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ONE HUNDRED NINETEENTH CONGRESS

Congress of the United States

House of Representatives

COMMITTEE ON ENERGY AND COMMERCE

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WASHINGTON, DC 20515-6115

Majority (202) 225-3641

Minority (202) 225-2927

July 8, 2026

Mr. Edward Wenschhof
Acting Superintendent, Chesapeake & Ohio Canal National Historical Park
National Park Service
1849 C Street NW
Washington, DC 20240

Dear Acting Superintendent Wenschhof:

Thank you for appearing before the Subcommittee on Oversight and Investigations on Wednesday, May 20, 2026, to testify at the hearing entitled "Corrosion, Collapse, and Clean-Up: Examining the Potomac Interceptor Collapse."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

To facilitate the printing of the hearing record, please respond to these questions with a transmittal letter by the close of business on Wednesday, July 22, 2026. Your responses should be mailed to Seth Ricketts, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed to Seth.Ricketts@mail.house.gov.

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,

A handwritten signature in blue ink that reads "John Joyce". The signature is fluid and cursive, with the first and last names clearly distinguishable.

John Joyce, M.D.
Chairman
Subcommittee on Oversight and Investigations
Committee on Energy and Commerce

cc: Yvette Clarke, Ranking Member, Subcommittee on Oversight and Investigations

Attachment

Additional Questions for the Record

The Honorable Diana DeGette (R-CO)

1. Isn't it true that in 2018, 8 years ago, DC Water requested fast-tracked permits to repair widespread corrosion and detached rebar at the site of the eventual rupture?
2. At the time of the pipe rupture, those environmental assessments (EAs) had still not been completed, correct?
3. Can you detail why, despite the fact that DC Water warned the corrosion could "result in a catastrophic failure leading to the release of raw sewage into soil, groundwater, and waterways," a permit was not granted in the 8 years since the application was submitted?¹
4. How can the National Park Service better coordinate with other federal and state agencies to speed up the environmental assessment process to grant permits for repairs along the DC Water Line?
5. What's the status of the National Park Service's Environmental Assessment that's required to complete the broader Potomac Interceptor repairs needed to ensure this doesn't happen elsewhere along the line?
6. When there is documented risk at stake when assessing a permit, as there was before the Potomac Interceptor rupture, does the permitting process assess the environmental impact of the scope of the permit against the potential damage caused from a break in the pipe? If so, how was that assessed in this case? If not, in cases of documented risk of pipe rupture, should the potential damage of a line break be assessed against the scope of the permit?
7. How will the now-clearly-documented environmental costs of inaction (300 million gallons of raw sewage in the Potomac) be appropriately considered in that process?

¹ *Catastrophic Sewage Spill Followed Years of Delay on Repairs, Post Review Finds*, Washington Post (Apr. 2, 2026).