

**Tempe Aviation Commission
Tuesday, March 12, 2024
6:30 p.m. – Call to Order**

HYBRID

Tempe Public Library, Second Floor Conference Room
3500 S Rural Rd, Tempe, AZ 85282

VIRTUAL

Microsoft Teams meeting, [Click here to join the meeting](#)
Or call in (audio only)
[+1 480-498-8745,,310539512#](#) United States, Phoenix
Phone Conference ID: 310539512#

AGENDA

- 1. Call to Order & Introductions**
- 2. Public Appearances;** the Tempe Aviation Commission welcomes public comments at this time. The Commission may not respond to public comments unless the topic has been placed on the agenda. There is a *three-minute time limit* per citizen.
- 3. Consideration of Meeting Minutes December 12, 2023 and October 10, 2023;** for discussion and approval.
- 4. Another Aviation in Tempe Public Event;** staff complaint update, potential event items for discussion and action.
- 5. Aviation Training and Sky Harbor Near Misses;** for update and potential discussion.
- 6. Commissioners' Business;** suggestions for future agenda items.
- 7. Schedule Next TAVCO Meeting;** *Tuesday, April 9, 2024*
- 8. Adjournment.**

According to the Arizona Open Meeting Law, the Commission may only discuss matters listed on the Commission agenda. The City of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-2905 (voice) or 350-8400 (TDD) to request an accommodation to participate in a public meeting. Parking information is available at <http://www.millavenue.com/go/tempe-community-council>. For public transportation route and schedule information, please visit www.valleymetro.org or call 602-253-5000.

APPROVED MEETING MINUTES

TAVCO

October 10, 2023

Minutes of the Tempe Aviation Commission meeting – was held via virtual Microsoft Teams meeting with call in +1 (480) 498-8745 United States, Phoenix (Toll) Conference ID: 243 160 897# and at the Tempe Public Library, on June 13, 2023 6:30 p.m.

(MEMBERS) Present:

W. David Doiron
Stuart Mitnik
Ed Kucharski
Lane Waddell
Peter Schelstraete
Karen Apple
John Lynch

(MEMBERS) Absent:

Desiree Walker
Aaron McBride

Citizens Present:

Mayor Corey Woods

City Staff Present:

Brianne Fisher, Sustainability and Resilience Office, City of Tempe

Agenda Item 1 – Call to Order

The chair, Mr. Doiron, calls the meeting to order at 6:30 p.m.

Agenda Item 2 – Public Appearances

The chair recognizes Mayor Corey Woods and moves to Agenda Item 6.

Agenda Item 6 – Tempe City Council Correspondence

Mayor starts by thanking the Commission members for giving their time to serve on the Commission as it is voluntary. He opens it up and asks if any Commissioners have any questions for him.

Chair Doiron has said over the last six years TAVCO has wanted a communication link with Council and that Legal always seems to make it much more difficult to get information to Council from TAVCO. Additionally, Chair states that TAVCO was a little more than curious about the lack of communication during the Tempe Entertainment Development (TED) negotiations. Mayor responds by saying that was an oversight down at city hall and that someone from staff or council should have pointed to the commission of experts on relevant topics.

Commissioner Mitnik asks about periodic revisions or reviews of Board and Commission charters. Mayor that we should always be looking at our codes and if there are members of a commission and thinks its outdated, then I think the Council should look at that.

Commissioner Waddell asks if the Mayor sees a future for TAVCO. Mayor Woods responded by saying that a lot of conversation around the development of TED was talking to Senior staff and Sky Harbor and them sharing their plans to expand or other capital improvement projects and the conversation about Williams Gateway becoming more of a regional airport, I believe TAVCO could really help advice Council on that.

No more members have any additional questions and the conversation concludes with thank yous.

Agenda Item 3 – Approval of Meeting Minutes

Mr. Doiron has one correction about adding Shannon's last name which is "Dutton." Member Schelstraete motioned to approve the meeting minutes, Waddell seconded. Unanimous approval.

Agenda Item 4 – Aviation History Month Event, Saturday November 18

Mr. Doiron asks about the time it starts, Fisher responds 8:30am in the morning. Member Waddell states that the utility bill advertisement of the event said 8:00am. Fisher says doors open at 8:00am and program starts at 8:30am, Fisher committees to sending a calendar invite to the members.

Fisher states the information in the package is draft information for the event. Fisher walks through each picture and Commissioners ask questions and discuss the caption content and style of presentation. Commissioner Waddell offers students receiving community service hour to help make the posters.

Agenda Item 5 – Aviation Training and Sky Harbor Near Misses

Fisher provides an update of this item stating she talked to Darlene Justice and that she did confirm she sent out the letter she spoke about during the last meeting but Fisher has not seen a copy of it yet. Chair states that some of concerns about simulation training has some real value in that you can repeat it over and over again. Member Mitnik states that he doesn't think there is space in the charter that TAVCO should be gouching these issues. Chair Dorion responds that he believes TAVCO could be supportive of the issues they bring up, we would not be directing or advising on any safety issues with FAA but that we can support the cause. Commissioner Waddell states that FAA knows they are short staffed but what is exactly TAVCO's role in all of this?

Fisher states that she believes TAVCO could play a role by supporting by helping ask for information or letting Council know that TAVCO recognizes these issues and supports North Tempe residents in exploring the issue.

Mitnik volunteers to draft up a letter to city council that TAVCO would be supporting the concerns of north Tempe and we can discuss at the next meeting for approval.

Member Waddell makes a motion that Fisher reaches out to Sky Harbor and FAA and requests any type of information about staffing shortages, Lynch seconds. Unanimous approval.

Agenda Item 7 – Commissioners’ Business

The Members of the Commission discuss several things including:

- Chair and Vice Chair for next year
- The letter discussed today
- Visit to the tower

Agenda Item 8 – Schedule Next TAVCO Meeting

The next TAVCO meeting will be on Tuesday, November 14.

Agenda Item 9 – Adjournment.

Commissioner Waddell motions to adjourn the meeting. Commissioner Schelstraete seconds. Unanimous approval.

The meeting is adjourned at 7:21 p.m.

Prepared by: Brianne Fisher

DRAFT

DRAFT MEETING MINUTES

TAVCO

December 12, 2023

Minutes of the Tempe Aviation Commission meeting – was held via virtual Microsoft Teams meeting with call in +1 (480) 498-8745 United States, Phoenix (Toll) Conference ID: 243 160 897# and at the Tempe Public Library, on December 12, 2023 6:30 p.m.

(MEMBERS) Present:

Karen Apple
W. David Doiron
John Lynch
Stuart Mitnik
Peter Schelstraete
Desiree Walker

(MEMBERS) Absent:

Ed Kucharski
Aaron McBride
Lane Waddell

Citizens Present:

None

City Staff Present:

Brianne Fisher, Sustainability and Resilience Supervisor,
Thomas Duensing, Chief Deputy City Manager,
Oddvar Tveit Temporary Aviation Coordinator

Agenda Item 1 – Call to Order

The chair, Mr. Doiron, calls the meeting to order at 6:35 p.m.

Agenda Item 2 – Public Appearances

The chair asks if there are any individuals who are attending online to make a comment to the members. Ms. Fisher informs him that there are none.

Agenda Item 6 – TAVCO Chair and Vice Chair elections

The chair asks if there are any objections to address item 6 out of agenda order. Hearing none, he points to the list of officer nominations included in the meeting packet and asks if anybody on the list would like to volunteer for either chair or vice chair. Mr. Lynch volunteers for the chair position and proposes Ms. Walker as nominee for the vice chair position. The chair proposes Mr. Mitnik as the second vice chair nominee.

The chair asks for a vote on the vice chair position, starting with the first nominee. Ms. Apple, Mr. Lynch, Mr. Mitnik, Mr. Schelstraete and Ms. Walker votes yes on nominee Ms. Walker for the position of vice chair. Mr. Doiron abstains. The chair confirms the selection of Ms. Walker as the commission's new vice chair.

The chair asks for a vote on the chair position. Mr. Lynch gets a unanimous vote on the position as commission chair. Mr. Doiron asks Mr. Lynch to take over as meeting chair. Mr. Lynch thanks Mr. Doiron, Ms. Apple, and Mr. Kucharski for their service on the commission.

Agenda Item 3 – Consideration of Meeting Minutes for November 14, 2023

Mr. Lynch asks for comments on the drafted minutes for the November 14 meeting. Mr. Mitnik asks and receives confirmation about the members have yet to see and vote on approving October 10 meeting minutes. This will be an agenda item for the next meeting.

Mr. Lynch asks for a vote on approving the draft November 14, 2023, meeting minutes. The minutes are approved by unanimous vote.

Agenda Item 4 – Aviation History Month event recap

Mr. Lynch asks Ms. Walker to address this item and chair the rest of the meeting.

Mr. Fisher states that the agenda item was requested by Mr. Mitnik for members to discuss the November 18, 2023, event. Mr. Doiron comments that the event was held at an unfortunate time of day, early Saturday morning. A time during the afternoon or evening would have resulted in improved attendance. Mr. Mitnik suggests more city outreach to improve public awareness about the event by including it to the city's weekly event email notice. This could also have helped with the attendance since the event was only mentioned in the water bill mailout. Mr. Doiron states that people paid attention to what was presented and asked good questions. Ms. Walker expresses support for having another event in 2024 and asked about media coverage. Mr. Fisher states that city can make a pitch to the media, but there is no guaranty that media would respond to it. Maybe if the event corresponds to an aviation incident or some aviation related newsworthy event the chances could improve, but it all depends on how much news media is focused on covering at the time of the event. She suggests another event be a discussion item on a future agenda.

Agenda Item 5 – Aviation Training and Sky Harbor Near Misses

Ms. Fisher mentions the meeting in September when the North Tempe Neighborhood Association expressed concerns about air misses that were reported in media in August. The association told the members that it planned to send letters to the city Mayor and Council, the Arizona delegation in Congress and the FAA about ATC staffing and training concerns. Mr. Mitnik had drafted a letter to Mayor and Council about these concerns which was approved at the commission's last meeting. In addition, staff was asked to reach out to the FAA about any information the agency could provide to the commission about ATC training and staffing.

Ms. Fisher updated the members reporting that the letter was e-mailed to the Mayor and Council with copies to Mr. Doiron and Mr. Lynch. The commission's letter had not yet resulted in a response. She had been successful in contacting an FAA official who gave her FAA contacts about who is dealing with PHX Tower tours and who can provide information or reports given to Congress about ATC staffing which could be made available to the commission.

Ms. Walker expresses her appreciation of the contacts and outreach made by Ms. Fisher. Ms. Fisher recommends following up with the FAA contacts and add a future agenda item as information was made available on the topic or invitation to FAA results in a presentation to the members at a future meeting. Ms. Walker asks if the update was shared with the neighborhood representatives who had brought up the issue with the commission. Ms. Fisher confirms that she had a call with Ms. Darlene Justus last week.

Agenda Item 8 – Commissioners' Business

Suggestions for future agenda items

Mr. Mitnik states that a discussion of another public meeting event next year was addressed under agenda item 4 and should be on the next meeting's agenda.

City of Tempe staffing update

Ms. Fisher announces that the City Manager has heard the requests from the commission and residents about the need for the city to have a dedicated staff person with technical expertise to address issues related to the 1994 IGA, information received from PHX and so that the

residents' aviation concerns can be addressed in a timely manner. Oddvar Tveit, who is retired from the city is back. Mr. Tveit states that he has agreed to help on a temporary basis, as a retiree from the city there are limitations as to how much time he can devote to working for Tempe. He conveys his esteem for the members who dedicate their time and effort in late meetings to discuss and give advice to the city. Mr. Duensing comments that Mr. Tveit will be working in the City Manager's office to support government relation functions and expresses that the city is fortunate to have him back with his great volume of knowledge.

Williams Aviation Consulting

Ms. Fisher informs about the city having a contract with Williams Aviation, to assist in connection with the litigation, but also to assist staff. PHX has changed the flight tracking software to a more modern system called Casper. The consultant has acquired a program called AEDT and with flight tracking it enables the city to get noise exposure contours developed in different ways. The consultant can in at a future meeting present what they have learned and address the capability of AEDT.

Mr. Mitnik inquires if he is right in assuming the commission would need to go through staff liaison if they needed information that only the consultant can provide. Ms. Fisher confirms his assumption as of present, but with Mr. Tveit on board she anticipates it would be more of a collaboration process between him and the consultant. The consultant's priority is to assist the City Attorney's Office. The consultant's AEDT gives the city access to data that can be used to help the commission and the accountability related to the procedures agreed upon in the IGA. Mr. Mitnik responds that the commission can only wait and see what information can be provided, particularly as it relates to arrival noise over north Tempe, which has been raised and discussed at previous meetings. Mr. Doiron comments that noise mitigation of arrival operations is not an IGA issue. Mr. Mitnik responds that the commission can under its charter address noise impacts from all types of aircraft operations. Mr. Tveit comments that it is years since he investigated the arrivals over north Tempe, but back then residents could occasionally experience, depending on the air traffic situation, that some airline approaches did result in so-called S-turns, a maneuver made to slow down or increase separation to aircraft ahead in the flow of approaches to the north runway, bringing the aircraft off the normal approach path. With access to more datasets, Ms. Fisher explained the city can better assist the commission with analyses of resident's concern over aircraft noise. Mr. Mitnik states data is important to determine if noise is an issue in areas from where a complaint originates. If it is, the commission needs to investigate if anything can be done.

Ms. Fisher concluded the update by suggesting having the consultant come and show what data and program capability the city has access through the PHX's Casper and the AEDT application at the next meeting.

Agenda Item 8 – Schedule Next TAVCO Meeting

The next TAVCO meeting was tentatively scheduled to Tuesday, January 9, 2024.

Agenda Item 9 – Adjournment.

Commissioner Doiron motions to adjourn the meeting. Commissioner Mitnik seconds. Unanimous approval.

The meeting is adjourned at 7:02 p.m.

Prepared by: Brianne Fischer and Oddvar Tveit



1



2

Aircraft noise complaints



Resident's Choice

1. [Submit Noise Concern \(casper.aero\)](https://casper.aero)
2. [Tempe 311](#)

3

3

Complaint Response



- Catchup period 2021-2023
- Arrivals
- Departures
- Transitions

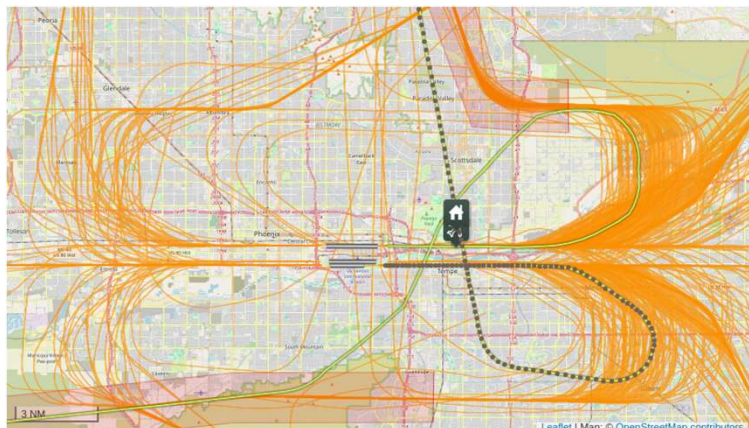
4

4

Arrival Flow



- Merging to PHX with Heading Instructions



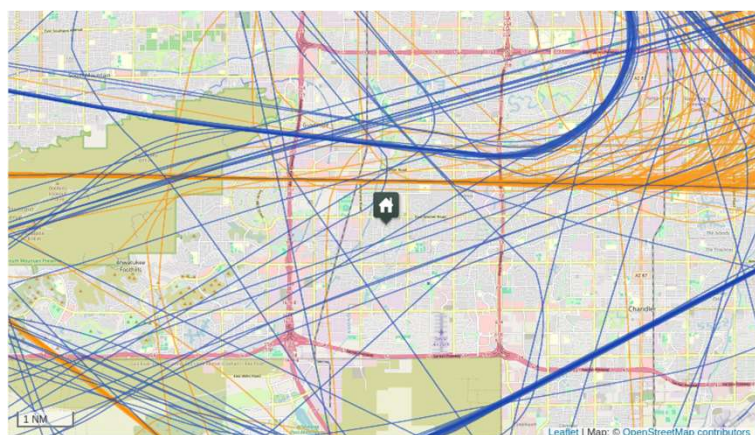
5

5

Arrival Downwind Noise



- Descents off the Blythe & Arline STARS



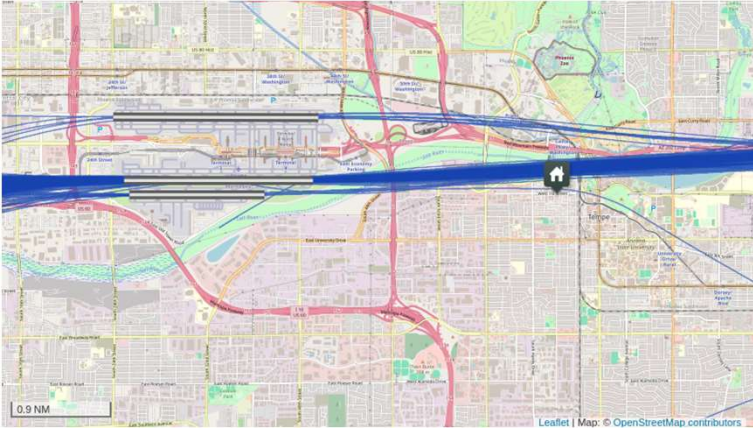
6

6

Departure Runway



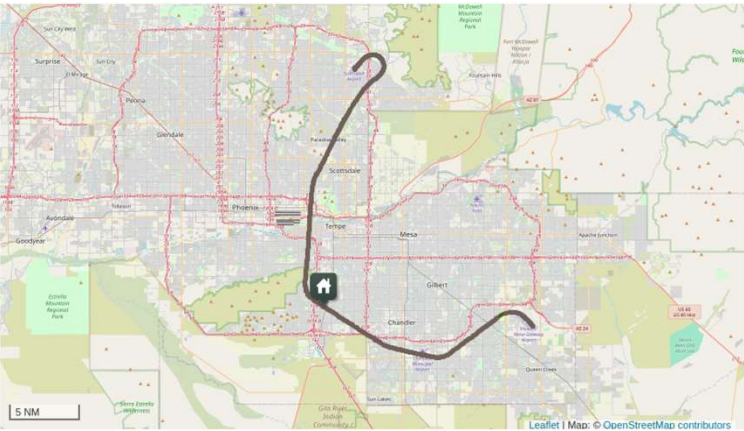
- Temporary Alternates to Rw 7L



IFR Transitions



- Small Commercial Jets



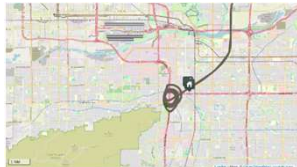
VFR Transitions



- Police/Sheriff Helicopter Operations



- ABC15 News Helicopter Operation



9

9

Questions/Comments

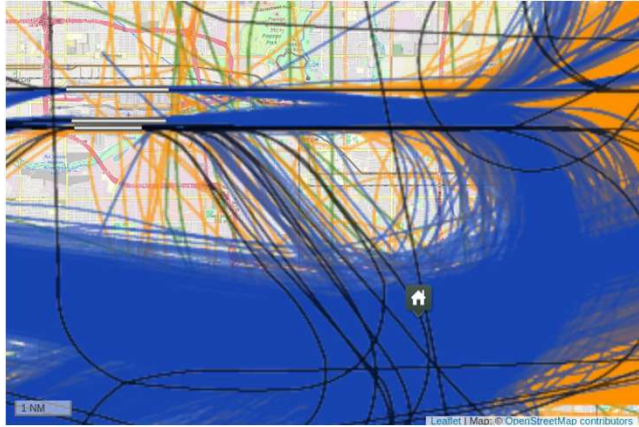


- Noise Abatement Times?
 - PHX does not have noise abatement times for regular operations, only for run-ups. Time period 11:00 p.m. and 5:00 a.m.
- The aircrafts are interfering with all the satellites and antennas on the ground
 - Antennas and other obstructions over 200 feet above ground or penetrates the approach area slope for a runway need to be assessed as a potential hazard to air navigation.

10

10

PHX Complaints



- 8,123 complaints from one Tempe resident in 2023
- 24 complaints from six other Tempe residents in 2023

A lapse in authorities would also prohibit the FAA from making new obligations from the aviation trust fund to fund the FAA's important safety, operational, and research functions. Enacting a long-term and comprehensive FAA bill is the goal of both the House and the Senate. I remain committed to doing just that so Congress can deliver certainty to the aviation industry and the FAA.

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

Mr. STANTON. Madam Speaker, I thank Chairman GRAVES and Ranking Member LARSEN for putting this extension on the floor to give us more time to work towards a final FAA reauthorization.

Aviation is a \$32 billion industry in my home State of Arizona, and growing every day. Our airports are economic engines supporting thousands of jobs. A lapse in the FAA's authorization would be devastating, and today's short-term extension is necessary.

But a long-term, 5-year extension—one that updates Federal policies to meet our current challenges—is essential to ensure the U.S. remains the gold standard in aviation safety.

The House did our job—more than 6 months ago.

On the Transportation and Infrastructure Committee, we worked in a bipartisan way to craft a strong, forward-looking FAA reauthorization that improves aircraft and runway safety and invests in our aviation infrastructure and workforce—especially our air traffic controllers.

Over the last year, there have been several near-miss incidents at Sky Harbor in Phoenix—one of the busiest airports in the world. I met with air traffic controllers there last week. They're over-worked and understaffed.

And Phoenix-Mesa Gateway, one of the fastest-growing commercial airports in the country, just opened a brand-new \$28 million terminal to keep up with passenger demand. But staffing shortages at their air traffic control tower have forced the airport to reduce operations at the tower by four hours each day.

The House's FAA reauthorization improves recruitment and retention of controllers, and sets up a pilot program to convert towers staffed by private companies, like Gateway, to be staffed by FAA controllers.

The bill we passed also takes meaningful steps—many I was proud to lead on—to improve the flying experience for passengers with disabilities.

My ADAPT Act, WHEELChairs on Airplanes Act, and MOBILE Act were included in the House-passed bill, so that passengers with mobility issues can have proper accommodations . . . from boarding to seating and everything in between.

Now I'm glad to see movement in the Senate on a companion reauthorization bill. I know I speak for many of my colleagues when I say we're eager to send a final FAA reauthorization to the President's desk as soon as possible. Our economy, and the safety of the flying public, depends on that.

In the meantime, I encourage my colleagues to vote yes on a short-term FAA extension through May 10th—hopefully our last.

Ms. JACKSON LEE. Madam Speaker, I rise today in support of this bill, the Airport and Airway Extension Act of 2024.

This bill would temporarily extend specific Federal Aviation Administration (FAA) programs and activities through May 10, 2024.

I have always been a firm believer in the importance of comprehensive transportation and infrastructure funding.

As the proud representative of Texas' 18th District, I understand deeply the immense benefit that having a well-funded airport and airway system can bring to a city's economy.

The George Bush Intercontinental Airport, one of the largest and busiest airports in the world, resides in my district in the greater Houston area.

This airport alone has brought in over \$14.1 billion in revenue to the State of Texas, representing over 20 percent of Texas' total international trade.

At the national scale, a study conducted by Airports Council International found that America's airports account for more than 7 percent of America's GDP.

In addition, this revenue is only expected to grow, with a predicted compound annual growth rate of 8.76 percent from 2022 to 2028.

Reauthorizing funding will allow for the continued maintenance and effective functioning of airports just like IAH across the country.

The American people cannot afford a delay to this funding.

This bill will also allow for resources to be directed properly, ensuring that airports are not forced to redirect resources away from safety due to a lack of funding.

While we wait for our colleagues in the Senate to act on H.R. 3935, the "Securing Growth and Robust Leadership in American Aviation Act," this bill is a necessary extension of existing funding toward the aviation industry.

The bill currently sitting in the Senate would provide a more comprehensive, long-term FAA reauthorization that updates outdated policies regarding aviation safety and efficiency.

In the meantime, however, we must act now to ensure that FAA is getting the funding it needs to continue operations effectively.

I urge my colleagues to vote in support of this bill.

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, H.R. 7454.

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. GRAVES of Missouri. 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.

EXTENSION OF CONTINUING APPROPRIATIONS AND OTHER MATTERS ACT, 2024

Ms. GRANGER. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 7463) making further continuing appropriations for fiscal year 2024, and for other purposes.

The Clerk read the title of the bill. The text of the bill is as follows:

H.R. 7463

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 "Extension of Continuing Appropriations and Other Matters Act, 2024".

SEC. 2. TABLE OF CONTENTS.

The table of contents of this Act is as follows:

- Sec. 1. Short title.
- Sec. 2. Table of contents.
- Sec. 3. References.

DIVISION A—EXTENSION OF CONTINUING APPROPRIATIONS ACT, 2024

DIVISION B—OTHER MATTERS

SEC. 3. REFERENCES.

Except as expressly provided otherwise, any reference to "this Act" contained in any division of this Act shall be treated as referring only to the provisions of that division.

DIVISION A—EXTENSION OF CONTINUING APPROPRIATIONS ACT, 2024

SEC. 101. The Continuing Appropriations Act, 2024 (division A of Public Law 118-15) is further amended—

(1) by striking the date specified in section 106(3) and inserting "March 22, 2024"; and

(2) by striking the date specified in section 106(4) and inserting "March 8, 2024".

This division may be cited as the "Extension of Continuing Appropriations Act, 2024".

DIVISION B—OTHER MATTERS

SEC. 101. MODIFICATION TO FAFSA.

(a) IN GENERAL.—Section 475(g)(1) of the Higher Education Act of 1965 (20 U.S.C. 1087oo(g)(1)), as amended by the FAFSA Simplification Act (title VII of division FF of Public Law 116-260), is further amended to read as follows:

"(1) IN GENERAL.—The student's available income is equal to—

"(A) the difference between the student's total income (determined in accordance with section 480) and the adjustment to student income (determined in accordance with paragraph (2)); multiplied by

"(B) 50 percent,

except that the amount determined under this paragraph shall not be less than -\$1,500 for award year 2024-2025 and not less than zero for award year 2025-2026 and each award year thereafter."

(b) APPROPRIATION.—Section 401(b)(7)(A) of the Higher Education Act of 1965 (20 U.S.C. 1070a(b)(7)(A)), as amended by the FAFSA Simplification Act (title VII of division FF of Public Law 116-260), is further amended to read as follows:

"(A) IN GENERAL.—In addition to any funds appropriated under paragraph (6) and any funds made available for this section under any appropriations Act, there are authorized to be appropriated, and there are appropriated (out of any money in the Treasury not otherwise appropriated) to carry out this section—

- "(i) \$1,170,000,000 for fiscal year 2024;
- "(ii) \$3,170,000,000 for fiscal year 2025;
- "(iii) \$2,170,000,000 for fiscal year 2026; and
- "(iv) \$1,236,000,000 for fiscal year 2027 and each succeeding fiscal year."

(c) NO EFFECT ON PREVIOUS APPROPRIATIONS.—Section 401(b)(7)(B)(i) of the Higher Education Act of 1965 (20 U.S.C. 1070a(b)(7)(B)(i)), as amended by the FAFSA Simplification Act (title VII of division FF of Public Law 116-260) and section 102(b) of the FAFSA Simplification Act Technical Corrections Act (division R of Public Law 117-103), is amended by striking "or 2023" and inserting "2023, or 2024".

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect and

letting people into this country to kill Americans like Laken Riley last week and then write the check that funds their broken policies.

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

□ 1330

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

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Texas (Ms. GRANGER) that the House suspend the rules and pass the bill, H.R. 7463.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Ms. GRANGER. Mr. 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.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Proceedings will resume on questions previously postponed. Votes will be taken in the following order:

Motions to suspend the rules and pass the following bills:

H.R. 7102;
H.R. 7463; and
H.R. 7454.

The first electronic vote will be conducted as a 15-minute vote. Pursuant to clause 9 of rule XX, remaining electronic votes will be conducted as 5-minute votes.

NATIVE AMERICAN ENTREPRENEURIAL OPPORTUNITY ACT

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 7102) to establish an Office of Native American Affairs within the Small Business Administration, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. WILLIAMS) that the House suspend the rules and pass the bill.

The vote was taken by electronic device, and there were—yeas 402, nays 16, not voting 14, as follows:

[Roll No. 57]

YEAS—402

Adams	Arrington	Bean (FL)
Aderholt	Auchincloss	Beatty
Aguilar	Babin	Bentz
Alford	Bacon	Bera
Allen	Baird	Bergman
Allred	Balderson	Beyer
Amo	Balint	Bice
Amodei	Barr	Biggs
Armstrong	Barragán	Bishop (GA)

Blumenauer	Frost	Luetkemeyer
Blunt Rochester	Fry	Luna
Boebert	Fulcher	Luttrell
Bonamici	Gallagher	Lynch
Bost	Gallego	Mace
Boyle (PA)	Garamendi	Magaziner
Brecheen	Garbarino	Malliotakis
Brown	Garcia (IL)	Maloy
Brownley	Garcia (TX)	Mann
Buchanan	Garcia, Mike	Manning
Buck	Garcia, Robert	Massie
Budzinski	Jimenez	Mast
Burchett	Golden (ME)	Matsui
Burgess	Goldman (NY)	McBath
Burlison	Gomez	McCaul
Bush	Gonzales, Tony	McClain
Calvert	Gooden (TX)	McClellan
Cammack	Gottheimer	McClintock
Caraveo	Granger	McCollum
Carbajal	Graves (LA)	McCormick
Cárdenas	Graves (MO)	McGarvey
Carey	Green (TN)	McGovern
Carl	Green, Al (TX)	McHenry
Carson	Greene (GA)	Meeks
Carter (GA)	Grothman	Menendez
Carter (LA)	Guest	Meng
Carter (TX)	Guthrie	Meuser
Cartwright	Hageman	Mfume
Casar	Harder (CA)	Miller (IL)
Case	Harris	Miller (OH)
Casten	Harshbarger	Miller (WV)
Castor (FL)	Hayes	Miller-Meeks
Castro (TX)	Hern	Mills
Chavez-DeRemer	Hill	Molinaro
Cherfilus-	Himes	Moolenaar
McCormick	Hinson	Moore (AL)
Chu	Horsford	Moore (UT)
Ciscomani	Houchin	Moore (WI)
Clark (MA)	Houlihan	Moran
Clarke (NY)	Hoyer	Morelle
Cleaver	Hoyle (OR)	Moskowitz
Cloud	Hudson	Moulton
Clyburn	Huffman	Mrvan
Cohen	Huizenga	Mullin
Cole	Hunt	Murphy
Collins	Issa	Nadler
Connolly	Ivey	Napolitano
Correa	Jackson (IL)	Neal
Costa	Jackson (NC)	Neguse
Courtney	Jackson Lee	Nehls
Craig	Jacobs	Newhouse
Crane	James	Nickel
Crawford	Jayapal	Norcross
Crenshaw	Jeffries	Nunn (IA)
Crockett	Johnson (GA)	Ocasio-Cortez
Crow	Johnson (LA)	Ogles
Cuellar	Johnson (SD)	Omar
Curtis	Jordan	Owens
D'Esposito	Joyce (OH)	Pallone
Daids (KS)	Joyce (PA)	Palmer
Davis (IL)	Kamlager-Dove	Panetta
Davis (NC)	Kaptur	Pappas
De La Cruz	Kean (NJ)	Payne
Dean (PA)	Keating	Pelosi
DeGette	Kelly (IL)	Peltola
DeLauro	Kelly (MS)	Pence
DelBene	Kelly (PA)	Perez
Deluzio	Khanna	Peters
DeSaulnier	Kiggans (VA)	Pettersen
DesJarlais	Kildee	Pfingger
Diaz-Balart	Kiley	Phillips
Dingell	Kilmer	Pingree
Doggett	Kim (CA)	Pocan
Donalds	Kim (NJ)	Porter
Duarte	Krishnamoorthi	Pressley
Dunn (FL)	Kuster	Quigley
Ellzey	Kustoff	Ramirez
Emmer	LaHood	Raskin
Escobar	LaLota	Reschenthaler
Eshoo	LaMalfa	Rogers (AL)
Espallat	Lamborn	Rogers (KY)
Estes	Landsman	Rose
Evans	Langworthy	Rosendale
Ezell	Larsen (WA)	Ross
Fallon	Larson (CT)	Rouzer
Feenstra	Latta	Ruiz
Ferguson	LaTurner	Ruppersberger
Finstad	Lawler	Rutherford
Fischbach	Lee (CA)	Ryan
Fitzgerald	Lee (FL)	Salazar
Fitzpatrick	Lee (NV)	Salinas
Fleischmann	Lee (PA)	Sánchez
Fletcher	Leger Fernandez	Sarbanes
Flood	Lesko	Scalise
Foster	Letlow	Scanlon
Foushee	Levin	Schakowsky
Fox	Lieu	Schiff
Frankel, Lois	Lofgren	Schneider
Franklin, Scott	Lucas	Scholten

Schrier	Stevens	Vargas
Schweikert	Strickland	Vasquez
Scott (VA)	Strong	Veasey
Scott, Austin	Swalwell	Velázquez
Scott, David	Sykes	Wagner
Self	Takano	Walberg
Sessions	Tenney	Waltz
Sewell	Thanedar	Wasserman
Sherman	Thompson (CA)	Schultz
Sherrill	Thompson (MS)	Waters
Simpson	Thompson (PA)	Watson Coleman
Slotkin	Tiffany	Weber (TX)
Smith (MO)	Timmons	Webster (FL)
Smith (NE)	Titus	Wenstrup
Smith (NJ)	Tlaib	Westerman
Smith (WA)	Tokuda	Wexton
Smucker	Tonko	Wild
Sorensen	Torres (CA)	Williams (GA)
Soto	Torres (NY)	Williams (NY)
Spanberger	Trahan	Williams (TX)
Spartz	Trone	Wilson (FL)
Stansbury	Turner	Wilson (SC)
Stanton	Underwood	Wittman
Stauber	Valadao	Womack
Steel	Van Drew	Yakym
Stefanik	Van Dyne	Zinke
Stell	Van Orden	

NAYS—16

Banks	Gaetz	Perry
Cline	Good (VA)	Posey
Clyde	Griffith	Roy
Comer	Higgins (LA)	Steube
Davidson	Mooney	
Edwards	Norman	

NOT VOTING—14

Bilirakis	Gonzalez	Loudermilk
Bishop (NC)	Vicente	Oberholte
Bowman	Gosar	Pascrell
Bucshon	Grijalva	Rodgers (WA)
Duncan	Jackson (TX)	Suoizzi

□ 1355

Mr. EDWARDS changed his vote from “yea” to “nay.”

Messrs. CLEAVER, PALMER, and RUPPERSBERGER changed their vote from “nay” to “yea.”

So (two-thirds being in the affirmative) the rules were suspended and **the bill was passed.**

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. BOWMAN. Mr. Speaker, had I been present, I would have voted “yea” on rollcall No. 57.

Mr. LOUDERMILK. Mr. Speaker, I was unavoidably detained. Had I been present, I would have voted “yea” on rollcall No. 57.

Mr. PASCARELL. Mr. Speaker, I unintentionally missed one rollcall vote. Had I been present, I would have voted “yea” on rollcall No. 57, H.R. 7102, the Native American Entrepreneurial Opportunity Act.

Stated against:

Mr. MCCORMICK. Mr. Speaker, on rollcall No. 57, I mistakenly voted “yea” when I intended to vote “nay.”

EXTENSION OF CONTINUING APPROPRIATIONS AND OTHER MATTERS ACT, 2024

The SPEAKER pro tempore (Mr. VALADAO). Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 7463) making further continuing appropriations for fiscal year 2024, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by



| CHAIR, Senator Patty Murray

FOR IMMEDIATE RELEASE

March 3, 2024

Press Contacts:

[Dylan Stafford](#) (Murray)

[Mike Inacay](#) (Schatz)

BILL SUMMARY: Transportation, Housing and Urban Development, and Related Agencies Fiscal Year 2024 Appropriations Bill

Bill strengthens air and rail safety, protects vital funding to help Americans keep a roof over their head, boosts resources to reduce homelessness, and sustains key infrastructure investments while rejecting extreme partisan riders

Washington, D.C. – The Fiscal Year 2024 Transportation, Housing and Urban Development, and Related Agencies Appropriations Act provides \$97.484 billion in total discretionary funding.

“I’m proud of our committee’s work on a bipartisan basis to fund vital programs that millions of Americans rely on every day,” said Senator Brian Schatz (D-HI), Chair of the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies. **“This bill includes critical funding to support affordable housing, help alleviate homelessness, improve roads and highways, and enable the hiring of air traffic controllers and rail safety inspectors—among other priorities. This funding can’t wait any longer, and I urge my colleagues in the Senate and House to pass this bill.”**

“There’s so much more we need to do to end homelessness and ensure every American has a roof over their head, but this bill protects essential rental assistance for millions, boosts investments to reduce homelessness, and helps increase our nation’s housing stock,” said Senator Patty Murray (D-WA), Chair of the Senate Appropriations Committee. **“This bill helps Americans get to where they need to be more safely and efficiently by hiring new air traffic controllers and rail safety inspectors and by providing more oversight funding to prevent unacceptable safety failures. Importantly, this bill sustains critical investments as Democrats rebuild America’s infrastructure and keep our country moving forward.”**

Key Points & Highlights – Transportation

Department of Transportation (DOT): The bill provides \$106 billion in total funding for the Department of Transportation, of which \$79 billion is from obligation limitations and \$27 billion is from discretionary funding. **This amount includes significant new resources to ensure the Federal Aviation Administration (FAA) is able to maintain the safest, most efficient, and most complex air traffic control system in the world, the safety of our rail network, and capital investments to improve the state of good repair of our transit systems.**

RAISE Grants: The bill provides \$345 million for the RAISE Grant program. When combined with the \$1.5 billion in Infrastructure Investment and Jobs Act (IIJA) advanced appropriations, the RAISE Grant program will see \$1.845 billion in total funding in fiscal year 2024. As the only multimodal DOT program available to local units of government, the program allows communities to make transformative investments in their transportation infrastructure that help improve mobility and safety.

FAA Staffing and Modernization: The bill provides \$20.082 billion for the Federal Aviation Administration, an increase of \$1.058 billion over fiscal year 2023. This includes:

- **\$12.73 billion for FAA operations, which will allow the FAA to continue its air traffic controller hiring surge by adding 1,800 new controllers, improving training facilities at the air traffic controller academy, and addressing the reliability of critical IT and telecommunications legacy systems.** The bill also strengthens aircraft certification and oversight efforts by providing funding for 125 new positions in the Office of Aviation Safety to increase oversight of Boeing and fully implement the Aircraft Certification, Safety, and Accountability Act.
- **\$3.191 billion for FAA facilities and equipment, which will accelerate critical next-generation programs, such as Terminal Flight Data Manager and DataComm, to improve the efficiency of air traffic control and reduce flight delays. In addition, the bill provides \$15 million above the President’s budget request for airport ground surveillance to help reduce the likelihood of runway incursions.**
- **\$3.882 billion for Airport Improvement Program grants to reduce emissions at airports, build airport infrastructure necessary to support unleaded fuels and sustainable aviation fuels, and build resiliency at airports in the face of climate change and worsening natural disasters.**

Highways and Bridges: The bill provides \$62.991 billion for federal-aid highways, consistent with the IIJA-authorized level of spending from the Highway Trust Fund, with an additional \$2.225 billion for Highway Infrastructure Programs. This includes \$250 million for a new bridge bundling grant program, \$150 million for the Tribal Transportation Program, \$100 million for the Appalachian Development Highway System, \$7.5 million for Scenic Byways, and other critical investments.