



FROM: Kountoupes Denham Carr & Reid

DATE: Wednesday, September 17, 2025

RE: House Transportation & Infrastructure Full Committee Markup to Consider the PIPES Act of 2025 and two other bills

Topline Summary

- Members of the House Transportation & Infrastructure Committee convened to mark up the PIPES Act of 2025, as well as two other bills. The PIPES Act is a bipartisan bill led by Full Committee Chairman Sam Graves (R-MO), Full Committee Ranking Member Rick Larsen (D-WA), as well as Chairman Daniel Webster (R-FL) and Ranking Member Dina Titus (D-NV) of the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
- The PIPES Act reauthorizes PHMSA's pipeline safety program for four years, strengthens oversight of pipelines transporting oil, natural gas, carbon dioxide, and hydrogen, and provides funding for state programs and grants to replace high-risk pipelines. The bill also incorporates provisions for using drones and satellite technology to inspect pipelines, improves public engagement through an Office of Public Engagement, and ensures that new projects are subject to comprehensive safety standards.
- Members on both sides of the aisle emphasized the importance of balancing innovation with safety, addressing geohazards, and protecting communities and infrastructure from pipeline failures. They also highlighted the need for the bill to safeguard both energy production and the public while maintaining transparency, accountability, and preparedness for emerging energy infrastructure.

Senators/Members Attending: Chairman Sam Graves (R-MO), Ranking Member Rick Larsen (D-WA), Rep. David Rouzer (R-NC), Rep. Salud Carbajal (D-CA), Rep. Troy Nehls (R-TX), Rep. Jerry Nadler (D-NY), Rep. Mike Ezell (R-MS), Rep. John Garamendi (D-CA), Rep. Mike Bost (R-IL), Rep. Hank Johnson (D-GA), Rep. Sharice Davids (D-KS), Rep. Andre Carson (D-IN), Rep. Chuy Garcia (D-IL), Rep. Marilyn Strickland (D-WA), Rep. Emilia Sykes (D-OH), Rep. Hillary Scholten (D-MI), Rep. Robert Garcia (D-CA), Rep. Nellie Pou (D-NJ), Rep. Kristen McDonald Rivet (D-MI), Rep. Laura Friedman (D-CA), Rep. Laura Gillen (D-NY), Rep. Valerie Foushee (D-NC), Rep. Dina Titus (D-NV), Rep. Chris Pappas (D-NH), Rep. Seth Moulton (D-MA), Rep. Pat Ryan (D-NY), Rep. Jeff Van Drew (R-NJ), Rep. Val Hoyle (D-OR), Rep. Chris DeLuzio (D-PA), Rep. Eleanor Holmes Norton (D-DC), Rep. Jared Huffman (D-CA), Rep. Shomari Figures (D-AL), Rep. Mark DeSaulnier (D-CA), Rep. Greg Stanton (D-AZ), Rep. Julia Brownley (D-CA), Rep. Rick Crawford (R-AR), Rep. Daniel Webster (R-FL), Rep. Thomas Massie (R-KY), Rep. Scott Perry (R-PA), Rep. Brian Babin (R-TX), Rep. Doug LaMalfa (R-CA), Rep. Bruce Westerman (R-AR), Rep. Brian Mast (R-FL), Rep. Pete Stauber (R-MN), Rep. Tim Burchett (R-TN), Rep. Dusty Johnson (R-SD), Rep. Tracey Mann (R-KS), Rep. Burgess Owens (R-UT),



Rep. Eric Burlison (R-MO), Rep. Mike Collins (R-GA), Rep. Kevin Kiley (R-CA), Rep. Vince Fong (R-CA), Rep. Tony Wied (R-WI), Rep. Tom Barrett (R-MI), Rep. Nick Begich (R-AK), Rep. Rob Bresnahan (R-PA), Rep. Jeff Hurd (R-CO), Rep. Jefferson Shreve (R-IN), Rep. Addison McDowell (R-NC), Rep. Dave Taylor (R-OH), Rep. Brad Knott (R-NC), Rep. Kim King-Hinds (R-MP), Rep. Mike Kennedy (R-UT), Rep. Bob Onder (R-MO), Rep. Jimmy Patronis (R-FL).

[Live Hearing Link](#)

Meeting called to order by Chairman Graves

Legislation

[ANS to H.R. 5301](#), Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025
(Covered in this report)

[Amendment in the Nature of a Substitute \(ANS\) to H.R.4183](#), Federal Maritime Commission Reauthorization Act of 2025

[ANS to H.R. 3962](#), Enhancing Science, Treatment, and Upkeep of America's Resilient and Important Estuarine Systems (ESTUARIES) Act

Discussion

H.R. 5301, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025

Chairman Sam Graves (R-MO) began by thanking his colleagues for their bipartisan work on legislation to promote the safe and efficient transportation of American energy, as well as acknowledging the contributions of all committee members. He emphasized that the United States is blessed with abundant energy resources and unmatched technological innovation, which, through new processes and technologies, enable the safe and affordable production and transport of energy, strengthening America's energy dominance. Chairman Graves noted that the bill represents a four-year reauthorization of PHMSA's pipeline safety program, ensuring the agency remains focused on its critical safety mission. Highlighting pipelines as the safest and most cost-effective means of transporting oil and natural gas, he stressed that the legislation achieves the right balance between fostering innovation and safeguarding energy transportation, while reinforcing America's leadership in energy production and exports. He concluded by urging his colleagues to support the measure.

Ranking Member Rick Larsen (R-WA) expressed his support for the PIPES Act, and thanked Chairman Graves, Rep. Webster, and Rep. Titus for their collaboration. He recalled the 1999 Olympic pipeline explosion in his district, which killed two boys and a young man, and emphasized his long-standing commitment to ensuring hazardous products remain safely contained. Ranking Member Larsen highlighted recent tragedies, including deadly explosions in Pennsylvania, Utah, and Mississippi, as well as spills in Washington and Pennsylvania. He underscored the urgent need for stronger protections in the wake of these incidents. He criticized PHMSA for withholding technical assistance grants intended for the Pipeline Safety Trust, reiterating that this bill requires those funds be released as Congress intended. He talked about how the legislation provides \$1.5 billion over four years for pipeline safety activities, with increased support for state programs and \$450 million to replace leak-prone natural gas pipelines. He also said that it strengthens safety oversight for emerging carbon dioxide and hydrogen infrastructure, raises penalties for violations by 25%, and directs the National Academies to review integrity management requirements. He added that the bill enhances public engagement by creating an Office of Public Engagement to share best practices. The Ranking Member concluded by urging colleagues to pass this



measure, noting that it builds on prior legislation and ensures PHMSA and pipeline operators are equipped, accountable, and transparent in protecting communities and preventing tragedies.

Rep. Daniel Webster (R-FL) voiced his strong support for H.R. 5301, emphasizing its role in ensuring Americans have access to safe and affordable energy. He noted that Florida, like many states, faces growing energy demands driven by population and economic growth, and the PIPES Act of 2025 will help meet those needs by providing regulatory certainty for pipeline operators while maintaining a focus on safety. Rep. Webster highlighted the bill's recognition of the critical role technology and industry standards play in advancing pipeline safety and efficiency, as well as provisions he championed to protect organizations from foreign influence. Additionally, he praised the bill's authorization of grants for municipalities and community-owned utilities to repair and replace dangerous pipelines, with priority given to high-risk projects in rural areas. These grants, he explained, will improve safety, reduce the chance of future incidents, and support communities that lack sufficient resources to modernize essential infrastructure. He concluded by noting that several groups and cities in his district had expressed strong support for the bill and requested their letters be included in the hearing record and urged his colleagues to support the bill.

Graves Manager's Amendment to Amendment in the Nature of a Substitute to H.R. 5301, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025

Chairman Graves explained that the manager's amendment makes technical and conforming updates to the bill while also incorporating language from Rep. Begich to advance pipeline safety by clarifying how drones and satellite technology can be used to inspect pipeline surface conditions. He emphasized that these changes not only strengthen the bill's core goal of ensuring the safe and efficient transport of domestically produced energy but also align with President Trump's mission to expand American energy production through safe and reliable pipeline transportation

Rep. John Garamendi (D-CA) thanked the Chairman, Ranking Member, and staff for advancing the bill and noted his appreciation for the inclusion of provisions he worked on in the 116th and 117th Congress addressing geohazards. He stressed that earthquakes, mudslides, land subsidence, and other natural events can destabilize pipelines and cause failures, making continued study of these risks essential. Rep. Garamendi also highlighted the bill's attention to emerging issues involving carbon dioxide and hydrogen pipelines. He explained that while carbon capture and storage offers climate benefits, transporting CO₂ introduces new hazards, and that hydrogen, now central to energy discussions in his Northern California district, home to five oil refineries, presents both opportunities and challenges due to its corrosive nature. He emphasized the importance of safely transporting hydrogen in appropriate pipelines and praised the bill for addressing these concerns, concluding by again thanking the committee for its work.

Rep. Hilary Scholten (D-MI) thanked Chairman Graves, Ranking Member Larsen and Reps. Webster and Titus for crafting a strong bipartisan bill that bolsters pipeline safety, holds bad actors accountable, and protects communities and the environment. She expressed gratitude for the inclusion of her amendment in the manager's amendment, explaining that it reflects her commitment as Co-Chair of the Lowering Costs Caucus to reducing expenses for American families. She said that her provision requires PHMSA to specifically assess the costs of shutting down roads, bridges, and other transportation systems in the event of a pipeline failure, ensuring the public understands the economic impact. Rep. Scholten stressed that this issue is especially critical in Michigan, where manufacturing and transportation routes are essential to national and global supply chains, and where the 2023 Livingston County incident highlighted the heavy costs of such failures. She emphasized that everyday Americans should not have to bear the financial burden when companies fall short, and her amendment takes a meaningful step toward accountability.



Rep. Marilyn Strickland (D-WA) thanked the committee leaders for advancing a bipartisan effort to ensure the safe transport of energy across the nation’s 3.3 million miles of pipelines, stressing that the PIPES Act of 2025 reaffirms Congress’s commitment to safety and integrity. She highlighted provisions that strengthen PHMSA’s expertise, invest in the pipeline workforce, and prepare for evolving energy needs, noting that safety is always the foundation for building public trust. Rep. Strickland was particularly pleased that her Pipeline Safety Engagement Act of 2025 was included in the bill, elevating PHMSA’s public-facing responsibilities by creating an Office of Public Engagement as the direct point of contact for the public, local officials, safety organizations, and pipeline operators. This office, she explained, will centralize communication, respond to inquiries, and promote adoption of best practices, ensuring that families, homeowners, and businesses who may live above unseen pipelines, receive clear and timely information. She emphasized that at a time of workforce cuts and rising concerns about agency communication, PHMSA must reaffirm its responsibility to reach Americans where they are, fostering transparency and public confidence. Rep. Strickland concluded by urging colleagues to support the bill as a critical step in strengthening safety, accountability, and trust.

Rep. Nellie Pou (D-NJ) reflected on the devastating 1994 pipeline explosion in Edison, New Jersey, where a ruptured natural gas line near the Durham Woods apartment complex created a massive fireball that destroyed eight buildings, damaged six more, and displaced nearly 2,000 residents. While no one inside the apartments died, one person suffered a fatal heart attack during the chaos and about 100 people were injured. Rep. Pou said that investigators later determined the pipeline had been damaged years earlier by construction equipment, and with a shutoff valve located miles away, the fire could not be stopped quickly. Rep. Pou emphasized that although not the largest pipeline disaster, it remains one of the most severe in a densely populated area, ultimately spurring federal safety improvements such as the nationwide 811 “call before you dig” hotline. She stressed that despite technological advancements, the private sector must remain vigilant in maintaining safe and secure pipelines, especially near homes and schools. Citing the enduring lessons of Durham Woods, she voiced her support for the PIPES Act as a necessary step to strengthen safety, accountability, and community protection.

Graves Manager’s Amendment to Amendment in the Nature of a Substitute to H.R. 5301, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025 was agreed to favorably by voice vote

Perry Amendment 159 to the Amendment in the Nature of a Substitute to H.R. 5301, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025

Rep. Scott Perry (R-PA) introduced an amendment to strike Section 25 of the bill, which addresses carbon dioxide pipelines. He argued that despite two decades of efforts to promote carbon capture and storage, these projects remain costly, provide little benefit beyond regulatory compliance, and primarily serve to facilitate enhanced oil recovery, undermining their stated environmental goals. Rep. Perry criticized the use of federal subsidies through the IJIA and IRA to prop up what he called “boondoggles” driven not by market demand but by regulatory burdens tied to a radical climate agenda. He warned that resources diverted to CO₂ pipelines come at the expense of natural gas and oil infrastructure, ultimately raising energy costs for consumers. Highlighting instances where ethanol facilities have sought to use eminent domain for such projects, he stressed that PHMSA should remain focused on its core safety mission rather than subsidized ventures that exist only because of government mandates. Perry concluded by urging adoption of his amendment to prevent wasted resources, protect consumers from higher costs, and keep PHMSA concentrated on addressing genuine pipeline safety risks.

Ranking Member Larsen voiced opposition to Rep. Perry’s amendment, stressing that the committee’s responsibility is not only to support the movement of people and goods but to ensure that it is done safely. He explained that the amendment would remove a bipartisan provision requiring pipelines built for



carbon dioxide transport and sequestration to be subject to comprehensive PHMSA safety regulations, a step supported by industry itself. The Ranking Member noted that objections raised against Section 25 could similarly be applied to natural gas and oil pipelines, yet no one is seeking to eliminate those safety requirements. He emphasized that Congress has already authorized incentives for carbon capture and sequestration infrastructure, and delays in PHMSA rulemaking could result in the construction of potentially unsafe CO₂ pipelines. Citing the Satartia, Mississippi incident as evidence of the need for updated regulations, he argued that Section 25 represents a bipartisan solution developed with input from industry and safety advocates. He urged colleagues to reject the amendment to preserve the bipartisan agreement and maintain strong safety oversight.

Chairman Graves opposed the amendment, explaining that Section 25 of the PIPES Act directs PHMSA to establish minimum safety standards for transporting carbon dioxide in a gaseous state. He noted that PHMSA already regulates over 5,300 miles of liquid CO₂ pipelines used in enhanced oil recovery and that new projects may involve transporting CO₂ as a gas. The Chairman emphasized that while the committee does not oversee energy project permitting or environmental approvals, it does have jurisdiction over the safe transportation of these gases, making updated safety regulations necessary as new projects come online. He cautioned against setting a precedent of denying safety standards for infrastructure simply because some may oppose the underlying activity, referencing Congress's recognition of the need for this rulemaking dating back to 2000. He concluded by urging colleagues to reject the amendment.

Rep. Webster echoed the sentiments of Chairman Graves and also expressed his opposition to the amendment.

Rep. Garamendi thanked Ranking Member Larsen and Chairman Graves for refocusing the discussion on the bill's core issue. While he disagreed with Rep. Perry's comments on climate change, Rep. Garamendi emphasized that the bill itself is not about climate policy. He highlighted that carbon dioxide pipelines will exist, and Section 25 of the bill provides a necessary framework to ensure that CO₂ is transported safely.

Perry Amendment 159 to the Amendment in the Nature of a Substitute to H.R. 530, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025 was not agreed to by a voice vote and a recorded vote was requested

Scholten Amendment 047 to the Amendment in the Nature of a Substitute to H.R. 5301, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025

Rep. Scholten highlighted the importance of the Great Lakes to Michigan's economy, supply chains, and communities, noting their role in commercial shipping and connecting Lake Michigan and Lake Huron. She discussed Line 5, a 645-mile pipeline that passes under the Straits of Mackinac, acknowledging industry assurances of its safety and its support for union jobs, while also recognizing public concerns about potential risks to the lakes' health. Rep. Scholten introduced an amendment directing PHMSA to independently assess Line 5's safety, as well as its possible impacts on water quality and shipping operations, emphasizing her commitment to balancing economic vitality and environmental protection. While she withdrew the amendment in deference to the bill's bipartisan agreement, she expressed hope that committee leadership will work to ensure federal oversight provides accurate and thorough information to safeguard both industry and the Great Lakes.

Scholten Amendment 47 to the Amendment in the Nature of a Substitute to H.R. 5301, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025 was withdrawn

Fong Amendment 026 to the Amendment in the Nature of a Substitute to H.R. 5301, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025



Rep. Vince Fong (R-CA) introduced an amendment aimed at reducing regulatory overlap and providing clarity by ensuring that in-plant gas piping at refineries and gas processing facilities is regulated solely by OSHA, rather than by both OSHA and PHMSA. He noted that PHMSA proposed a rule in July recognizing OSHA’s sole authority over this area, a measure supported by energy stakeholders and utilities. Rep. Fong explained that aligning regulations would create a clear path for safety improvements, protect workers and surrounding communities, and prevent duplicative or contradictory rules that can undermine both agencies’ core missions. While emphasizing the need for further bipartisan work on the issue, he stated that more work needs to be done on this amendment. He ultimately withdrew the amendment.

Fong Amendment 026 to the Amendment in the Nature of a Substitute to H.R. 5301, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025 was withdrawn

Perry Amendment 159 to the Amendment in the Nature of a Substitute to H.R. 5301, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025 was not agreed to by a vote of 54N-5Y

Amendment in the Nature of a Substitute to H.R. 5301, Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2025 was agreed to favorably by a voice vote

The hearing was adjourned.