

PPC

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Welcome to the Members Only Edition of the PPC! Our goal is to help you be better prepared for entry into and early advancement in the engineering profession.

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- *Introduction to Intellectual Property (Business & Legal Series)*
- *Leadership Styles and Attributes (Management & Leadership Series)*
- *Effective Technical Presentations (Communications Series)*
- *Product Management (Product Management Series)*
- *Policy Gear (Business and Legal Series)*

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- Engineering Public Policy - Policy Gear
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- The Cost Proposal
- Grant Writing for Engineers

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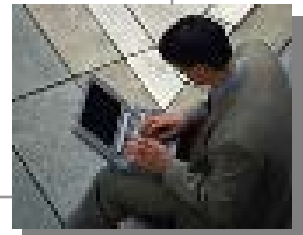
Members Only
Edition

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ASME Professional
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Business & Legal Series

Volume 6



Members Only
Edition



The ASME Professional Practice Curriculum:

Welcome to the printed version of the PPC Online, a program of study for engineering students and early career engineers that supplements the formal college/university engineering curriculum. The PPC aims to better prepare you for entry into and early advancement in the engineering profession.

Visit us at <http://www.professionalpractice.asme.org>

For Faculty

It is a major aim of ASME to help colleges of engineering guide the development of students and teach the principles of engineering practice and professionalism without overburdening an already full undergraduate curriculum. The PPC Online is meant to supplement the formal college/university engineering curriculum and aid engineering faculty in better preparing graduates for entry into and early advancement in the engineering profession. The modules cover a diverse array of topics, some corresponding to the ABET a-k criteria, designed to be suitable for assignment wherever appropriate in the engineering curriculum.

The ASME PPC Online is a joint project of the Center for Education and the Center for Professional Development, Practice and Ethics and is funded by the ASME Foundation.






The ASME Professional Practice Curriculum:

Volume 1	The Project Management Series
Volume 2	The Product Management Series
Volume 3	Writing Winning Proposals
Volume 4	The Engineering Design Series
Volume 5	Sustainability Series
Volume 6	Business & Legal Series
Volume 7	Entrepreneurial Series
Volume 8	Career Transition Series
Volume 9	Sales and Marketing for Engineers
Volume 10	Communications Series
Volume 11	Management & Leadership Skills Series
Volume 12	Industry Series



The ASME Professional Practice Curriculum: Business & Legal Series

Volume 6

	Codes & Standards	5
	Engineering Public Policy: Policy Gear	16
	Entrepreneurs: Business Planning	32
	Introduction to Intellectual Property	58
	Patent Law	83

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 **Engineering Public Policy: Policy Gear****TABLE OF CONTENTS**

Introduction	17
Part 1: Case #1: Gas, Pipelines and Public Safety	17
Part 2: Case #2: Diesel Engines and Environmental Issues	19
Part 3: How a Bill Becomes Law	21
Part 4: Public Agency Profiles	22
Glossary	25

Engineering Public Policy: Policy Gear

Introduction

As an engineer, public policies will directly impact virtually every issue of your professional life: design and construction, public safety, environmental quality, materials application - just to name a few. Appreciating the importance of this process will be a key factor to your success as an engineer. The purpose of this module is to provide you with a better understanding of:

- Public policy processes that impact engineers as they practice their profession
- State and federal agencies and other legal authorities with jurisdiction over engineering matters
- The role of engineers in creating technical solutions that benefit citizens and the environment

The following case studies are based on "real world" situations. Each illustrates the roles of various players in the public policy process and the engineering challenges at hand.



1 Case #1: Gas, Pipelines and Public Safety

Introduction

In the early morning of August 19, 2000, a 30-inch-diameter underground natural gas pipeline operated by El Paso Natural Gas, ruptured violently near a crossing of the Pecos River, near Carlsbad, New Mexico. The flame that sprayed from the break burned to death 12 campers — members of an extended family — as they slept nearly 200 yards away, under a nearby bridge.

The explosion blew a crater 86 feet long, 46 feet wide, and 20 feet deep. It hurled a 22-foot segment of pipe about 270 feet west, where it struck support cables for a bridge that crosses the river. Another 20-foot piece of pipe was thrown onto the south side of the crater. In all, about 60 feet of pipe was damaged.

When firefighters arrived at the scene of the August 19, 2000 pipeline explosion near Carlsbad, NM, at 6:12 am, they estimated flames to be 500 feet high. At 6:21 am, El Paso employees manually closed valves to shut off the flow of gas. The fire was said to be visible 20 miles to the north in the town of Carlsbad. Property damage (mainly to the pipeline equipment) was estimated at \$998,000.

The pipeline was a high-pressure transmission pipeline carrying gas from Texas and New Mexico to Arizona and California. Pipeline company records show that, at about 5:30 am, pressure within the pipeline dropped from 673 pounds per square inch (psig) to 377 psig. The maximum allowable operating pressure for this pipeline was 837 psig.

This terrible accident raised concerns in the public and at all levels of government about the safety of the pipeline system's design and construction, the competence of its operators, and the adequacy of its safety regulation.

This case study explores what happened at Carlsbad and the resulting public debate about pipeline safety from four policy perspectives.

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Federal Agencies/Legal Authority

Who has jurisdiction over pipeline safety and how did they respond to the Carlsbad explosion? Government at every level is involved in overseeing the siting, installation, and operation of pipelines. The main responsibility for safety regulation of interstate pipelines is a federal one—in the U.S. Department of Transportation. State governments and the U.S. Congress play an important role by checking the federal agency's performance. As we shall see, the aftermath of the Carlsbad tragedy pointed out serious problems in the responsible federal agency. State investigations, still underway, may lead New Mexico to take a more active role in overseeing and enforcing pipeline safety regulations.



Engineering Response

What are the technical options for gas pipeline safety and what's the process for establishing them? The pipeline network is a huge and complex system. Its designers, manufacturers, and operators are all subject to strict standards of behavior, to ensure its safety, quality, and efficiency. These standards are embodied in government regulations (in this case the Office of Pipeline Safety, in the U.S. Department of Transportation), requiring the use of particular materials and construction techniques, operating conditions, inspection routines, and so on. But they derive from a vast web of human and social interactions. These interactions allow us to document and organize decades of experience; scientific and engineering knowledge (about the strengths of materials and effects of corrosion, for example); business incentives; and political decisions about the value of human life and the natural environment. It is quite an amazing organizational feat, when you think about it.



The details of materials, failure criteria, hoop stress calculations, operating pressures, pump selection, corrosion protection, inspection techniques and schedules, fabrication, welding, and installation are all spelled out in industry codes and standards, which are continuously updated and refined by committee of experts. In that way, experience with pipelines—including lessons learned from failures—is used to improve safety. Federal pipeline safety regulations are based on these industry standards.

Codes & Standards

Who sets the codes and standards for gas pipeline safety and what's the process for establishing them? All engineered systems are subject to "codes and standards" that spell out design, construction, and maintenance specifications appropriate for different kinds of duty. Building codes are a familiar example; they specify the materials and construction methods necessary for stability and safety, and to meet local hazards such as earthquakes and hurricanes. Insurance companies insist that the codes are followed before they will provide coverage. Government regulators rely on them too, as tools for certifying the quality of everything from pavement to pollution control equipment. Codes and standards are developed by independent nongovernmental organizations such as the ASME, the American Petroleum Institute, and the American National Standards Institute (ANSI). Committees of engineers, under the auspices of standards organizations, work to develop, refine, and update these standards. So that all stakeholders are satisfied, the committees include representatives of government, industry, insurance companies, lenders, and other concerned organizations. Through a process of consensus-building, the standards committees meet periodically to discuss and finalize proposed changes.



Engineering Public Policy: Policy Gear

Societal Impact: Cost vs. Benefit

How should we as a society decide how much to invest in gas pipeline safety? Managing the safety of a national network of pipelines requires balancing many interests. The benefits a pipeline brings (convenient and reliable access to low-cost energy for consumers and businesses and economic growth for the nation as a whole) must be weighed against its costs (including not only the dollar costs of building and operating it, but also the environmental damage and risks of property damage, injury, and death). The goal for society is to balance the interests of all without undue strife or excessive cost. But it is rarely as easy as that. Democracy — as Britain's Second World War leader Winston Churchill observed — is messy. But it is better than the alternatives.



2 Case #2: Diesel Engines & Environmental Issues

Introduction

Diesel engines are used in millions of buses, trucks, and automobiles throughout the world. It's easy to see why they are so popular. They're reliable, durable, and cheap to run. They use 25 to 50 percent less fuel per mile than their gasoline-fueled counterparts, and emit that much less carbon dioxide (a greenhouse gas). Since diesel fuel burns more completely than gasoline, they have lower hydrocarbon and carbon monoxide emissions. That's why diesels power 95% of the nation's heavy trucks and buses, and nearly one-third of new passenger cars in Europe.



On the other hand, diesels have a reputation for being smelly and polluting. Today's diesels have higher emissions of particulate matter (PM), otherwise known as soot-and by any name a lung irritant, and maybe a carcinogen. They also spew oxides of nitrogen (NOX), which contribute indirectly to smog by helping form ozone when exposed to heat and sunshine. These problems have brought diesels into the cross-hairs of the U.S. Environmental Protection Agency (EPA). EPA's new air quality and emission regulations present serious engineering challenges for the builders of diesel vehicles.

Real engineers need to serve both goals. Engineering is about trade-offs, after all. Every project requires trading off criteria such as cost, performance, reliability, and long life. It is not much of a stretch, is it, to include other criteria that are important to society, such as environmental quality, economic growth, education, and public health?

This case study explores these trade-offs and the resulting public debate from four policy perspectives. Select one to investigate.

Federal Agencies/Legal Authority

Why has the process for establishing diesel engine emissions standards taken so long? To protect human health and the environment, the EPA has proposed new national air quality standards for ground level ozone and particulate matter. To help meet the new air quality standards, EPA has proposed tighter emission regulations for all motor vehicles, including diesels. The emission standards will be phased in starting in model year 2004. The EPA will also cut the allowable sulfur content of gasoline and diesel fuel by more than 90%, because sulfur harms emission

Engineering Public Policy: Policy Gear

control devices. Particulate matter and nitrogen oxides (NOX) are serious environmental concerns. For the first time, under the new regulations, diesel vehicles and engines will face the same emission standards as gasoline engines. The earlier regulations gave diesels a pass, since passenger vehicles (which use mainly gasoline engines) were seen as the greatest contributors to mobile source pollution and were targeted first. As gasoline engines have improved their emissions, the share of pollution emitted by diesels has grown.



Engineering Response

How big is the problem of diesel engines? How much does diesel contribute to pollution compared to gasoline? The engineering challenge for diesel engines, and especially small ones (for passenger cars and light trucks) is to control particulates and nitrogen oxides at a cost that does not price these engines out of the market and tackle diesel's reputation for being smelly and polluting.

Codes & Standards

How do different organizations collaborate in setting standards for diesel fuel? Why is this important? All engineered systems are subject to "codes and standards" that spell out design, construction, and maintenance specifications appropriate for different kinds of duty. Building codes are a familiar example; they specify the materials and construction methods necessary for stability and safety, and to meet local hazards such as earthquakes and hurricanes. Insurance companies insist that the codes are followed before they will provide coverage. Government regulators rely on them too, as tools for certifying the quality of everything from pavement to pollution control equipment. Codes and standards are developed by independent nongovernmental organizations such as the ASME, the American Petroleum Institute, and the American National Standards Institute (ANSI). Committees of engineers, under the auspices of standards organizations, work to develop, refine, and update these standards. So that all stakeholders are satisfied, the committees include representatives of government, industry, insurance companies, lenders, and other concerned organizations. Through a process of consensus-building, the standards committees meet periodically to discuss and finalize proposed changes.

Societal Impact: Cost vs. Benefit

What would be the effects of taking diesel engines off the road? Why are business lobbies interested in the diesel debate? Federal law (known as the Clean Air Act) requires the U.S. Environmental Protection Agency (EPA) to keep critical air pollutants below levels that produce health effects, with a margin of safety to protect people who are unusually sensitive to pollution, such as children and the elderly. (EPA provides a helpful Plain English Guide to the Clean Air Act.)

Over the past 30 years, our exposure to most of the so-called "criteria pollutants" regulated under the Act have been sharply reduced: lead (Pb), sulfur dioxide (SO₂), carbon monoxide (CO), and nitrogen dioxide (NO₂), and particulate matter (dust and soot smaller than 10 micrometers in diameter [PM₁₀]). Furthermore, no new evidence has arisen of health effects that would require EPA to lower the air quality standards for these pollutants.

No regulation comes without cost. These standards, regulators say, will add a few hundred dollars to the price of a car or truck, and 4 or 5 cents to a gallon of fuel. Manufacturers of engines and vehicles, however, worry that they could price diesels out of the market if emission control improvements are too costly — or if they degrade performance too much. Some fear that the necessary technology will not be available in time, or will be prohibitively

Engineering Public Policy: Policy Gear

expensive. Small refiners say that it will be hard to phase in new low-sulfur diesel fuels without disrupting the distribution system, which could lead to price spikes and shortages. Truckers — who carry most of the nation's goods, say they will be forced to pass on the higher costs to consumers.

Uncertainty about the costs has led to bitter fights and long delays.

3 How a Bill Becomes Law

Anyone may draft a bill; however, only members of Congress can introduce legislation, and by doing so become the sponsor(s). There are four basic types of legislation: bills, joint resolutions, concurrent resolutions, and simple resolutions. The official legislative process begins when a bill or resolution is numbered — H.R. signifies a House bill and S. a Senate bill — referred to a committee and printed by the Government Printing Office.



Step 1: Referral to Committee

Bills are usually referred to standing committees in the House or Senate according to carefully delineated rules of procedure.

Step 2: Committee Action

When a bill reaches a committee it is placed on the committee's calendar. A bill can be referred to a subcommittee or considered by the committee as a whole. It is at this point that a bill is examined carefully and its chances for passage are determined. If the committee does not act on the bill, it is the equivalent of killing it.

Step 3: Subcommittee Review

Often, bills are referred to a subcommittee for study and hearings. Hearings provide the opportunity to put on the record the views of the executive branch, experts, other public officials, supporters and opponents. Testimony can be in person or submitted in writing.

Step 4: Mark Up

When the hearings are completed, the subcommittee may meet to "mark up" the bill, that is make changes and amendments prior to recommending the bill to the full committee. If a subcommittee vote does not report legislation to the full committee, the bill dies.

Step 5: Committee Action to Report a Bill

After receiving a subcommittee's report on a bill, the full committee can conduct further study and hearings, or it can vote on the subcommittee's recommendations and any proposed amendments. The full committee then votes on its recommendation to the House or Senate. This procedure is called "ordering a bill reported".

Step 6: Publication of a Written Report

After a committee votes to have a bill reported, the chairman instructs staff to prepare on the bill. This report describes the intent and scope of the legislation, impact on existing laws and programs, position of the executive branch, and views of dissenting members.

Step 7: Scheduling Floor Action

After a bill is reported back to the chamber where it originated, it is placed in chronological order on the calendar. In the House there are several different legislative calendars, and the Speaker and Majority Leader largely determine if, when, and in what order bills come up. In the Senate there is only one legislative calendar.

Engineering Public Policy: Policy Gear

Step 8: Debate

When a bill reaches the floor of the House or Senate, there are rules or procedures that govern the debate. These rules determine the conditions and amount of time allocated for debate.

Step 9: Voting

After the debate and the approval of any amendments, the bill is passed or defeated by the members voting.

Step 10: Referral to other Chamber

When a bill is passed by the House or the Senate, it is referred to the other chamber where it usually follows the same route through committee and floor action. This chamber may approve the bill as received, reject it, ignore it, or change it.

Step 11: Conference Committee Action

If only minor changes are made to a bill by the other chamber, it is common for the legislation to go back to the first chamber for concurrence. However, when the actions of the other chamber significantly alter the bill, a conference committee is formed to reconcile the differences. If the conferees are unable to reach agreement, the legislation dies. If agreement is reached, a conference report is prepared describing the committee members' recommendations for changes. Both the House and Senate must approve of the conference report.

Step 12: Final Action

After a bill has been approved by the House and Senate in identical form, it is sent to the President. If the President approves of the legislation, he signs it and it becomes law. Or, the President can take no action for ten days, while the Congress is in session, and it automatically becomes law. If the President opposes the bill, he can veto it; or, if he takes no action after the Congress has adjourned its second session, it is a "pocket veto" and the legislation dies.

Step 13: Overriding a Veto

If the President vetoes the bill, Congress may attempt to "override the veto." This requires a two-thirds roll call vote of the members who are present in sufficient numbers for a quorum.

4 Public Agency Profiles

Descriptions all quoted from individual agency websites]

US Department of Energy

The Department of Energy is organized along four principal business lines: National Security, Energy Resources, Science & Technology, & Environmental Quality. The National Defense Programs of the Department have four overriding priorities, they include: insuring the integrity and safety of the country's nuclear weapons; promoting international nuclear safety; advancing nuclear non-proliferation; and, continuing to provide safe, efficient, and effective nuclear power plants for the United States Navy. The priorities of the Department's energy program are to: increase domestic energy production; revolutionize our approach energy conservation and efficiency; and, promote the development of renewable and alternative energy sources. The priorities of the Department's environmental program are to: ensure that safety legacies of the cold war are addressed and resolved and done so in a manner that does not impede future national security missions; and, to permanently and safely disposing of the nation's radioactive wastes. The top priority of the Department's science program is the sponsorship of cutting-edge science & technology research and development that revolutionizes how we find, produce, and deliver energy.

Engineering Public Policy: Policy Gear

US Environmental Protection Agency

EPA's mission is to protect human health and to safeguard the natural environment — air, water, and land — upon which life depends. For 30 years, EPA has been working for a cleaner, healthier environment for the American people. 18,000 people in Headquarters program offices, 10 regional offices, and 17 labs across the country, EPA employs a highly educated, technically trained staff, more than half of whom are engineers, scientists, and environmental protection specialists. A large number of employees are legal, public affairs, financial, and computer specialists. EPA is led by the Administrator who is appointed by the President of the United States.



US Department of Transportation

Leadership of the DOT is provided by the Secretary of Transportation, who is the principal adviser to the President in all matters relating to federal transportation programs. The Secretary is assisted by the Deputy Secretary in this role. The Office of the Secretary (OST) oversees the formulation of national transportation policy and promotes intermodal transportation. Other responsibilities range from negotiation and implementation of international transportation agreements, assuring the fitness of US airlines, enforcing airline consumer protection regulations, issuance of regulations to prevent alcohol and illegal drug misuse in transportation systems and preparing transportation legislation.

Energy Information Administration

The Energy Information Administration (EIA), created by Congress in 1977, is a statistical agency of the U.S. Department of Energy. They provide policy-independent data, forecasts, and analyses to promote sound policy making, efficient markets, and public understanding regarding energy and its interaction with the economy and the environment.

National Transportation Safety Board

The National Transportation Safety Board is an independent Federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in the other modes of transportation -- railroad, highway, marine and pipeline -- and issuing safety recommendations aimed at preventing future accidents. The Safety Board determines the probable cause of: all U.S. civil aviation accidents and certain public-use aircraft accidents; selected highway accidents; railroad accidents involving passenger trains or any train accident that results in at least one fatality or major property damage; major marine accidents and any marine accident involving a public and a nonpublic vessel; pipeline accidents involving a fatality or substantial property damage; releases of hazardous materials in all forms of transportation; and selected transportation accidents that involve problems of a recurring nature. The NTSB has issued more than 11,600 recommendations in all transportation modes to more than 2,200 recipients. Since 1990, the NTSB has highlighted some issues on a Most Wanted list of safety improvements. Although it has no regulatory or enforcement powers, its reputation for impartiality and thoroughness has enabled the NTSB to achieve such success in shaping transportation safety improvements that more than 80 percent of its recommendations have been adopted by those in a position to effect change.

Office of Pipeline Safety

The Office of Pipeline Safety's mission is to ensure the safe, reliable, and environmentally sound operation of the nation's pipeline transportation system. OPS safety jurisdiction over pipelines covers more than 3,000 gathering, transmission, and distribution operators as well as some 52,000 master meter and liquefied natural gas (LNG) operators who own and/or operate approximately 1.6 million miles of gas pipelines, in addition to over 200 operators and an estimated 155,000 miles of hazardous liquid pipelines. OPS currently has approximately 70 employees:

Engineering Public Policy: Policy Gear

half work at Headquarters in Washington, DC, and the other half work in the five OPS regional offices located in Washington, DC; Atlanta, GA; Kansas City, MO; Houston, TX; and Lakewood, CO. These employees work within the following programs to carry out the mandated regulatory and enforcement responsibilities of the Office of Pipeline Safety.

ASME Government Relations

ASME International's government relations program is directed at affecting the outcome of issues identified by members as important to the practice of mechanical engineering in the public interest. Under the direction of the Board on Government Relations, the program is conducted through a framework of activities aimed at identifying issues and strategies; informing the ASME membership; involving society members through a variety of programs for individuals and groups; preparing and presenting position statements, testimony, and technical briefs; and holding meetings with policymakers. Visit <http://www.asme.org/gric/>.

 **Engineering Public Policy: Policy Gear** Glossary

Act Legislation that has passed both Houses and Congress and become law.

Adjourn To close a legislative day.

Amendment A change in a bill or document by adding, substituting, or omitting portions of it.

Appropriations Legislation that provides funds for authorized programs.

Bill Legislation introduced in either House or Senate.

By Request Phrase used when a member introduces a bill at the request of an executive agency or private organization but does not necessarily endorse the legislation.

Calendar List and schedule of bills to be considered by a committee.

Caucus Meeting of Republican or Democrat members of Congress to determine policy and/or choose leaders.

Chair Presiding Officer.

Chamber Place where the entire House or Senate meets to conduct business; also, the House of Representatives or the Senate itself.

Clean Bill A bill which has been revised in mark-up. Amendments are assembled with unchanged language and the bill is referred to the floor with a new number.

Closed Hearings Hearings closed to all but members, staff and witnesses testifying; also called Executive Hearings.

Closed Rule In the House, a prohibition against amendments not approved by the committee which brought the bill to the floor. The House must either accept or reject the bill as-is.

Cloture Method of limiting debate or ending a filibuster in the Senate. At least 60 Senators must vote in favor before cloture can be invoked.

Co-sponsor Member who joins in sponsoring legislation but who is not the principal sponsor or the one who introduced the legislation.

Commit To refer a bill or matter to a committee.

Committee A group of members assigned to give special consideration to certain bills. See Standing Committee, Joint Committee, Special Committee.

Committee of the Whole A mechanism to expedite business in the House whereby the House itself becomes a committee, allowing for less rigid rules and a quorum of 100 instead of 218.

Engineering Public Policy: Policy Gear

Companion Bills Identical bills introduced separately in both the Senate and the House.

Concurrent Resolution Legislative action used to express the position of the House or Senate. Does not have the force of law.

Conference Committee Meeting between the Representatives and Senators to resolve differences when two versions of a similar bill have been passed by the House or Senate.

Congressional Record Official transcript of the proceedings in Congress.

Continuing Resolution A resolution enacted to allow specific Executive Branch agencies to continue operating even though funds have not been appropriated for them for the following fiscal year.

Discharge Petition A petition for the purpose of removing a bill from the control of a committee. A discharge petition must be signed by a majority of members in the House or Senate.

Engrossed Bill Final copy of a bill passed by either the House or Senate with amendments. The bill is then delivered to the other chamber.

Extension Remarks When a member of Congress inserts material in the Congressional Record which is not directly related to the debate underway.

Filibuster Tactic used in the Senate whereby a minority member intentionally delays a vote.

Final Passage Adoption of a bill after all amendments have been voted on.

Fiscal Year Accounting year. For the Federal Government, the fiscal year (FY) is October 1 to September 20 of the following calendar year.

Five-Minute Rule Rule which allows any House member to propose an amendment and debate it for five minutes. Opponents and supporters of the amendment have five minutes to debate it.

Floor Manager A Member who attempts to direct a bill through the debate and amendment process to a final vote.

General Consent A unanimous silent vote. If there is no objection to the matter, it is resolved without a formal vote.

Germane In the House, all amendments must have some relation to the bill in question.

Hearing Committee sessions for hearing witnesses.

Holds A courtesy afforded Senators which allows them to delay legislation for a reasonable period. The Majority Leader can override a hold.

Hopper Box on the desk of the Clerk of the House, each member has one hour to debate amendments. In the Committee of the Whole, the five-minute rule is in effect.

Jefferson's Manual Basic rules of parliamentary procedure adopted by both chambers.

 **Engineering Public Policy: Policy Gear**

Joint Committee Committee composed of members of both the House and Senate.

Joint Resolution Legislation similar to a bill that has the force of law if passed by both houses and signed by the President; generally used for special circumstances.

Lame Duck Member of Congress (or the President) who has not been reelected but whose term has not yet expired.

Leader Time Ten minutes given to the Majority and Minority Leaders at the beginning of each day Congress is in session.

Legislative Day In the Senate, the period of time between convening until the Senate adjourns, not necessarily a calendar day.

Lobbying The process of attempting to influence the passage, defeat or content of legislation by individuals or a group other than members of Congress.

Logrolling Process whereby members help each other get particular legislation passed. One member will help another on one piece of legislation in return for similar help.

Main Motion Motion that introduces the business or proposal to the assembly for action.

Majority Leader Chief spokesman and strategist for the majority party, elected by members of the majority party.

Marking Up the Bill Process, usually in committee, of analyzing a piece of legislation section by section and making changes.

Member A U.S. Senator or U.S. Representative.

Minority Leader Chief spokesman and strategist for the minority party, elected by members of the minority party.

Motion Proposal presented to a legislative body for consideration.

Motion to Table Proposal to postpone consideration of a matter in the Senate.

Omnibus Bill Bill regarding a single subject that combine many different aspects of that subject.

One-Day Rule In the Senate, a requirement that measures reported committee be held for at least one legislative day before being brought to the floor.

Open Rule In the House, permission to offer amendments to a particular bill during floor debate.

Override a Veto When both the House and Senate vote by two-thirds majority to set aside a Presidential veto of legislations.

Pairing System whereby two members jointly agree not to vote on a particular matter.

 **Engineering Public Policy: Policy Gear**

Petition Plea by an individual or organization for a chamber to consider particular legislation.

Pocket Veto When the President does not sign or veto legislation submitted to him by Congress within ten days of adjournment, the bill dies.

Point of Order An objection that language, an amendment or bill is in violation of a rule. Also used to force a quorum call.

President of the Senate The Vice President of the United States is designated by the Constitution as the President of the Senate. The President of the Senate casts a vote only in cases of a tie.

Previous Question In the House, a request to end all debate and force a vote.

Private Bill Bill designed to benefit a certain individual or business.

President Pro Tempore Senator who presides over the Senate in the absence of the Vice President of the United States. The President Pro Tem is usually the longest-serving member of the majority party.

Public Law Designation used for legislation that has been passed by both chambers and signed by the President.

Quorum The number of Senators or Representatives who must be present before a legislative body can conduct official business.

Quorum Call In the Senate, a method of determining whether there is a quorum. Often used to suspend debate without adjourning.

Ranking Members The members of the majority and minority party on a committee next in seniority after the chairman.

Recess Temporary halt to proceedings, with a time set for proceedings to resume.

Record Vote Vote in which members of Congress indicate their vote orally for listing in the Congressional Record.

Rescission Bill Legislation that revokes spending authority previously granted by Congress.

Resolution A measure passed only in one house to express the sentiment of that chamber. A simple resolution does not have the force of law.

Rider A measure added to another, often unrelated, bill with the purpose on one piece of legislation passing on the strength of another.

Roll Call Vote In the House, an oral vote for which a record is kept.

Seniority Length of unbroken service. Often used to determine rank on committees.

Seriatim Consideration Consideration of a motion line by line.

Sine Die Final adjournment at the end of a session. Bills under consideration but not enacted must be reintroduced in the next session.

 **Engineering Public Policy: Policy Gear**

Speaker The presiding member officer of the House, elected by members of the House.

Sponsor The Representative or Senator who introduces a measure.

Suspend the Rules Procedural action in the House whereby a two-thirds majority can vote to bring a measure to a vote after forty minutes of debate.

Table a Bill Motion to kill a bill by cutting off consideration of it. Such motions are not debatable.

Teller Vote A vote in the House in which members file past tellers who count the votes. The total vote is recorded, but no record is kept on how each member voted.

Three-Day Rule In the House, a requirement that measures reported from committee be held for at least three calendar days (not counting weekends and holidays) before being brought to the floor. Similar to the One-Day Rule in the Senate.

Unanimous Consent A procedure whereby a matter is considered agreed to if no member on the floor objects. Unanimous Consent motions save time by eliminating the need to vote.

Unlimited Debate In the Senate, the right of any Senator to talk as long as desired during floor debates on a bill.

Whip Assistant leader for each party in each chamber who keeps other members of the party informed of the legislative agenda of the leader. Also tracks sentiment among party members for certain legislation and tried to persuade members to be present and vote for measures important to the leadership.

Yield Permission granted by the member who has the floor to another member who wishes to make a comment or ask a question.