



Transportation/Aviation Update

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NEXT WEEK

House

As of today, no transportation events have been announced.

Senate

Markup: DOT Nomination. On July 22, the Committee on Commerce, Science and Transportation will vote on the nomination of Joel Szabat to be the next Undersecretary for Policy at DOT. Mr. Szabat currently is the Assistant Secretary for Transportation Policy and has served in a variety of positions at DOT.

Markup: Transit Security. On July 22, the Committee on Homeland Security and Government Affairs will markup a number of bills, including H.R. 1313, the Transit Security Grant Flexibility Act. H.R. 1313, which passed the House on May 14, 2019, would establish periods of performance for the use of public transportation security assistance grant funds. Bill text and other information is [here](#).

THIS WEEK

House

Full Committee Markup: FY 2021 Homeland Security Appropriations. On July 15, the Appropriations Committee approved the FY 2021 DHS funding bill. The vote was a party line 30-22. A summary of the bill and bill text are [here](#). Highlights of the bill include:

Transportation Security Administration

The bill includes \$7.6 billion, an increase of \$202.1 million above the FY 2020 level and includes these TSA highlights:

- \$62.7 million to sustain Visible Intermodal Prevention and Response teams;
- \$46.4 million to sustain the Local Law Enforcement Reimbursement Program;
- \$90.1 million to continue funding TSA staffing of certain airport exit lanes;
- \$75 million for computed tomography screening equipment;
- \$55 million credential authentication and standoff detection technology; and
- \$20 million to reimburse airports for legacy purchases of in-line explosive detection systems.

Customs and Border Protection

The bill provides \$14.6 billion for FY 2021, \$108 million below current levels. Included in this is:

- \$171 million for 1,150 new Customs officers and support personnel; and



- \$531 million for new technologies.

Full Committee Markup: FY 2021 THUD Appropriations. On July 14, the Appropriations Committee approved on a 30-22 party-line vote the FY 2021 Transportation, Housing and Urban Development (THUD) funding bill. The bill provides \$107.2 billion for DOT, an increase of \$21.1 billion over current FY 2020 funding levels. Many of the surface transportation programs are funded at the levels included in H.R. 2, the Moving Forward Act, which passed the House before the July 4 recess on a party-line vote.

During the markup, the Committee approved an amendment on voice vote requiring that airline and Amtrak employees and passengers wear masks, as well as transit riders and employees at the nation's largest systems. House leaders have said they want this bill to be combined with several other FY 2021 funding bills, with the full House debating that "mini-bus" later this month. [Highlights](#) of the transportation-related provisions of the bill include:

Office of the Secretary

The bill provides \$1.0 billion for the TIGER/BUILD grant program, which is the same as the FY 2020 funding level.

Federal Aviation Administration

\$18.1 billion for the FAA, an increase of \$522 million above the FY 2020 enacted level.

- \$1.5 billion for Aviation Safety, an increase of \$96 million above the FY 2020 enacted level;
- \$3.35 billion in Airport Improvement Program (AIP) grants, consistent with the 2018 authorization bill, plus \$500 million in pure discretionary AIP grants; and
- The bill fully funds the contract tower program.

Federal Highway Administration

\$62.9 billion for the Federal Highway Administration.

- \$61.9 billion, consistent with the INVEST in America Act, for programs funded from the Highway Trust Fund, an increase of \$14.7 billion above the FY 2020 enacted level; and
- \$1 billion for discretionary Highway Infrastructure Programs, a decrease of \$1.2 billion below the FY 2020 enacted level.

Federal Transit Administration

\$18.9 billion for the Federal Transit Administration.

- \$15.9 billion, consistent with the INVEST in America Act, for Transit Formula Grants funded from the Highway Trust Fund, an increase of \$5.8 billion above the FY 2020 enacted level;
- \$2.175 billion for Capital Investment Grants, equal to the authorized level, an increase of \$197 million above the FY 2020 enacted level. Within this, the bill has the following breakdowns:
 - \$1.25 billion for New Starts
 - \$550 million for core capacity
 - \$300 million for Small Starts, and
 - \$100 million for the Expedited Project Delivery Pilot program.
- \$510 million for Transit Infrastructure Grants, equal to the FY 2020 enacted level. Of that the following are in addition to formula grant funds:
 - \$374 million for competitive Bus and Bus Facilities grant program
 - \$125 million for competitive Low-No grant program



- \$10 million for ferry boat grant program

Federal Railroad Administration

\$3 billion for the Federal Railroad Administration.

- \$500 million for Consolidated Rail Infrastructure and Safety Improvements (CRISI), an increase of \$175 million above the enacted level.
- \$200 million for Federal-State Partnership for State of Good Repair, equal to the FY 2020 enacted level.
- \$2.05 billion for Amtrak, an increase of \$50 million above the FY 2020 enacted level.
- \$750 million for Northeast Corridor Grants, an increase of \$50 million above the enacted level.
- \$1.3 billion for National Network Grants, equal to the FY 2020 enacted level.

Additional Infrastructure for COVID-19 Recovery

In addition to these and other amounts in the bill, the Committee funded additional infrastructure investments, providing \$26 billion, above and beyond the funding provided in the bill:

- \$3 billion for National Infrastructure Investments (TIGER/BUILD);
- \$10.5 million for DOT Cyber Security Initiatives;
- \$500 million for FAA Facilities and Equipment;
- \$2.5 billion for FAA Grants-in-Aid for Airports;
- \$5 billion for CRISI grants;
- \$100 million for Magnetic Levitation Technology Deployment Program;
- \$5 billion for Northeast Corridor Grants to Amtrak;
- \$3 billion for National Network Grants to Amtrak;
- \$5 billion for transit Capital Investment Grants;

White House

Announcement: NEPA Revisions. On July 15, the President announced the final rule to revise and update the National Environmental Policy Act (NEPA) regulations for infrastructure projects. The initiative was taken to both shorten the time of federal review of major infrastructure projects and to help stimulate the economy. Attached at the fact sheet on the final rule ([HERE](#)) and the final rule is ([HERE](#)).

Department of Treasury

Report: Highway Trust Fund Balance. This week, the Treasury Department reported on the status of federal trust funds, including the Highway Trust Fund (HTF). In June, the HTF brought in \$2.2 billion in revenues, compared to \$3.7 billion in June 2019, a drop of 41 percent. Current estimates are that the HTF will stay solvent through the current authorization bill, which expires on September 30. However, diminished receipts will complicate finding a way to pay for a new reauthorization.

Government Accountability Office

Report: Capital Investment Grants. On July 16, the Government Accountability Office (GAO) released a report pursuant to a congressional requirement that GAO to biennially review FTA's implementation of the Capital Investment Grant program. GAO recommended that FTA take steps to: (1) clarify aspects of the methods it uses and factors it considers when reviewing projects, (2) review agency guidance to



identify aspects that may be outdated or confusing, and (3) communicate information, such as the reason why a project is not advancing, to sponsors in a timely manner. FTA concurred with reviewing agency guidance but disagreed with the other recommendations, stating additional action is not needed. GAO believes FTA needs further action to help ensure the effectiveness and transparency of its reviews. The report is [here](#).

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