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**Committee:** House Committee on Transportation & Infrastructure  
**Event:** [Full Committee Markup](#)  
**Date:** July 15, 2025  
**Time:** 10:00 AM  
**Place:** 2167 Rayburn House Office Building

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***Member Toplines:***

*Chairman Sam Graves (R-MO-06):* Graves praised the Coast Guard Authorization Act of 2025 ([H.R. 4275](#)) for providing critical resources to support maritime safety. He highlighted the bill's funding from FY25 through FY29 for recruiting merchant mariners, modernizing information technology, recapitalizing cutter fleets, and rebuilding shore infrastructure. Graves emphasized reforms to improve transparency and address past accountability failures on sexual assault and harassment in the Coast Guard.

*Ranking Member Rick Larsen (D-WA-02):* Larsen supported the bill, commending the bipartisan effort to strengthen Coast Guard operations. He emphasized accountability following Operation Fouled Anchor and highlighted provisions to improve service member quality of life, including expanded leave, housing, and behavioral health services. He also stressed the importance of cross-border cooperation with Canada on oil spills and marine firefighting.

*Coast Guard and Maritime Transportation Subcommittee Chairman Mike Ezell (R-MS-4):* Ezell highlighted the bill's role in safeguarding U.S. waters, combating human trafficking, and advancing maritime safety. He pointed to investments from the *One Big Beautiful Bill Act* ([H.R. 1](#)), to modernize contracting, enhance recruitment and retention, and support the domestic maritime workforce. Ezell highlighted key reforms to strengthen transparency and accountability following Operation Fouled Anchor.

*Coast Guard and Maritime Transportation Subcommittee Ranking Member Salud Carbajal (D-CA-24)<sup>1</sup>:* Carbajal expressed support for the bill's inclusive and bipartisan approach. He emphasized that it enhances Coast Guard capabilities while prioritizing the well-being of service members through improved housing, family leave, and tuition assistance. He highlighted efforts to modernize mariner credentialing. Carbajal called for interagency cooperation in responses to maritime threats.

***Major Takeaways:***

- Rep. **Pete Stauber** (R-MN-08) called for enhanced search and rescue operations and stronger action against trafficking to protect supply chains. He recognized the national security implications tied to steel production and the need for improved Great Lakes icebreaking and Coast Guard readiness.

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<sup>1</sup> Opening statements by Graves, Larsen, Ezell, and Carbajal were not available at the time of this memo's distribution.

- Rep. **Daniel Webster** (R-FL-11) urged colleagues to support the bill and its amendment, noting the creation of a Coast Guard Secretary position to collaborate with the Department of Homeland Security and bolster maritime safety.
- Rep. **Kimberlyn King-Hinds** (R-MP) thanked the committee for including Coast Guard port infrastructure studies in the Pacific, stressing the strategic role of the Northern Mariana Islands in military support and regional stability.
- Rep. **John Garamendi** (D-CA-08) criticized the bill's removal of provisions from the American Offshore Worker Fairness Act ([H.R. 6728](#)), which aimed to prioritize American-made vessels and jobs in the offshore wind and petroleum sectors. He advocated for restoring language that supports U.S. workers and shipbuilding, cautioning against reliance on foreign-made vessels.
- Graves introduced a manager's amendment with technical edits and targeted provisions on Coast Guard asset reports, navigation improvements, acquisition reforms, advisory committee expertise on autonomous marine systems, and heavy weather vessel procurement.
  - Rep. **Marilyn Strickland** (D-WA-10) emphasized the importance of including longshore workers and merchant marines in discussions on autonomous maritime systems.
  - Rep. **Laura Gillen** (D-NY-04) called for updated navigation rules and safety measures for the East Rockaway Inlet due to shoaling and missing buoys.
  - Rep. **Val Hoyle** (D-OR-04) highlighted the need for updated plans on deploying heavy weather vessels off the Oregon coast.
  - The manager's amendment was agreed to via voice vote.
- Rep. **Nick Begich** (R-AK) offered and withdrew an amendment to allow the use of vessels of opportunity for oil spill response in Southeast Alaska to address gaps along the state's remote coastline.
- Rep. **Kristen McDonald Rivet** (D-MI-08) offered and withdrew an amendment requiring the Coast Guard to restore 24/7 search and rescue services.
- Rep. **Daniel Webster** (R-FL-11) offered and withdrew an amendment to make permanent the Coast Guard's authority to establish safety zones in exclusive economic zones (EEZs) for space-related operations.
- Rep. **Pat Ryan** (D-NY-18) offered and withdrew an amendment to include the Hudson River Protection Act ([H.R. 2959](#)) in the bill to prevent unregulated anchorage zones.
- Rep. **Seth Moulton** (D-MA-06) offered an amendment to require further review of plans to remove buoys, emphasizing the need for data-driven safety decisions concerning navigation.
  - The amendment was agreed to via voice vote.
- A recorded vote was requested for the Amendment in the Nature of a Substitute to the Coast Guard Authorization Act of 2025. It was agreed to by a vote of 60-0 and favorably reported to the House.