. 66 — Route 66 Centennial Commission Act (Rep. Davis, R-IL)

FLOOR SCHEDULE:

Expected to be considered February 6, 2019, under suspension of the rules, which requires a 2/3 majority for passage.

TOPLINE SUMMARY:

[H.R. 66](#) would establish a Route 66 Centennial Commission. The Secretary of Transportation would also be required to prepare a plan on the preservation needs of Route 66.

COST:

A Congressional Budget Office (CBO) estimate is unavailable.

CONSERVATIVE CONCERNS:

- **Expand the Size and Scope of the Federal Government?** The bill would establish a Route 66 Centennial Commission. The version of this bill as passed in the 115th Congress contained a provision that clarified the bill did not authorize any additional funds and that activities would be funded through the Department of Transportation and also included a provision prohibiting Highway Trust Funds from being used. The bill for the 116th Congress does not contain these provisions.
- **Encroach into State or Local Authority?** No.
- **Delegate Any Legislative Authority to the Executive Branch?** No.
- **Contain Earmarks/Limited Tax Benefits/Limited Tariff Benefits?** No.

DETAILED SUMMARY AND ANALYSIS:

HR. 66 would establish a Route 66 Centennial Commission. The commission would have the following responsibilities: (1) to study federal government activities in order to determine whether the activities are fitting and proper to honor the centennial anniversary of Route 66; (2) to recommend to Congress the activities the commission considers most fitting and proper; and, 3) to plan and host a conference on the U.S. Numbered Highway System.

The commission would be comprised of 19 members, and shall serve without pay, but shall receive travel expenses.

The commission may appoint and fix the pay of a director and personnel, as appropriate. The commission may hold hearings, and receive evidence. The commission is required to submit a report to the President and Congress, within five years of enactment, with recommendations for the commemoration of Route 66's centennial.

The Secretary of Transportation would be required to prepare a plan on the preservation needs of Route 66 and submit a report to Congress within 3 years.

The commission shall terminate on June 30, 2027.

H.R. 66 contains similar language to H.R. 66, which passed the House in the 115th Congress by voice vote on July 16, 2018. The RSC's legislative bulletin for H.R. 66 can be found [here](#). The previously passed legislation contained a provision that clarified the bill did not authorize any additional funds and that activities would be funded through the Department of Transportation. The bill also included a provision prohibiting Highway Trust Funds from being used. The bill for the 116th Congress does not contain these provision.

COMMITTEE ACTION:

H.R. 831 was introduced on January 3, 2019, and referred to the House Committee on Transportation and Infrastructure.

ADMINISTRATION POSITION:

No Statement of Administration Policy is available at this time.

CONSTITUTIONAL AUTHORITY:

According to the sponsor: "Congress has the power to enact this legislation pursuant to the following: The constitutional authority on which this bill rests is the power of Congress as stated in Article I, Section 8, Clause 7 of the United States Constitution."

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