

VIEWS AND ESTIMATES OF THE
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
FOR FISCAL YEAR 2022

Overview:

As required by the Congressional Budget Act of 1974 and House Rules, standing committees are required to submit to the Committee on the Budget views and estimates. Pursuant to clause 4(f)(1) of House Rule X, views and estimates must be submitted within six weeks after the submission of the budget by the President or at such time as the Committee on the Budget may request. As such, we submit the views and estimates of the Committee on Transportation and Infrastructure (Committee).

America's transportation networks are critical for job creation, including family-wage jobs, economic growth, and our global competitiveness. Today, the U.S. transportation system is an extensive network of highways, airports, railroads, public transportation systems, waterways, ports, and pipelines that provides a means for Americans to travel to and from work and to conduct business. The U.S. transportation system not only provides the foundation of our economy by safely and efficiently moving people and goods, it also employs millions of workers and generates a significant share of total economic output. Economic growth and vitality are also dependent upon high quality water and wastewater infrastructure systems and upon resilient infrastructure designed to protect lives and properties from more frequent and consequential storms and flooding.

Policies to address the increasing demands on our infrastructure and to provide for a transformative infrastructure network must be guided by strong principles that will create and sustain jobs and promote economic growth, such as:

- Making smart investments, consistent with the fundamental federal role, to bring our existing infrastructure to a state of good repair and ensure modern, safe, and resilient transportation and related infrastructure;
- Recognizing, promoting, and developing integrated transportation systems;
- Preserving affordable and equitable access to transportation and water systems;
- Encouraging technological solutions and promoting innovation;
- Providing flexibility to states and local governments; and
- Reducing carbon pollution in the transportation sector.

This year, the Committee will focus on reauthorizing numerous key programs and will continue to oversee programs within our jurisdiction. The Committee's bipartisan legislative priorities include: a long-term surface transportation bill, including Amtrak and rail programs, and Member Designated Projects; the United States Coast Guard, the Federal Maritime Commission (FMC), and the Maritime Administration; the Economic Development Administration (EDA); the Federal Emergency Management Agency (FEMA); the General Services Administration (GSA); and the Clean Water State Revolving Fund (SRF) and regional water programs.

Federal Surface Transportation Programs:

Reauthorization of federal surface transportation programs is a major priority for the Committee this year. On October 1, 2020, the *Continuing Appropriations Act, 2021 and Other Extensions Act* (P.L. 116-159) was enacted, which included a one-year extension of federal-aid highway, highway safety, transit, and other related programs to September 30, 2021. Prior to this extension, the *Fixing America's Surface Transportation Act (FAST Act)* (P.L. 114-94) authorized funding to improve U.S. surface transportation infrastructure, including our roads, bridges, public transit, and rail systems. Last Congress, the Committee passed H.R. 2, the *INVEST Act*.

This Congress, the Committee will continue to gather input on key policy priorities, and notably, consider project requests from Members to include as Member Designated Projects in the bill. The Committee will continue to work to ensure that any surface transportation reauthorization provides sustained investment to address our massive infrastructure needs in a manner that meets current and future needs.

The last two surface transportation reauthorization bills—the *Moving Ahead for Progress in the 21st Century Act* (P.L. 112-141) in 2012 and the *FAST Act* in 2015—generally maintained the amount of federal investment in our roads, bridges, and public transit systems. The Committee intends to develop a long-term, bipartisan bill that provides a significant increase in investment to meet the documented needs of the nation's surface transportation network in a way that strengthens the condition and performance of our transportation facilities, enhances safety, improves access to jobs and essential services, promotes innovation, creates jobs in the U.S., and reduces carbon pollution.

The Committee also looks forward to continuing to work with other Committees of jurisdiction to address the challenges facing the Highway Trust Fund to ensure that there is a sustainable revenue stream in place to support enacting a long-term surface transportation reauthorization bill.

Federal Aviation Administration:

On December 27, 2020, following the conclusion of multiple reviews and investigations into the Federal Aviation Administration's (FAA) certification of the Boeing 737 MAX aircraft, which crashed twice in five months, killing 346 people, Congress enacted comprehensive aircraft certification and safety legislation—the *Aircraft Certification, Safety, and Accountability Act*—as part of the *Consolidated Appropriations Act of 2021* (Div. V, P.L. 116-260). The Act reforms and strengthens the FAA's aircraft certification process; ensures transparency, accountability, and integrity in FAA regulation of U.S. aircraft manufacturers; addresses issues identified in various reviews and investigations related to human factors, automation in the cockpit, and international pilot training; and authorizes nearly \$275 million over five years in robust FAA oversight and aviation safety-improving programs and initiatives. The FAA is in the very early stages of implementing this critical aviation safety law and the Committee will closely monitor its implementation.

Last Congress, H.R. 2, *the Moving Forward Act*, as passed by the House included provisions not considered in Committee that provided substantial funding for U.S. airports and programs aimed at reducing carbon pollution produced by the aviation sector. Another agenda item for the Committee will be to advance an infrastructure bill that once again increases investment in airports

of all sizes, throughout the country, to ensure their safety, resiliency, and preparedness to meet growing and future passenger demands.

On October 5, 2018, the President signed the *FAA Reauthorization Act of 2018* (P.L. 115-254). The law extends the agency's authorities through fiscal year 2023 and the Committee will continue to pursue oversight of the FAA's implementation of this law. The FAA has yet to fully implement several key provisions included in the 2018 law, including mandates that the FAA: require flight attendants receive a minimum of 10 hours' rest between flight duty periods; require the installation of a secondary cockpit barrier on each new aircraft that is manufactured for delivery to a passenger air carrier; complete a call to action on airline engine safety and report to Congress on the results; and disburse aviation workforce program grants to develop the next generation of U.S. aviation workers.

Finally, the Committee will closely oversee the implementation of financial relief programs enacted during the COVID-19 pandemic to mitigate the pandemic's effects on the U.S. aviation industry and workforce and continue to pursue efforts to increase investment in and incentivize modernization projects that enhance airport and airspace capacity, reduce aircraft noise and the overall carbon footprint of U.S. aviation, encourage the recruitment, development, maintenance, and diversification of the U.S. aerospace workforce, and advance the safe integration of commercial space operations, small unmanned aircraft systems, and other new aircraft and technologies into U.S. airspace.

Coast Guard and Federal Maritime Commission Authorization Acts:

The Committee will move legislation to reauthorize the United States Coast Guard, one of the nation's six armed services, the Maritime Administration's non-defense programs, and the Federal Maritime Commission for fiscal years 2022 and 2023. It remains vital that Congress provide the Coast Guard with the resources, vessels, and information and communication technologies it needs to ensure that the Service can successfully conduct its critical missions of maritime border protection, migrant and drug interdiction, search and rescue, marine safety, oil spill and emergency response, and fisheries and other maritime law enforcement. Additionally, the Committee remains committed to advancing new economic opportunities to revitalize the U.S. maritime and shipbuilding industries and will remain vigilant in its oversight of Section 27 of the *Merchant Marine Act of 1920 (the Jones Act)* (P.L. 66-261).

The COVID-19 pandemic continues to impact the U.S. maritime industry which has seen scant federal emergency financial assistance but has nonetheless persevered to maintain remarkable levels of efficiency and reliability despite wild fluctuations in trade volumes and the near complete shut-down of passenger vessel operations in the United States. Trade volumes, especially in the U.S. are struggling, even as Asia trades continue to rebound.¹ However, the freight supply chain is experiencing greater disruption and dislocation creating economic uncertainty for carriers, ports, marine terminal operators, and other port service providers.² Unprecedented demand for imported products due to the consumer shift toward mass home delivery has exacerbated our trade imbalance

¹ UNCTAD, "East Asian economies drive global trade recovery," available at <https://unctad.org/news/east-asian-economies-drive-global-trade-recovery>.

² American Shipper, "Global supply chains choke under tsunami of freight," available at <https://www.freightwaves.com/news/global-supply-chains-choke-under-tsunami-of-freight>.

with foreign countries. The Committee will continue to assess the ongoing challenges facing the U.S. maritime industry in the face of the prolonged COVID-19 pandemic to form the basis of recommendations to provide regulatory changes and much-needed financial assistance.

The Committee further recognizes that the adoption of stringent emission standards by the International Maritime Organization for oceangoing commercial vessels has spawned rapid interest in the development of a carbon-free global maritime transportation fleet. The Committee will continue to examine the status of research and development in alternative fuels, hydrogen cells, battery technologies and electrification, and innovative vessel designs to determine policy options to support the transition of this critical segment in the global supply chain that feeds the world's economy.

Water Resources Development Act:

Last year, the *Water Resources Development Act (WRDA) of 2020* was signed into law as Division AA of the *Consolidated Appropriations Act, 2021* (P.L. 116-260) on December 27, 2020. Water resources development bills are the principal legislative vehicles to authorize studies, projects, and policies carried out by the U.S. Army Corps of Engineers (Corps). The Committee will closely monitor implementation of *WRDA 2020* to ensure it provides the greatest impact on clearing maintenance backlogs, addressing critical and affordable assistance to communities, and ensuring the construction of resilient water resources infrastructure.

In addition, the Committee intends to keep *WRDA* on a two-year cycle and will start laying the groundwork for *WRDA 2022* to address the needs of ports, inland waterways, flood damage reduction, significant environmental restoration, and other programs and activities of the Corps.

Legislation authorizing activities under the Corps' Civil Works program has been authorized by Congress since the 1800s. Later *WRDA* legislation established the Harbor Maintenance Trust Fund (HMTF) to help pay for the maintenance of waterways and ports. Bipartisan language included in *WRDA 2020* provided Congress with a new budget tool to increase federal investment in U.S. ports and harbors by allowing allocation of HMTF funds for maintenance dredging activities outside discretionary budget limitations. The Committee strongly believes the additional funds made available by the new budget mechanism are in addition to regular appropriations and that the additional funds for maintenance activities should not be shifted around from different Corps accounts. This directly benefits the countless businesses, industries, farmers, and workers whose livelihoods depend on coastal and inland harbors for the movement of goods and services. The Committee will work to ensure that this new budget tool is fully utilized and that the estimated \$2 billion in HMTF funds envisioned in *WRDA 2020* for fiscal year 2022 is provided to the Corps to meet the backlog of critical maintenance needs of all our U.S. ports and harbors.

Environmental Protection Agency:

The Committee will continue to work to advance legislation to increase investments in clean water infrastructure. Last Congress, the Committee approved H.R. 1497, the *Water Quality Protection and Job Creation Act of 2019*. H.R. 1497 proposed reauthorizing and increasing the level of federal appropriations for the Clean Water State Revolving Fund (SRF) program for the first time since 1994 at levels more commensurate with local water infrastructure needs, as well as reauthorized

several existing *Clean Water Act* grant authorities. The Committee will once again consider legislation to increase authorizations for the Clean Water SRF this year.

It is also a priority of the Committee to increase investment in EPA's regional watershed programs, including the San Francisco Bay, Puget Sound, and Lake Pontchartrain, and the Committee will work to advance legislation that authorizes these programs at levels necessary to achieve long-term restoration and protection goals of these diverse and dynamic ecosystems.

In addition, the Committee recommends robust funding for the Brownfields program, which is important both for sustainable long-term economic growth and protection of human health and environment, and the programmatic offices at EPA, including its Office of Enforcement and Compliance Assurance (OECA), which is charged with ensuring uniform implementation of several federal environmental statutes under the jurisdiction of the Committee, including the *Clean Water Act*. With regards to the Superfund program administered by the EPA, the Committee recommends funding at a level that matches its capability, so that no cleanup projects fail to advance due to lack of funding, thereby delaying public health and environmental benefits, as well as economic benefits derived from returning sites to productive use. As with other accounts, the EPA should give highest priority to projects that protect human health, water quality, and the environment, while creating the most jobs and economic activities.

Rail Legislation:

Reauthorization of rail programs will again be a key component of the Committee's surface transportation reauthorization legislation. On October 1, 2020, the *Continuing Appropriations Act, 2021 and Other Extensions Act* (P.L. 116-159) was enacted, which included a one-year extension of rail programs to September 30, 2021. Prior to this extension, the *Fixing America's Surface Transportation Act (FAST Act)* (P.L. 114-94) included the reauthorization of Amtrak, Amtrak's Office of Inspector General, and the Northeast Corridor Commission. The *FAST Act* also included reforms to provide greater accountability and transparency for Amtrak, improve our rail infrastructure, enhance rail safety, accelerate project delivery, and leverage innovative financing. Last Congress, H.R. 2 proposed increases in authorizations for rail programs and the Committee will continue to consider this legislation to address the needs of the rail industry.

In October 2015, Congress enacted the *Positive Train Control Enforcement and Implementation Act of 2015*, as part of the *Surface Transportation Extension Act of 2015* (P.L. 114-73), which extended the deadline for installation of positive train control (PTC) to December 31, 2018. The *Positive Train Control Enforcement and Implementation Act of 2015* required each railroad carrier to report annually to the Department of Transportation on its progress toward implementing PTC systems; the Federal Railroad Administration (FRA) required additional reporting on a quarterly basis. At the end of 2018, the FRA reported that, according to the railroads' self-reported progress, all railroads required to meet the PTC mandate had either met the December 31, 2018, deadline or had submitted requests for extensions for up to two years. Railroads must be fully compliant with PTC mandates no later than December 31, 2020. It is the Committee's understanding that all railroads met this deadline and are in compliance with the PTC mandate, however, the Committee will continue to oversee rail safety issues.

Finally, in December 2015, the *Surface Transportation Board Reauthorization Act of 2015* (P.L. 114-110) was signed into law, reauthorizing the Surface Transportation Board (STB) for the first time since the agency's creation in 1995. The Act authorized the STB through fiscal year 2020 and included a series of reforms to improve the STB's efficiency and responsiveness to allow the railroad industry to better serve its customers. It gave the STB authority to investigate issues of national or regional significance on its own initiative; directed the STB to modify its voluntary arbitration process; and made important structural changes, such as establishing the STB as a fully independent agency and expanding STB membership from three to five members. The Committee intends to start laying the groundwork to reauthorize the STB this Congress.

Pipelines and Hazardous Materials:

The *Continuing Appropriations Act, 2021 and Other Extensions Act* (P.L. 116-159) also extended the *FAST Act* provisions related to the Pipeline and Hazardous Materials Safety Administration's (PHMSA) hazardous materials safety program for one-year through September 30, 2021. Also included in the *FAST Act* were several reforms for the safe transportation of hazardous materials. It is the Committee's intent to reauthorize these programs in its surface reauthorization legislation this year.

PHMSA's pipeline safety program was enacted in the 116th Congress through the *Protecting Our Infrastructure of Pipelines and Enhancing Safety (PIPES) Act of 2020 (PIPES Act of 2020)* (P.L. 116-260). The *PIPES Act of 2020* reauthorizes PHMSA's pipeline safety program for fiscal years 2021 through 2023 and ensures that the millions of miles of pipelines in the U.S. are safe, reliable, and environmentally sound. Specifically, the *PIPES Act of 2020* makes changes to PHMSA statute to advance pipeline safety, including requiring final regulations governing gas gathering lines; requiring operators of deep water hazardous liquid pipeline facilities located in high consequence areas to complete integrity assessments at least once every 12 months; strengthening whistleblower protections; defining coastal beaches and coastal waters to ensure completion of a mandate from the 2016 *PIPES Act*; directing PHMSA to update its current regulations for large-scale liquefied natural gas (LNG) facilities and setting a higher maximum penalty for violating the updated regulations; requiring PHMSA to issue regulations prescribing the applicability of pipeline safety requirements to certain idled pipelines; and mandating PHMSA consider a rulemaking on class location change requirements.

Additionally, the *PIPES Act of 2020* mandates a study of potential methods or standards for installing automatic or remote-controlled shut-off valves on pipelines located in environmentally and safety-sensitive areas; allows for pilot programs to evaluate innovative pipeline safety technologies; modifies the due process protections and transparency provisions in PHMSA enforcement proceedings; establishes an LNG Center of Excellence to promote and facilitate safety and technological advancements for LNG operations; and requires the Secretary of Transportation to study methods, other than direct assessment, to assess distribution pipeline integrity.

The Committee will continue to review PHMSA's implementation of the mandates included in the *FAST Act*, the *PIPES Act of 2020*, the *Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (2016 PIPES Act; P.L. 114-183)*, and the *Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (P.L. 112-90)*. The Committee will also continue to seek information about unfulfilled mandates in the *2016 PIPES Act* and the *Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011*.

General Services Administration – Federal Real Property and Public Buildings:

The Committee intends to advance legislation related to the General Services Administration (GSA). The GSA faces asset management challenges due to insufficient funding of the Federal Buildings Fund, difficulties in disposing of surplus property, an aging inventory, a high percentage of leases expiring in the next five years, instability in the real estate market, and agencies—due to COVID-19-related increased telework—deciding to give space back to GSA or being unsure of their new needs as their old leases expire.

More than half of the GSA’s office space inventory consists of privately leased buildings. With many of those leases expiring amid high vacancy rates for commercial office space, and lower rents in some markets where the GSA has large lease holdings, the Committee intends to explore ways to help the GSA maximize market opportunities. The Committee also intends to continue examining whether GSA’s current outlease program guidelines provide sufficient protection of federal assets.

The Committee will work with GSA to further reduce the impact of federal buildings on the environment. The Committee will also examine whether opportunities exist to leverage private sector interests in federal real estate, not only in providing new office space, but also in modernizing existing inventory. Finally, the Committee will examine how GSA helps federal agencies develop new space, design, and health needs for their employees in response to COVID-19 health risks and increased telework.

Federal Emergency Management Agency:

The Federal Emergency Management Agency (FEMA) supports state, local, tribal, and territorial governments and manages and coordinates the federal response to, and recovery from, major domestic disasters and emergencies of all types, in accordance with the *Robert T. Stafford Disaster Relief and Emergency Assistance Act* (*Stafford Act*, P.L. 93-288, as amended). FEMA leads the United States in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made, including terrorist attacks.

On March 13, 2020, in response to the COVID-19 pandemic, President Trump declared an emergency under Section 501(b) of the *Stafford Act* and by April 22, 2020, President Trump had approved major disaster declaration requests for all 50 states, the District of Columbia, the five territories, and one federally-recognized tribe. In response to the pandemic, the Committee was instrumental in mandating funeral assistance be available for COVID-19-related deaths in the *Consolidated Appropriations Act, 2021* (Div. M, Title II, Sec. 201 of P.L. 116-260). Additionally, the Committee provided \$50 billion dollars in additional disaster relief funding in the *American Rescue Plan Act of 2021* (Title IV, Sec. 4005 of P.L. 117-2) for FEMA to support state, local, tribal and territorial with vaccination and re-opening efforts for eligible activities and expenses.

In addition to the COVID-19 pandemic, 2020 was another record-setting year for natural disasters across the United States. Oregon experienced a terrible wildfire season, with more than 1.2

million acres burned,³ 11 lives lost, and thousands of structures destroyed or damaged; California (August Complex Fire) and Colorado (Cameron Peak Fire) each experienced their largest wildfires on record; California saw more than four million acres burn in 2020, eclipsing the previous record of two million-plus acres burned in 2018;⁴ five of California's six largest wildfires ever burned in 2020; there were an unprecedented 30 storms that reached a named status (those with sustained winds of at least 39-73 miles per hour); more named storms made landfall in the U.S. than any prior year (this record was broken three times during the 2020 Atlantic hurricane season); the latest Category 5 storm was recorded during an Atlantic season since 1932; and Phoenix, Arizona set a record for 144 days straight with temperatures above 100 degrees.⁵

Overall, 2020 set a record of 22 natural disaster events that resulted in more than \$1 billion in damages—eclipsing the 16 \$1 billion events for 2011 and 2016.⁶ Finally, 2020 saw more than 100 new *Stafford Act* declarations, compounded by the unprecedented COVID-19 declarations. In addition, FEMA continues supporting state, local, tribal, and territorial governments as they respond to and recover from the catastrophic floods, wildfires, and earthquakes that affected millions of Americans during the last five years. The Committee has been, and will continue to be, actively involved in assisting and guiding Members of Congress whose districts have been impacted by these disasters.

The *Disaster Recovery Reform Act (DRRA)*, which was signed into law in October 2018 as part of the broader FAA reauthorization package (P.L. 115-254), increases the federal focus on disaster mitigation to proactively reduce loss of life and property by lessening the impact of future disasters and requires stronger, more resilient rebuilding after disaster strikes. It also makes other critical reforms to FEMA's disaster response and recovery programs that will help communities better prepare for, respond to, recover from, and mitigate against disasters of all kinds. The Committee will continue its aggressive oversight of FEMA's implementation of *DRRA* and is especially interested as the Agency prepares to announce recipients for the first round of the Building Resilient Infrastructure in Communities (BRIC) grant program, its update to the Pre-Disaster Mitigation program.

The Committee will continue to conduct oversight of all of FEMA's disaster response and recovery activities—especially the unprecedented volume of COVID-19 assistance, recent large-scale wildfires, and the hurricanes that resulted in record-breaking destruction in Puerto Rico, the U.S. Virgin Islands, Florida, and Texas, as well as identify any additional necessary reforms to ensure FEMA is able to effectively support its state, local, tribal, and territorial partners. Additionally, the Committee will examine additional enhancements to ensure FEMA resources are funding smart and strategic mitigation and resilience projects and efforts.

³ Oregon Department of Forestry, "Fire: Information & Statistics," available at <https://www.oregon.gov/odf/fire/pages/firestats.aspx>; The Oregonian, "Oregon wildfire deaths: Lives lost in historic 2020 fires," available at <https://www.oregonlive.com/news/2020/09/oregon-wildfire-deaths-list-of-lives-lost-in-historic-2020-fires.html>.

⁴ Insurance Information Institute, "Facts + Statistics: Wildfires," available at <https://www.iii.org/fact-statistic/facts-statistics-wildfires>.

⁵ Scientific American, "A Running List of Record-Breaking Natural Disasters in 2020," available at <https://www.scientificamerican.com/article/a-running-list-of-record-breaking-natural-disasters-in-2020/>.

⁶ National Oceanic and Atmospheric Administration, "Billion-Dollar Weather and Climate Disasters: Overview," available at <https://www.ncdc.noaa.gov/billions/>.

Economic Development Administration:

The Committee intends to advance legislation to reauthorize the Economic Development Administration (EDA). As the federal agency focused exclusively on economic development, the EDA plays an essential role in facilitating regional economic development efforts in communities across the nation. The EDA was last reauthorized by the *Economic Development Administration Reauthorization Act of 2004* (P.L. 108-373) and has been funded by Congress on an annual basis since the agency's authorization expired in fiscal year 2008. Congress must reauthorize the EDA to prevent uncertainty for grantees and local communities regarding the future of EDA's grant programs and the support upon which they rely.

Leading up to the consideration of legislation to reauthorize the EDA, the Committee intends to conduct oversight on EDA's role in disaster recovery and economic recovery from the COVID-19 pandemic, requirements of Comprehensive Economic Development Strategies (CEDs), the importance of broadband in economic development, and the scope of EDA's grant programs as well as project eligibility for those programs.

COVID-19 Pandemic:

The COVID-19 pandemic has hit the transportation sector hard. The reduction in public transit riders and air passengers has led to devastating economic consequences for local, regional, and state governments, transit agencies, and commercial airlines. The impact of COVID-19 on transportation workers and passengers in particular has been significant.

Congress has provided billions of dollars of relief and job protection measures in the *Coronavirus Aid, Relief, and Economic Security (CARES) Act* (P.L. 116-136), the *Consolidated Appropriations Act, 2021* (P.L. 116-260), and the *American Rescue Plan* (P.L. 117-2). Among the Committee-related provisions in the *CARES Act* are the following: \$32 billion to fund the Payroll Support Program (PSP) for airline workers, \$29 billion in loans to air carriers, \$10 billion in grants to airports, \$25 billion to public transit operators, \$1 billion for Amtrak, \$45 billion for the FEMA Disaster Relief Fund, \$1.5 billion for the EDA, and other funds for federal agencies to prevent, prepare for, and respond to COVID-19.

The *Consolidated Appropriations Act, 2021*, included the following among its provisions for COVID-19 relief: \$14 billion for transit; \$10 billion for state transportation departments and local transportation agencies; \$1 billion for Amtrak; \$2 billion for motorcoach and bus operators, school bus companies, and U.S. flag passenger vessel operators; \$2 billion for airports; \$15 billion to extend the payroll support program for aviation employees through March 31, 2021; and \$2 billion for FEMA's Disaster Relief Fund. Finally, the Committee-related provisions in the *American Rescue Plan* include: \$30.5 billion for transit, \$8 billion for airports, \$1.7 billion for Amtrak, \$3 billion for the EDA, \$3 billion for a payroll support program to help aerospace manufacturers, \$50 for FEMA, and \$14 to extend the payroll support program for aviation employees.

The Committee intends to conduct oversight on the response to, and recovery from, the COVID-19 pandemic to ensure the entities and agencies within its jurisdiction are provided the support and resources they need to recover from this public health and economic crisis.

Conclusion:

This report was circulated to all Members of the Committee on Transportation and Infrastructure for their review and comment and was approved in a Full Committee meeting on April 21, 2021. While the report reflects a bipartisan effort, the Committee wishes to emphasize that not all Members of the Committee necessarily agree with every aspect of the report. Accordingly, the Committee reserves its flexibility to determine program needs, and recognizes the potential for changes as the Committee and Congress work their will through the legislative process.