



Committee on Transportation and Infrastructure  
U.S. House of Representatives  
Washington DC 20515

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September 24, 2021

**SUMMARY OF SUBJECT MATTER**

**TO:** Members, Committee on Transportation and Infrastructure  
**FROM:** Staff, Committee on Transportation and Infrastructure  
**RE:** Full Committee Hearing on “Assessing the Federal Government’s COVID-19 Relief and Response Efforts and Its Impact: Part II”

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**PURPOSE**

The Committee on Transportation and Infrastructure (T&I) will meet on Thursday, September 30, 2021, at 10:00 a.m. EDT in 2167 Rayburn House Office Building and via Zoom to hold a hearing titled “Assessing the Federal Government’s COVID-19 Relief and Response Efforts and Its Impact: Part II.” Part I of this hearing series was held on July 29, 2021, and testimony was received by government witnesses on the federal government’s COVID response and relief efforts. This hearing will examine the federal response to the COVID-19 pandemic and the impact of pandemic relief efforts on the transportation and infrastructure sectors and their workers.

The Committee will hear testimony from the American Public Transportation Association (APTA), the International Association of Emergency Managers (IAEM), the Hoover Institution at Stanford University, the Hamilton Project at the Brookings Institution, and the Transport Workers Union of America (TWU).

**BACKGROUND**

In response to the COVID-19 pandemic, Congress and the Executive Branch took a range of actions to protect the health and economic security of American individuals and businesses. Congress included \$5.9 trillion of relief and job protection measures in the *CARES Act*, the *Consolidated Appropriations Act of 2021*, the *American Rescue Plan*, and other legislation.<sup>1</sup> Federal agencies, including the Federal Emergency Management Agency (FEMA), the operating administrations within the Department of Transportation (DOT), and the U.S. Department of the Treasury (Treasury) are responsible for administering and overseeing more than \$200 billion in

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<sup>1</sup> *CARES Act*, Pub. L. No. 116-136 (2020); *Consolidated Appropriations Act, 2021*, Pub. L. No. 116-260 (2020); *American Rescue Plan Act of 2021*, Pub. L. No. 117-2 (2021).

federal assistance provided for transportation and emergency management.<sup>2</sup> These agencies also conduct other pandemic response and recovery functions. For example, FEMA helped supply states and localities with personal protective equipment, distributed vaccine, and testing supplies, and reimbursed for many activities tied to the COVID-19 pandemic response.<sup>3</sup> Within DOT, the Federal Aviation Administration (FAA), the Federal Transit Administration (FTA), and other department components provided pandemic-related guidance and support to their respective modes to help keep employees and passengers on our nation’s transportation systems safe.<sup>4</sup>

## Part I of the Hearing: Oversight of the Federal Response

During Part I of this hearing series, the Committee heard testimony from the Government Accountability Office (GAO), the Department of Transportation Office of Inspector General (DOT OIG), the Department of Homeland Security Office of Inspector General (DHS OIG), and the Pandemic Response Accountability Committee (PRAC).<sup>5</sup> These witnesses discussed the work they have done to monitor agencies’ use of COVID-19 relief and response funds, assess the federal government’s actions, policies, and programs to respond to COVID-19, and identify areas for improvement.

## Impact of Federal COVID-19 Response and Relief Efforts

The policies and programs the federal government has implemented over the course of the pandemic have had wide-ranging and significant impacts. States and localities received assistance to

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<sup>2</sup> U.S. Department of the Treasury, “Coronavirus Economic Relief for Transportation Services (CERTS) Program,” (accessed on July 26, 2021), available at <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-american-industry/coronavirus-economic-relief-for-transportation-services>, and “Airline and National Security Relief Programs,” accessed on July 26, 2021, available at <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-american-industry/airline-and-national-security-relief-programs>; Federal Transit Administration, “Novel Coronavirus (COVID-19) (accessed on July 26, 2021), available at <https://www.transit.dot.gov/coronavirus>; National Railroad Passenger Corporation (AMTRAK) Office of Inspector General, *GOVERNANCE: Amtrak Continues to Demonstrate Good Stewardship of Pandemic Relief Funds*, OIG-MAR-2021-009, (May 12, 2021), available at <https://amtrakoig.gov/sites/default/files/reports/OIG-MAR-2021-009%20Relief%20Act.pdf>; GAO, *COVID-19: Continued Attention Needed to Enhance Federal Preparedness, Response, Service Delivery, and Program Integrity*, GAO-21-551, (July 2021), available at <https://www.gao.gov/assets/gao-21-551-highlights.pdf>; Federal Aviation Administration, “Information for Airports about COVID-19,” (accessed on July 26, 2021), available at [https://www.faa.gov/airports/special\\_programs/covid-19-airports](https://www.faa.gov/airports/special_programs/covid-19-airports); House Committee on Transportation and Infrastructure, “Chair DeFazio Applauds New Round of Aid for the Hard-Hit Transportation Sector in Omnibus and COVID Relief Legislation,” December 22, 2020, available at <https://transportation.house.gov/news/press-releases/chair-defazio-applauds-new-round-of-aid-for-the-hard-hit-transportation-sector-in-omnibus-and-covid-relief-legislation->; FEMA, *100 Days of FEMA and Our Partners in Action* (April 30, 2021), available at <https://www.fema.gov/blog/100-days-fema-and-our-partners-action>.

<sup>3</sup> FEMA, *Pandemic Response to Coronavirus Disease 2019 (COVID-19): Initial Assessment Report*, (January 2021), available at [https://www.fema.gov/sites/default/files/documents/fema\\_covid-19-initial-assessment-report\\_2021.pdf](https://www.fema.gov/sites/default/files/documents/fema_covid-19-initial-assessment-report_2021.pdf).

<sup>4</sup> FTA, “FTA COVID-19 Resource Tool” (May 7, 2021), available at <https://www.transit.dot.gov/regulations-and-programs/safety/fta-covid-19-resource-tool>; and FAA, Coronavirus Guidance and Resources from FAA (April 19, 2021), available at [https://www.faa.gov/coronavirus/guidance\\_resources/](https://www.faa.gov/coronavirus/guidance_resources/).

<sup>5</sup> The *CARES Act* established the Pandemic Response Accountability Committee (PRAC) as a committee of the Council of the Inspectors General on Integrity and Efficiency (CIGIE), which is composed of inspectors general from across the government. See <https://www.pandemicoversight.gov/our-mission/about-the-prac>; *CARES Act*, Pub. L. No. 116-136 (2020), Sec. 15010.

help vaccinate their residents.<sup>6</sup> Businesses and public sector agencies retained workers that they otherwise would have laid off.<sup>7</sup> The nation's transportation systems continued to operate safely, providing transportation for essential workers and others.<sup>8</sup> Moreover, the economy as a whole is beginning to recover as the economy opens back up with gross domestic product expected to show an increase this year after dropping to an annual rate of 31.4 percent in Q2 2020.<sup>9</sup> However, there are concerns about the effect of inflation on this recovery.<sup>10</sup> The current Consumer Price Index (CPI) rose 5.3 percent over the year ending in August 2021.<sup>11</sup>

### FEMA's Assistance to States, Localities, Tribes, Territories, and Individuals

The COVID-19 pandemic posed an unprecedented challenge to the disaster response capabilities of states, localities, tribes, and territories. As the lead federal agency for the COVID-19 response, FEMA has undertaken expansive efforts to help them, and to assist individuals suffering from the economic hardships of the pandemic.<sup>12</sup> Since January 2020, FEMA has taken the following actions, among others:

- Provided more than \$4.75 billion in support of vaccination efforts in communities across the country.<sup>13</sup>
- Worked with its federal, state, and local partners to establish 1,732 new community vaccination centers.<sup>14</sup>
- Coordinated with the Department of Health and Human Services to deliver, as of September 2020, 249 million N95 masks, 1.1 billion surgical masks, 46.7 million eye and face shields, 432 million surgical gowns or coveralls, and more than 28.6 billion gloves.<sup>15</sup>
- Provided funding to nonprofits, faith-based organizations, and government entities that provide shelter, food, transportation, COVID-19 testing, and medical care to their communities.<sup>16</sup>
- Obligated, as of the end of September 2020, \$42.6 billion as a supplemental benefit for unemployment insurance benefits.<sup>17</sup>

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<sup>6</sup> FEMA, *100 Days of FEMA and Our Partners in Action* (April 30, 2021), available at <https://www.fema.gov/blog/100-days-fema-and-our-partners-action>.

<sup>7</sup> General Aviation Manufacturers Association, *Protecting Aviation Manufacturing and Maintenance Jobs*, (March 10, 2021), available at <https://gama.aero/news-and-events/press-releases/protecting-aviation-manufacturing-and-maintenance-jobs/>, Amalgamated Transit Union, *Relief on the way for transit and working families with American Rescue Plan* (March 10, 2021), available at <https://www.atu.org/media/releases/atu-relief-on-the-way-for-transit-and-working-families-with-american-rescue-plan>.

<sup>8</sup> *Id.*

<sup>9</sup> Congressional Research Service, *COVID-19 and the U.S. Economy* (May 11, 2021), available at <https://crsreports.congress.gov/product/pdf/R/R46606>.

<sup>10</sup> Rachel Siegel, *Biden Says Fed 'should take whatever steps it deems necessary' to respond to inflation*, Wash. Post. (July 19, 2021), available at <https://www.washingtonpost.com/us-policy/2021/07/19/biden-powell-inflation-economy/>.

<sup>11</sup> U.S. Department of Labor, Bureau of Labor Statistics, *Consumer Price Index* (Sept. 14, 2021), available at <https://www.bls.gov/news.release/cpi.nr0.htm>.

<sup>12</sup> FEMA, *100 Days*.

<sup>13</sup> *Id.*

<sup>14</sup> *Id.*

<sup>15</sup> *Id.*

<sup>16</sup> *Id.*

<sup>17</sup> FEMA, *Pandemic Response to Coronavirus Disease 2019 (COVID-19): Initial Assessment Report*. FEMA's Lost Wages Assistance (LWA) program was unprecedented because it was instituted as a new program despite another discrete

- In January 2021, the federal cost-share for a majority of eligible FEMA assistance for all COVID-19 related Emergency and Major Disasters was expanded to 100 percent and made applicable to costs of eligible activities from the beginning of the pandemic incident period on January 20, 2020, to September 30, 2021.<sup>18</sup>

### Aviation Industry

As a result of the pandemic, air passenger demand fell far below prior years and, according to some industry analysts, a return to pre-pandemic traffic levels might not occur until 2023.<sup>19</sup> The number of passengers going through Transportation Security Administration (TSA) checkpoints increased in 2021 but remains below pre-pandemic levels. In August 2021, for example, TSA traveler throughput was almost 23 percent lower than in August 2019.<sup>20</sup> As a result of this decline in passenger demand and other factors, U.S. passenger airlines recorded \$4.3 billion in pre-tax losses in the first half of 2021 and are projecting pre-tax losses of \$18 billion this year, according to Airlines for America.<sup>21</sup> Similarly, Airports Council International-North America (ACI-NA) expects that U.S. airports will lose at least \$40 billion by March 2022 because of the prolonged decline in commercial aviation traffic.<sup>22</sup>

The Payroll Support Program (PSP) was created to prevent layoffs in this hard-hit sector. Congress has appropriated \$63 billion to this program, which provides financial assistance to airlines, manufacturers, and other related businesses for employee wages, salaries, and benefits.<sup>23</sup> According to the General Aviation Manufacturers Association, PSP has allowed companies to keep highly skilled workers in the industry and supported some of the smaller companies that needed

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Stafford Act section on disaster unemployment assistance (Sec. 410). FEMA failed to provide the Committee with a legal justification memo explaining why or how LWA was administered as it was despite section 410.

<sup>18</sup> FEMA, *FEMA Statement on 100% Cost Share* (February 3, 2021) available at <https://www.fema.gov/press-release/20210203/fema-statement-100-cost-share>.

<sup>19</sup> GAO, *COVID-19 Pandemic: Preliminary Observations on Efforts toward and Factors Affecting the Aviation Industry's Recovery*, GAO-21-412T (March 2, 2021) available at <https://www.gao.gov/assets/gao-21-412t.pdf>.

<sup>20</sup> See, e.g., TSA, *TSA Checkpoint Travel Numbers*, (last accessed September 3, 2021), available at <https://www.tsa.gov/coronavirus/passenger-throughput>.

<sup>21</sup> Airlines for America, *Impact of COVID-19: Data Updates*, (September 2, 2021) (last accessed September 3, 2021).available at <https://www.airlines.org/dataset/impact-of-covid19-data-updates/>; Statement of Mr. Nicholas E. Calio, President and Chief Executive Officer, Airlines For America, "COVID-19's Effects on U.S. Aviation and The Flight Path to Recovery" before the United States House Committee on Transportation and Infrastructure Subcommittee on Aviation, (March 2, 2021) available at <https://transportation.house.gov/imo/media/doc/Calio%20Testimony.pdf>.

<sup>22</sup> Airports Council International, *Airports Council Applauds Passage of \$8 Billion in COVID-19 Relief for Airports* (March 10, 2021) (last accessed July 19, 2021), available at [https://airportscouncil.org/press\\_release/airports-council-applauds-passage-of-8-billion-in-covid-19-relief-for-airports/](https://airportscouncil.org/press_release/airports-council-applauds-passage-of-8-billion-in-covid-19-relief-for-airports/)

<sup>23</sup> House Committee on Transportation and Infrastructure, *Chair DeFazio Applauds Inclusion of T&I Provisions, Including Payroll Support Program Extension, in House Democrats' Latest COVID-19 Relief Package*, (September 29, 2020), available at <https://transportation.house.gov/news/press-releases/chair-defazio-applauds-inclusion-of-tandi-provisions-including-payroll-support-program-extension-in-house-democrats-latest-covid-19-relief-package>; U.S. Department of the Treasury, *Airline and National Security Relief Programs* (accessed on May 7, 2021), available at <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-american-industry/airline-and-national-security-relief-programs>.

assistance to maintain operations.<sup>24</sup> Airlines were able to preserve the jobs of flight attendants, pilots, mechanics, gate agents, and others, according to Airlines for America.<sup>25</sup>

Congress also appropriated about \$20 billion in grant assistance to help airports respond to the COVID-19 pandemic, including funds for operating expenses, debt service, and other expenses.<sup>26</sup> The additional grants are helping airports offset some of the financial damage from the abrupt, unexpected drop in air travel that resulted from precautions to limit the spread of COVID-19, according to ACI-NA.<sup>27</sup>

### Transit Agencies

COVID-19 and the resulting shelter-in-place orders, business closures, suspension of tourism, increasing unemployment, and increasing numbers of employees working from home significantly decreased public transit and commuter rail ridership.<sup>28</sup> Nationally, transit ridership in 2020 was down a historic 79 percent at the start of the pandemic compared to 2019 levels.<sup>29</sup> Transit agencies anticipate long-term consequences from the COVID-19 pandemic, including reduced demand for service, increased operating costs, and limited state and local funding.<sup>30</sup> According to APTA, when the economy does begin to recover, transit agencies will still be challenged with severe fiscal constraints as a result of physical distancing requirements that reduce vehicle capacity, increased costs of facility and vehicle cleaning and disinfection, and decreased ridership due to the dramatic increase in telework.<sup>31</sup>

The *CARES Act* and subsequent pandemic relief funding have provided about \$67.25 billion in grant assistance to help transit agencies manage these fiscal constraints.<sup>32</sup> So far, \$37.94 billion, or 56 percent of the funds, has been obligated and \$23.45 billion, or 35 percent, has been spent.<sup>33</sup> Federal relief funds also allowed transit agencies to keep critical service running, avoid layoffs, and

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<sup>24</sup> General Aviation Manufacturers Association, *Protecting Aviation Manufacturing and Maintenance Jobs*, (March 10, 2021), available at <https://gama.aero/news-and-events/press-releases/protecting-aviation-manufacturing-and-maintenance-jobs/>.

<sup>25</sup> Airlines for America, *Statement from A4A CEO and President Nicholas E. Calio on the Passage of the American Rescue Plan* (March 10, 2021), available at <https://www.airlines.org/news/statement-from-a4a-ceo-and-president-nicholas-e-calio-on-the-passage-of-the-american-rescue-plan/>.

<sup>26</sup> GAO, *COVID-19: Sustained Federal Action Is Crucial as Pandemic Enters Its Second Year*, GAO-21-387 (March 31, 2021) available at <https://files.gao.gov/reports/GAO-21-387/index.html>.

<sup>27</sup> Airports Council International, *Airports Council Statement on CARES Act Grants* (last accessed July 19, 2021) available at [https://airportscouncil.org/press\\_release/airports-council-international-north-america-statement-on-cares-act-grants/](https://airportscouncil.org/press_release/airports-council-international-north-america-statement-on-cares-act-grants/)

<sup>28</sup> Abby Vesoulis, *The Future of American Public Transit Depends on Congress*, *Time* (December 17, 2020), available at <https://time.com/5921917/mass-transit-covid-congress/>.

<sup>29</sup> American Public Transportation Association, *The Impact of the COVID-19 Pandemic on Public Transit Funding Needs in the U.S.* (January 27, 2021), available at <https://www.apta.com/wp-content/uploads/APTA-COVID-19-Funding-Impact-2021-01-27.pdf>.

<sup>30</sup> *Supra*, n. 9, GAO-21-387.

<sup>31</sup> American Public Transportation Association, *The Impact of the COVID-19 Pandemic on Public Transit Funding Needs in the U.S.* (January 27, 2021), available at <https://www.apta.com/wp-content/uploads/APTA-COVID-19-Funding-Impact-2021-01-27.pdf>.

<sup>32</sup> This includes \$25 billion from the *CARES Act*, \$14 billion from the *Consolidated Appropriations Act, 2021*, and \$28.25 billion from the *American Rescue Plan*. See <https://www.transportation.gov/mission/budget/usdot-covid-19-relief-funding>.

<sup>33</sup> U.S. Department of Transportation *COVID-19 Relief Funding Status* (last updated Sept. 13, 2021), available at <https://www.transportation.gov/mission/budget/usdot-covid-19-relief-funding>.

provide workers and riders with COVID-19 protections.<sup>34</sup> As a result, some transit agencies across the country have restored previously reduced service or have canceled plans to further cut service.<sup>35</sup> Transit agencies have also used the funds to mitigate the spread of COVID-19, including through enhanced cleaning and sanitation and social distancing.<sup>36</sup> Further, restoring transit service is expected to help the nation's economic recovery, such as in New York City, where the economy depends on trains and buses to carry riders to businesses, including theaters, retail stores, and restaurants, that have been crippled by the pandemic.<sup>37</sup>

### Other Transportation Sectors

Operators of motorcoaches, school buses, and passenger vessels have also suffered the financial effects of lower demand for their services due to the pandemic. For example, though passenger ships operating exclusively inside the United States have begun to resume operations, virtually the entire U.S. domestic commercial passenger fleet, including overnight excursions, day charters, and tours, was forced to shut down for a year.<sup>38</sup> Companies operating commuter shuttle buses and private bus charters also were forced to suspend service due to lack of passengers, and some went out of business entirely, according to the American Bus Association.<sup>39</sup>

The Coronavirus Economic Relief for Transportation Services (CERTS) Program was created to support companies such as motorcoach, school bus, passenger vessel, and pilot vessel companies that were affected by the COVID-19 pandemic.<sup>40</sup> Under the program, up to \$2 billion in grants is made available to eligible companies that certify they have experienced an annual revenue loss of 25 percent or more as a direct or indirect result of COVID-19.<sup>41</sup> Grant funds administered through the CERTS program are primarily used to cover payroll costs but may also be used to cover the acquisition of services, supplies, and the cost of operating and maintaining equipment, among other things.<sup>42</sup> Applications for CERTS grants were due to Treasury by July 19, 2021, and grants will

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<sup>34</sup> Amalgamated Transit Union, *Relief on the way for transit and working families with American Rescue Plan* (March 10, 2021) available at <https://www.atu.org/media/releases/atu-relief-on-the-way-for-transit-and-working-families-with-american-rescue-plan>.

<sup>35</sup> Christina Goldbaum and Pranshu Verma, *Transit Got \$30 Billion in Stimulus Aid. What Does That Mean for Riders?*, The New York Times (March 15, 2021), available at <https://www.nytimes.com/2021/03/15/nyregion/biden-stimulus-public-transportation.html>.

<sup>36</sup> *Supra*, n. 9, GAO-21-387.

<sup>37</sup> Goldbaum and Verma, *Transit Got \$30 Billion*.

<sup>38</sup> Letter from Passenger Vessel Association to Speaker Nancy Pelosi (April 8, 2020), available at <http://www.passengervessel.com/downloads/letters/2020-CARES-ACT-2-Speaker-Pelosi.pdf>; The Maritime Executive, *American Coastal and River Cruising is Resuming* (March 16, 2021), available at <https://www.maritime-executive.com/article/american-coastal-and-river-cruising-is-resuming>.

<sup>39</sup> American Bus Association, *New Report Details Motorcoach Industry's Dire Situation* (August 10, 2020), available at <https://www.buses.org/news/article/new-report-details-motorcoach-industrys-dire-situation>.

<sup>40</sup> U.S. Department of the Treasury, *Coronavirus Economic Relief for Transportation Services (CERTS) Program*, available at <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-american-industry/coronavirus-economic-relief-for-transportation-services>.

<sup>41</sup> *Id.*, and *Guidelines for the Coronavirus Economic Relief for Transportation Services (CERTS) Grant Program* (May 6, 2021), available at <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-american-industry/coronavirus-economic-relief-for-transportation-services>.

<sup>42</sup> U.S. Department of the Treasury, *Coronavirus Economic Relief for Transportation Services (CERTS) Program and Guidelines for the Coronavirus Economic Relief for Transportation Services (CERTS) Grant Program* (May 6, 2021), available at <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-american-industry/coronavirus-economic-relief-for-transportation-services>. According to the CERTS guidelines Treasury published on May 6, 2021, to be eligible for

be paid out with two payments, the first representing approximately 80 percent of the award amount, with the remaining 20 percent to be paid out to the extent funds are available.<sup>43</sup> The first grant agreements were made on August 13, 2021, with 1,327 grant agreements and first payments issued as of September 1, 2021.<sup>44</sup>

### Federal Requirements for Masking on Transportation

In addition to providing financial assistance to mitigate the pandemic's economic impact, the federal government also took action to promote mask-wearing on transportation systems as a way to help reduce the spread of the virus. In January 2021, the Centers for Disease Control (CDC) issued an order requiring the wearing of masks by all passengers and workers on public conveyances (e.g., airplanes, ships, ferries, trains, subways, buses, taxis, and rideshares) in the United States.<sup>45</sup> Shortly thereafter, the TSA issued Security Directives and an Emergency Amendment to implement the CDC order and President Biden's Executive Order on Promoting COVID-19 Safety in Domestic and International Travel that required passengers and workers to wear face masks "in airports, bus and rail stations, as well as while on passenger aircraft, public transportation, passenger railroads, and over-the-road buses operating on scheduled fixed-routes."<sup>46</sup> The TSA directives currently expire January 18, 2022.<sup>47</sup> The operating administrations within DOT have also taken steps to ensure that operators under their purview implement this requirement. For example, in February 2021, FTA updated its Master Agreement for grantees to include compliance with CDC's mask order, and in May 2021, FAA released interim health and occupational safety guidance for airlines discussing requirements for mask-wearing.<sup>48</sup>

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payments under this program, companies must be established or organized in the United States or pursuant to federal law and must have a majority of employees in the United States, among other things. Further, passenger vessel companies must carry out their principal business using one or more passenger vessels of the United States (as each is defined in 46 USC § 2101) that (a) are for hire with a capacity of 6 to 2,400 passengers and (b) have U.S. Coast Guard issued Certificates of Inspection.

<sup>43</sup> U.S. Department of the Treasury, *Coronavirus Economic Relief for Transportation Services (CERTS) Program and Guidelines for the Coronavirus Economic Relief for Transportation Services (CERTS) Grant Program* (May 6, 2021, updated August 12, 2021) (accessed September 3, 2021), available at <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-american-industry/coronavirus-economic-relief-for-transportation-services>

<sup>44</sup> U.S. Department of the Treasury, *Coronavirus Economic Relief for Transportation Services (CERTS) Grant Payments*, (Data set published September 1, 2021) (accessed on September 3, 2021), available at <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-american-industry/coronavirus-economic-relief-for-transportation-services/Coronavirus-Economic-Relief-for-Transportation-Services-CERTS-Grant-Payments>

<sup>45</sup> CDC, "Order Under Section 361 of the Public Health Service Act (24 U.S.C. 264) and 42 Code of Federal Regulations 70.2, 71.31(b), 71.32(b) Requirement for Persons to Wear Masks While on Conveyances and at Transportation Hubs," January 29, 2021) available at [https://www.cdc.gov/quarantine/pdf/Mask-Order-CDC\\_GMTF\\_01-29-21-p.pdf](https://www.cdc.gov/quarantine/pdf/Mask-Order-CDC_GMTF_01-29-21-p.pdf).

<sup>46</sup> TSA, "TSA to implement Executive Order regarding face masks at airport security checkpoints and throughout the transportation network," (January 31, 2021), available at <https://www.tsa.gov/news/press/releases/2021/01/31/tsa-implement-executive-order-regarding-face-masks-airport-security>.

<sup>47</sup> TSA, "Face Mask Requirements: Security Directives and Emergency Amendment," (last accessed September 7, 2021), available at <https://www.tsa.gov/sd-and-ea>.

<sup>48</sup> FTA, "Master Agreement: For Federal Transit Administration Agreements authorized by 49 U.S.C. chapter 53 and Title 23, United States Code (Highways), as amended by the Fixing America's Surface Transportation (FAST) Act, the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the SAFETEA-LU Technical Corrections Act of 2008, or other federal laws that FTA administers," (February 9, 2021) available at <https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-02/FTA-Master-Agreement-v28-2021-02-09.pdf>; FAA, "Safety Alert for Operators: COVID-19: Updated Interim Occupational Health and Safety Guidance for Air Carriers and Crews," (May 25, 2021) available at

## **CONCLUSION**

These federal relief efforts have been critical to the nation's economic and public health recovery from COVID-19. They helped to get needed supplies to states and local governments and financial relief to transportation workers and U.S. businesses impacted by the pandemic. Having heard from federal government witnesses on their oversight work to monitor the use of COVID-19 relief and response funds in Part I of this hearing series in July 2021, Members will now have an opportunity to discuss the impact of the federal government's actions on the transportation industry and its workers.

## **WITNESS LIST**

### **Mr. Paul Skoutelas**

President & CEO

American Public Transportation Association (APTA)

### **Mr. Juan Ortiz**

Director of Homeland Security and Emergency Management, City of Austin, Texas – on behalf of the International Association of Emergency Managers (IAEM)

### **Dr. Michael J. Boskin**

T.M. Friedman Professor of Economics and Senior Fellow, Hoover Institution, Stanford University

### **Dr. Wendy Edelberg, PhD**

Director, The Hamilton Project, The Brookings Institution

### **Mr. John Samuelsen**

Transport Workers Union of America (TWU)