

From: Transportation Committee Republicans
Sent: 4 Apr 2025 17:32:56 -0400
To: Priebe, Jack (OST)
Subject: Aviation Subcommittee to Hold Hearing on Airport Infrastructure

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COMMITTEE ON
**TRANSPORTATION
& INFRASTRUCTURE**

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Aviation Subcommittee to Hold Hearing on Airport Infrastructure

For Immediate Release: April 04, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - Aviation Subcommittee Chairman Troy E. Nehls (R-TX) announced that the Subcommittee will hold a hearing next week to examine the current state of U.S. airport infrastructure, including challenges airports face in addressing airside and landside needs, ways the *FAA Reauthorization Act of 2024* addressed these challenges, and opportunities to further improve airport infrastructure. The hearing, entitled, "America Builds: Airport Infrastructure, Safety, and Regulatory Environment," will be held **at 10:00 a.m. ET on Tuesday, April 8, 2025, in 2167 Rayburn House Office Building.**

Witness List:

- Michael Landguth, President and Chief Executive Officer, Raleigh-Durham Airport Authority (RDU)
- Lawrence Krauter, Chief Executive Officer, Cincinnati/Northern Kentucky International Airport (CVG)
- Andre Sutton, International Vice President and Director of Air Division, Transport Workers Union of America (TWU AFL-CIO)

More information about the hearing, including witness testimony and a link to the live webcast, will be posted [here](#) as it becomes available.



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From: Transportation Committee Republicans
Sent: 3 Feb 2025 12:06:27 -0500
To: Priebe, Jack (OST)
Subject: Aviation Subcommittee to Hold Hearing on Counter-Unmanned Aircraft Systems

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COMMITTEE ON
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SAM GRAVES, CHAIRMAN

PRESS RELEASE

Aviation Subcommittee to Hold Hearing on Counter-Unmanned Aircraft Systems

For Immediate Release: February 03, 2025
Contact: Justin Harclerode (202) 225-9446

Washington, D.C. – Aviation Subcommittee Chairman Troy E. Nehls (R-TX) announced that the Subcommittee will hold a hearing this week to examine the existing federal counter-unmanned aircraft system (C-UAS) authorities that permit certain federal agencies to detect and mitigate unauthorized or unlawful UAS operations, as well as the potential extensions and expansion of those authorities. The hearing, entitled, “Counter-Unmanned Aircraft Systems,” will be held **at 10:00 a.m. ET on Thursday, February 6, 2025, in 2167 Rayburn House Office Building.**

Witness List:

- Dr. Catherine Cahill, Ph.D., Director, the Alaska Center for UAS Integration (ACUASI), University of Alaska Fairbanks
- Lisa Ellman, Executive Director, Commercial Drone Alliance (CDA)
- Chris McLaughlin, Executive Vice President of Operations, Dallas Fort Worth International Airport (DFW)

More information about the hearing, including witness testimony and a link to the live webcast, will be posted [here](#) as it becomes available.



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From: Transportation Committee Republicans
Sent: 30 May 2025 20:38:44 -0400
To: Priebe, Jack (OST)
Subject: Aviation Subcommittee to Hear Stakeholder Perspectives on FAA's Implementation of the FAA Reauthorization Act of 2024

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SAM GRAVES, CHAIRMAN

PRESS RELEASE

Aviation Subcommittee to Hear Stakeholder Perspectives on FAA's Implementation of the FAA Reauthorization Act of 2024

For Immediate Release: May 30, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - Aviation Subcommittee Chairman Troy E. Nehls (R-TX) announced that the Subcommittee will hold a hearing next week to provide Members the opportunity to hear aerospace industry representatives' perspectives on the progress made by the Federal Aviation Administration (FAA) and the Department of Transportation (DOT) in implementing the *FAA Reauthorization Act of 2024*. The hearing entitled, "*FAA Reauthorization Act of 2024: Stakeholder Perspectives on Implementation One Year Later*," will be held at **10:00 a.m. ET on Wednesday, June 4, 2025, in 2167 Rayburn House Office Building**. On May 15th, the Committee held a hearing to receive testimony from federal witnesses on the status of the law's implementation.

Witness List:

Mr. Darren Pleasance, President and Chief Executive Officer, Aircraft Owners and Pilots Association
Mr. Edward M. Bolen, President and Chief Executive Officer, National Business Aviation Association
Mr. Michael Robbins, President and Chief Executive Officer, Association of Uncrewed Vehicle Systems International
Captain Jody Reven, President, Southwest Airlines Pilots Association
Ms. Sara Nelson, International President, Association of Flight Attendants-CWA, AFL-CIO

More information about the hearing, including witness testimony and a link to the live webcast, will be posted [here](#) as it becomes available.



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From: Transportation Committee Republicans
Sent: 28 Feb 2025 13:27:22 -0500
To: Priebe, Jack (OST)
Subject: Aviation Subcommittee to Hold Hearing on Air Traffic Control System Infrastructure and Staffing

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Aviation Subcommittee to Hold Hearing on Air Traffic Control System Infrastructure and Staffing

For Immediate Release: February 28, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - Aviation Subcommittee Chairman Troy E. Nehls (R-TX) announced that the Subcommittee will hold a hearing next week to examine the state of the United States' air traffic control (ATC) system and discuss the critical need to invest in modernizing and adequately staffing the current system. The hearing, entitled, "America Builds: Air Traffic Control System Infrastructure and Staffing," will be held **at 10:00 a.m. ET on Tuesday, March 4, 2025, in 2167 Rayburn House Office Building.**

Witness List:

- Heather Krause, Managing Director of Physical Infrastructure, Government Accountability Office
- Nicholas E. Calio, President and Chief Executive Officer, Airlines for America
- Pete Bunce, President and Chief Executive Officer, General Aviation Manufacturers Association
- Nick Daniels, President, National Air Traffic Controllers Association
- Dave Spero, President, Professional Aviation Safety Specialists
- Paul Rinaldi, President and Co-Founder, Rinaldi Consultants, LLC.

More information about the hearing, including witness testimony and a link to the live webcast, will be posted [here](#) as it becomes available.



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From: Transportation Committee Republicans
Sent: 6 Mar 2025 15:53:32 -0500
To: Priebe, Jack (OST)
Subject: Bipartisan T&I Committee Leaders Urge E.U. to Stop Circumventing Proper Diplomatic Channels in Effort to Undermine U.S. Maritime Law

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COMMITTEE ON

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SAM GRAVES, CHAIRMAN

PRESS RELEASE

Bipartisan T&I Committee Leaders Urge E.U. to Stop Circumventing Proper Diplomatic Channels in Effort to Undermine U.S. Maritime Law *Leaders Concerned Over E.U. Conducting Diplomacy Via “Tik-Tok-Style Videos”*

For Immediate Release: March 06, 2025

Contact:

[Justin Harclerode](#) (T&I Republicans)

[Peter True](#) (T&I Democrats)

Washington, D.C. - The bipartisan leadership of the U.S. House Transportation and Infrastructure Committee and the Coast Guard and Maritime Transportation Subcommittee raised significant concerns about European Union efforts to undermine the *Jones Act*, a law important to the U.S. commercial shipbuilding industry, the stability of the U.S. supply chain, and America’s national and economic security.

Transportation and Infrastructure Committee Chairman Sam Graves (R-MO), Transportation and Infrastructure Committee Ranking Member Rick Larsen (D-WA), Coast Guard and Maritime Transportation Subcommittee Chairman Mike Ezell (R-MS), and Coast Guard and Maritime Transportation Subcommittee Ranking Member Salud Carbajal (D-CA) expressed their concerns in a letter to E.U. Ambassador to the United States Jovita Neliupšienė.

“The Committee on Transportation and Infrastructure (Committee) has serious concerns regarding the recent *Foreign Agents Registration Act (FARA)* filing on behalf of the European Union (E.U.), which describes E.U. efforts to lobby United States lawmakers and policy

officials in an effort to secure modifications to the *Jones Act* (46 U.S.C. § 55102), an important American national and economic security law.”

The Committee leaders noted that the FARA filing was required by the E.U.’s financing of a U.S. firm to create “one or two funny but informative” TikTok-like videos to criticize the *Jones Act*. The filing described the videos as part of a larger E.U. lobbying and public relations campaign to challenge the *Jones Act*. However, it appears that the E.U. lobbying document was removed from the FARA filing shortly after its existence was publicly disclosed.

The letter states, **“the activities described in the attached lobbying campaign document go far beyond trade negotiations. Rather it appears, that the E.U. is seeking to influence United States policy on the *Jones Act* not through diplomatic means, but instead through an advocacy campaign, including collaboration with previously undisclosed United States organizations and social media influencers.”**

The Committee and Subcommittee leaders urged the E.U. to halt its efforts to bypass traditional diplomatic channels and undermine American public trust in Federal law and policy.

The *Jones Act* underpins the U.S. commercial shipbuilding industry and requires any vessel participating in coastwise trade to be United States-owned, United States-crewed, and United States-built. *Jones Act*-driven business supports domestic shipbuilding capacity and prevents the nation from losing an important strategic capability.

Click [here](#) to read the full letter and FARA filing.

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From: Transportation Committee Republicans
Sent: 20 May 2025 11:11:57 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Perry Statement from Hearing to Examine Costs to Taxpayers in Federal Courthouse Design and Construction

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Perry Statement from Hearing to Examine Costs to Taxpayers in Federal Courthouse Design and Construction

For Immediate Release: May 20, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Economic Development, Public Buildings, and Emergency Management Subcommittee Chairman Scott Perry (R-PA) from today's hearing, entitled, "Federal Courthouse Design and Construction: Examining the Costs to the Taxpayer":*

I want to thank our witnesses for being here today to discuss the costs associated with designing, constructing, and operating federal courthouses.

In 2021, the United States Courts updated their official Design Guide for designing and constructing new federal courthouses. Following the publication of the new Design Guide, this subcommittee requested that the Government Accountability Office (GAO) examine the changes that were made, and the extent to which these changes would have an impact on the size and cost of courthouses. We made this request because there has been a long history of taxpayer dollars wasted on overbuilt federal courthouses.

In 2010, GAO reviewed 33 courthouses built between 2000 and 2010 and found they were over-built by 3.56 million square feet, costing the taxpayer \$835 million, plus \$51 million annually, in additional operation and maintenance costs. Following those findings, this committee agreed on a bipartisan basis to stop authorizing new courthouses until the Courts updated their process for setting their courthouse priorities.

Only after the Courts updated their Asset Management Planning (AMP) process and used it to adjust their priority list for new courthouses did this committee restart authorizing courthouse projects.

In 2021, the Courts issued a revised Design Guide for new courthouses. Since no courthouses have been constructed using the 2021 Design Guide, to conduct the 2024 report, GAO looked at six recently constructed courthouses that had been built using the previous 2007 Design Guide. GAO found that, if the new Design Guide had been used for these six courthouses, it would have increased the size by almost six percent and the construction costs by almost 12 percent.

Just to reiterate, in 2010, GAO found that courthouses were overbuilt by more than three million square feet. The new Design Guide now will result in six percent more space. This is at least questionable, if not unacceptable.

On top of this, despite the results of its own research arm – the Federal Judicial Center – indicating that courtrooms sit dark most days, District Court judges have continued to argue that each of them is entitled to a dedicated courtroom even though state and local courts across this country, many of which handle far more cases, routinely share courtrooms without issue.

To accommodate this perceived entitlement, the Federal Judiciary often includes vacant or unfilled judgeships when calculating the number of courtrooms required in a new courthouse. This results in overbuilt facilities with unused courtrooms and significantly increased construction and maintenance costs.

I expect that we will hear that a major driver of the design changes is safety and security, particularly the size of circulation spaces. I agree that security is an important and legitimate consideration. However, the Courts' own methodology for prioritizing courthouse projects assigns security just ten percent of the weighted score, while courtroom and chamber needs make up 50 percent.

What is even more concerning is that the expansion of the circulation patterns is based, in part, on an outdated 2012 review of then-existing courthouses, some of which were the subject of GAO's 2010 review that found they were overbuilt. It seems the changes in the Design Guide had little to do with addressing security issues.

I am also surprised by how much of the Design Guide focuses on things like millwork and floor and wall finishes and includes notes like polished cement is "unacceptable."

Frankly, it's hard to believe that, at a time when Congress and the President are focused on downsizing the federal government and balancing the budget, the Judiciary remains so tone deaf to fiscal realities.

The United States Courts' Courthouse Project Priorities for Fiscal Year 2026 includes a request for \$863 million for new courthouse construction. The United States Courts are asking Congress, and more importantly our bosses – the American taxpayers – to spend hundreds of millions of dollars on new courthouse construction despite decades of oversight that has found that Design Guides have enabled the construction of courthouses that are too large and too costly.

Going forward, Congress must take a hard look at the construction priorities of the United States Courts, especially the 2021 Design Guide, to ensure that taxpayer dollars are not being wasted. We need to ensure that proposals for new courthouses that this committee must authorize make sense, reduce costs to the taxpayer, and are not overbuilt.

Click [here](#) for more information from today's hearing, including video and witness testimony.



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From: Transportation Committee Republicans
Sent: 4 Mar 2025 10:49:14 -0500
To: Priebe, Jack (OST)
Subject: Chairmen Graves & Nehls Opening Statements from Hearing on Air Traffic Control System Infrastructure and Staffing

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairmen Graves & Nehls Opening Statements from Hearing on Air Traffic Control System Infrastructure and Staffing

For Immediate Release: March 04, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) and Aviation Subcommittee Chairman Troy E. Nehls (R-TX) from today's hearing entitled, "America Builds: Air Traffic Control System Infrastructure and Staffing":*

Transportation and Infrastructure Committee Chairman Sam Graves

Today's hearing topic should not come as a surprise to anyone. Our nation's air traffic control system (ATC) is outdated, and it must be modernized for the benefit and safety of all users of the National Airspace System. While this issue has been thrust back into the spotlight following a string of tragic accidents, this is not a new debate.

As a committee, we must decide how to utilize advancements in technology to supplement the daily work done by our dedicated air traffic controllers in the towers and the centers. I look forward to working with fellow Members and stakeholders to find commonsense solutions that will improve the hiring of controllers, boost the air traffic control system, and advance safety for the flying public.

Furthermore, I am excited that both President Trump and Secretary Duffy have voiced their support for historic investments in air traffic control facilities and technologies. This moment represents a unique opportunity to transform our air traffic system.

The *FAA Reauthorization Act of 2024* contained provisions designed to bolster aviation safety and modernize our air traffic control system by requiring the FAA to annually hire the maximum number of air traffic controllers from the agency's ATC training academy, requiring the FAA to conduct an audit of all legacy systems in use by the agency, and mandating that the agency develop a plan to accelerate the replacement of those legacy systems.

However, it is incumbent upon Congress to build upon these provisions in the FAA bill and take a hard look at the way FAA invests in and modernizes our nation's ATC system in order to improve safety and strengthen America's leadership in aviation.

I was pleased to see that industry stakeholders recently signaled their support for a consensus-driven approach to modernizing our ATC system backed by airlines, unions, general aviation, and many others.

We simply cannot allow past issues that divided Congress and industry stakeholders to distract us from getting something done. We must work together, and I fully intend to do just that.

I'd like to thank our witnesses again for their willingness to lend us their expertise as we continue this important discussion.

Aviation Subcommittee Chairman Troy E. Nehls

Good morning and thank you to our panel of witnesses for being here today. Your testimony will no doubt provide valuable insight into today's critical discussion on air traffic control infrastructure and staffing. I want to be very clear: the reason that we are here today is that, in its current form, this country's air traffic control system is unsustainable.

That statement shouldn't come as a surprise to those in this room. In fact, many of the panelists before us today have been ringing the alarm bell for decades on the need for ATC modernization, increased hiring of controllers, and stable funding streams for the FAA.

Dating back to 1995, the Government Accountability Office (GAO) has classified the FAA's efforts to modernize our ATC system as "high-risk." While efforts have been made to address this deep-rooted issue since the nineties, it's clear they've fallen short.

I say that not to heap blame, but to make it clear that we're not much closer to a solution than we were in 1995. We need to rewrite the previous playbook and begin digging out of the hole that we've found ourselves in. This moment in time represents a unique opportunity for the Members of this subcommittee and all aviation stakeholders to coalesce around a common goal: meaningful air traffic control modernization that will benefit the flying public and all users of the National Airspace System.

At the request of this subcommittee, GAO undertook a more recent study on the FAA's air traffic control system. Published just last year, the report noted the urgent need to modernize aging systems and found that 51 of the agency's 138 ATC systems were "unsustainable," or roughly 37 percent of systems; 54 of the agency's 138 ATC systems were "potentially unsustainable," or roughly 39 percent systems; and of those 105 systems identified as "unsustainable" or "potentially unsustainable," 58 have critical operational impacts on the safety and efficiency of the national airspace.

For a country that considers itself the gold standard in aviation safety, these numbers are unacceptable, and we must do better. While it's easy to lay blame at the feet of the FAA, and their project management is certainly not blameless, we also have to look at our own shortfalls.

With a finite capital budget and unstable funding, the agency is forced into the impossible predicament of having to dedicate vast amounts of money on simply sustaining old and outdated systems, leaving little left over for capital improvement projects.

Furthermore, it is admittedly a technical challenge to modernize a robust system, with little to no interruption, that runs 24 hours a day, seven days a week, 365 days a year, and transports almost 3 million passengers daily. Solving this problem will require the support of all parties involved. However, if we're all pulling in the same direction, I have no doubt Congress can rise to the occasion.

Much like Chairman Graves, and I suspect many others in this room, I was thrilled to hear that President Trump and Secretary Duffy have voiced their support for historic investments in air traffic control facilities and technologies.

In keeping with the theme of today's hearing, America Builds, and the President's promise on building physical infrastructure, this is a truly unique opportunity to modernize our air traffic system. Once again, I'd like to thank our witnesses for being here today and look forward to their testimony as we tackle one of the largest issues facing the long-term success of the aviation industry in this country.

Click [here](#) for more information, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 25 Feb 2025 10:29:36 -0500
To: Priebe, Jack (OST)
Subject: Chairman Webster Statement from Hearing on Improving Safety and Efficiency of Pipeline Infrastructure

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Webster Statement from Hearing on Improving Safety and Efficiency of Pipeline Infrastructure

For Immediate Release: February 25, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Railroads, Pipelines, and Hazardous Materials Subcommittee Chairman Daniel Webster (R-FL) from today's hearing, entitled "Promoting and Improving Safety and Efficient Pipeline Infrastructure":*

When it comes to energy resources, the United States has been twice blessed. First, we are blessed with a natural endowment of mineral resources of various types and composition. Second, we are blessed with the ingenuity and entrepreneurial spirit of American business that developed the technology and capabilities to safely and efficiently access, develop, and transport these previously unavailable resources to markets and consumers.

The economic and security benefits of this bounty have been substantial. Overall, the domestic oil and gas sector supports more than 10 million jobs and generates nearly \$1.8 trillion in economic activity. The average industry wage is 65 percent greater than the United States average wage in other employment sectors. These jobs are spread across multiple industries including manufacturing, construction, transportation, and warehousing.

Our committee has an interest in ensuring this energy bounty is safely transported across the energy supply chain. Today's hearing will examine the need to reauthorize the Pipeline and Hazardous

Materials Safety Administration (PHMSA), including providing it with new direction and authority over emerging energy sources.

Last Congress, the Committee passed H.R. 6494, the *Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2023*. It was reported out of Committee on a bipartisan basis. In drafting this bill, the Committee solicited input from a wide range of parties and received about 90 priorities from Members and over 100 requests from pipeline safety stakeholders.

In our country, roughly 3.3 million miles of onshore pipelines safely and efficiently carry natural gas, crude, hydrogen, hazardous liquids, and other energy sources vital for our nation's energy independence. It is of the utmost importance for Congress to ensure PHMSA is focused on its core mission of advancing the safe transportation of these resources.

Click [here](#) for more information, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 26 Jun 2025 09:26:18 -0400
To: Priebe, Jack (OST)
Subject: Chairman Graves Op-Ed Previews a Return to Basics in Next Surface Transportation Reauthorization

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COMMITTEE ON

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SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Graves Op-Ed Previews a Return to Basics in Next Surface Transportation Reauthorization

For Immediate Release: June 26, 2026

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - In case you missed it, this op-ed by Committee on Transportation and Infrastructure Chairman Sam Graves (R-MO) was published by the *Washington Times*. In it, Graves reflects on the historic building of America's Interstate Highway System and previews a return to the basics in his vision for the upcoming surface transportation reauthorization bill.

Back to basics: Let's build America's critical surface transportation infrastructure

By: Sam Graves – June 25, 2025

Every June, we celebrate the anniversary of President Eisenhower signing the Federal-Aid Highway Act of 1956. This landmark legislation authorized the construction of 41,000 miles of the Interstate Highway System. Eisenhower strongly believed that the Allied victory in World War II was aided by Europe's sophisticated highway system, and he recognized that an interstate system was essential for economic growth, national defense, and everyday efficient transportation.

When the Federal-Aid Highway Act of 1956 was signed into law, it represented the most significant investment in American transportation to date and resulted in a monumental achievement in American building.

Since 1956, Congress has been responsible for the regular reauthorization of our surface transportation programs. Our limited federal resources should always be focused on moving people and goods safely and efficiently. Unfortunately, at the hands of the Biden Administration, efforts to address infrastructure needs were diluted in favor of progressive political wants and initiatives. Money designated for infrastructure improvements was coupled with a hefty list of unrelated liberal mandates. These types of additional requirements can increase project costs and lead to delays. There are no Democratic roads or Republican bridges, and our surface transportation system needs to be safe, efficient, and absent of burdensome requirements.

In the next surface transportation reauthorization bill, we're going back to basics. After recent years of expanding and creating more programs, spending money we don't have, and losing money to project approval inefficiencies, we can and must focus on our most fundamental infrastructure needs.

The current surface transportation measure expires on September 30, 2026, and the House Transportation and Infrastructure Committee has already begun the process of crafting the next bill. As part of that process, we held several hearings earlier this year on different aspects of the transportation system that will be covered in the upcoming legislation. In talking with constituencies representing viewpoints from all over the country, we must maintain and expand flexibility on how these important programs function. States are the best judge of their unique transportation and infrastructure needs. Flexibility is especially important for states like my home state of Missouri, which has many rural communities. We need to continue to empower states and limit federal intrusion.

We can also help address our infrastructure needs through permitting reform. Federal permitting requirements have made it entirely too difficult to get projects done on time and within budget. One previous analysis estimated that 20 to 30 percent of infrastructure project costs were wasted on red tape. We must streamline the project review process.

Another focus for the next surface reauthorization bill will be fixing the Highway Trust Fund (HTF). The HTF was also established in 1956 to provide a dedicated federal revenue source for construction of Eisenhower's new Interstate Highway System. The HTF is based on a user-pays principle, the main driver of which is federal fuel taxes if you use the roads, you help pay for the roads. Unfortunately, there's broad agreement that the gas tax is no longer a sufficient source of funding for the HTF. One major reason is because of ever-increasing fuel efficiency of vehicles. In addition, more vehicles are using less gasoline, or none, in the case of electric vehicles (EVs), meaning that they're not keeping up their end of the bargain in a user-pays system.

Since 2001, spending from the HTF has simply exceeded its revenues. That's why we need to find a more sustainable solution that maintains the conservative user-pays principle. Under my leadership, the Transportation and Infrastructure Committee has already taken steps to do just that. During the budget reconciliation process, the House approved a \$250 annual registration fee on EVs and \$100 annual fee on hybrids. These new, more equitable user fees would represent the first new funding stream into the Highway Trust Fund in over 30 years and ensure that everyone pays into the Trust Fund. Fixing the HTF is long overdue, and Congress must tackle this growing problem.

Next year will mark 70 years since President Eisenhower signed the Federal-Aid Highway Act of 1956. Although our transportation needs have grown and evolved over the last seven decades, one thing has remained fundamentally true: America is a nation that builds. We need to get back to building, and that starts with legislation focused specifically on improving our roads, bridges, and other surface transportation infrastructure.

Rep. Sam Graves represents Missouri's 6th congressional district and serves as the chairman of the House Transportation and Infrastructure Committee. Under his tenure, the committee has passed

legislation such as the FAA Reauthorization Act and the Water Resources Development Act. Rep. Graves is also a member of the House Armed Services Committee.

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From: Transportation Committee Republicans
Sent: 26 Mar 2025 10:15:24 -0400
To: Priebe, Jack (OST)
Subject: Chairman Rouzer Opening Statement from Hearing on DOT Trucking Policies and Programs

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Rouzer Opening Statement from Hearing on DOT Trucking Policies and Programs

For Immediate Release: March 26, 2025
Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Highways and Transit Subcommittee Chairman David Rouzer (R-NC) from today's hearing, entitled "America Builds: How Trucking Supports American Communities":*

Today's hearing builds on the Subcommittee's efforts to examine key issues concerning our nation's surface transportation programs as we work to develop and enact an on-time, multi-year surface bill. At our previous hearings, we received testimony on the importance of this subcommittee's programs to the American trucking industry, which has an instrumental role in the safe and efficient movement of goods across the highway system to each of our communities.

Today's hearing further examines these programs and their impacts with a specific focus on our motor carriers.

As predominant users of the highway system, truck drivers moved nearly two-thirds of all goods into our communities in 2023 – 12.9 billion freight tons worth an estimated \$13.56 trillion.

In fact, 80 percent of communities across the country depend solely on trucks to receive their goods. More than likely, every member of this subcommittee represents a community that exclusively relies on trucking to stock their supermarket shelves, refill critical medicines at local pharmacies, and ensure retail stores have merchandise.

In North Carolina, 85.6 percent of communities are dependent on trucking, and the industry supports one in every 15 jobs across the state. I am grateful to those men and women who, day in and day out, take on the task of delivering for North Carolinians.

The trucking workforce's commitment to delivering for North Carolinians was on full display last year when Hurricane Helene ripped through our state – devastating communities, wiping out homes, and killing more than 100 people in my state. In the wake of the storm, truckers across the state and region rallied without hesitation to deliver much needed aid to our friends and neighbors.

The bottom line is that truckers deliver essential goods when disaster strikes and serve as a key partner in larger emergency coordination and relief efforts. While federal law provides for targeted regulatory relief from certain restrictions, we will continue to explore ways to help improve disaster response outcomes

Despite the importance of trucking to our communities and the supply chain at large, challenges continue to plague the trucking industry and the men and women behind the wheel.

I expect our witnesses today to detail some of the broad challenges the industry faces, including growing and retaining the truck driver workforce; ensuring seamless compliance with federal, state, and local rules and regulations; and addressing rising costs associated with moving goods from point A to point B for both small and large operators.

We have an opportunity in our surface bill to address such challenges in a smart and targeted manner while strengthening local communities and our economy. I look forward to working with my colleagues on the Subcommittee to make it easier for women and men to choose this profession. In doing so, we must explore ways to make it easier for individuals to train and test for a commercial driver's license (CDL), as well as build off the Safe Driver Apprenticeship Program established in the *Infrastructure Investment and Jobs Act (IIJA)* to allow 18- to 20- year-old drivers to cross state lines.

I look forward to hearing your ideas about how best to help the trucking industry continue to safely and efficiently deliver for all of our communities.

Click [here](#) for more information, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 9 Apr 2025 10:41:13 -0400
To: Priebe, Jack (OST)
Subject: Chairman Rouzer Opening Statement from Hearing on Transit Policies and Programs

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Rouzer Opening Statement from Hearing on Transit Policies and Programs

For Immediate Release: April 09, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Highways and Transit Subcommittee Chairman David Rouzer (R-NC) from today's hearing, entitled "America Builds: A Review of Our Nation's Transit Policies and Programs":*

Today's hearing examines key issues concerning our nation's public transportation programs as the Subcommittee works to develop and enact an on-time, multi-year surface transportation bill.

The Federal Transit Administration (FTA) provides funding and technical assistance to public transportation systems across the nation to move people safely and connect them to workplaces, airports, doctors' appointments, and more. From buses and street cars to ferries and rail systems, transit systems connect our communities and have the potential to drive greater economic opportunities, especially in rural areas.

Ensuring that transit services reflect the needs of the communities served, while providing such services efficiently and safely, is a goal that I believe all lawmakers share. Unfortunately, it is no secret that pandemic era restrictions and work-from-home policies made already declining ridership rates that much worse, resulting in a historic decline in overall fare revenue collections for transit systems of all sizes across the nation. In response, Congress provided FTA with nearly \$70 billion in supplemental funding to cover short-term budget gaps, mainly for operating expenses and labor

costs. Shortly after, the *Infrastructure Investment and Jobs Act (IIJA)* was signed into law in November 2021 and provided \$108.2 billion for public transportation through fiscal year 2026.

IIJA alone authorized a 77 percent increase in federal funds for FTA compared to the prior authorization, the *FAST Act*. When you combine both *IIJA* and the supplemental COVID funding, nearly \$180 billion federal taxpayer dollars have been directed to public transportation systems since 2020.

Despite this significant investment, ridership today hovers around 79 percent of pre-pandemic levels. Concerningly, crime has become more rampant on several transit systems, endangering passengers and transit workers alike. The traveling public deserves better and so do the men and women who work around the clock to transport riders safely to their destinations. Congress must work to hold recipients of federal dollars accountable and ensure that public transportation services are reliable, safe, and maintained to a certain standard.

Thankfully, the Trump Administration has taken federal investments in our transit systems seriously and is directing certain legacy systems to reduce crime and fare evasion to improve security for passengers and workers. I commend Secretary Duffy for taking a strong look at this and conducting much needed oversight of these systems. I look forward to working with the Trump Administration to advance common-sense reforms to improve the ridership experience.

Now with the structural deficits our nation is running, we can no longer afford to throw money at issues and hope to see change, and this includes public transportation systems. We have an opportunity in the next surface bill to ensure that public transportation systems have the flexibilities they need to deliver high quality services.

Each community is unique in its ridership needs and its delivery of services. And while some systems have reduced or eliminated fares in hopes of increasing their ridership rates, others have pursued innovative strategies to increase efficiency, such as reorienting services and routes, employing microtransit, or expanding use of contracted services.

It is always helpful to define what success is, and it begs the question as to whether ridership is an appropriate measure to determine the health of a transit system given the variation of factors that apply.

I look forward to hearing from our witnesses today about what they feel is working in the transit industry, and what challenges transit systems face that this subcommittee may need to address as we work to reauthorize our nation's surface transportation programs.

Click [here](#) for more information, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 23 Jul 2025 10:36:06 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Perry Statement from Hearing Examining FEMA and the Nation's Emergency Management

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Perry Statement from Hearing Examining FEMA and the Nation's Emergency Management

For Immediate Release: July 23, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Economic Development, Public Buildings, and Emergency Management Subcommittee Chairman Scott Perry (R-PA) from today's hearing, entitled, "Fixing Emergency Management: Examining Improvements to FEMA's Disaster Response":*

I want to thank our witness, Mr. Richardson, for being here today to discuss fixing emergency management and improving the Federal Emergency Management Agency's (FEMA's) disaster response.

Earlier this month, devastating flash floods hit Texas causing a death toll of more than 130 people, including children from a summer camp.

The Coast Guard, FEMA, and other federal agencies assisted Texas in the search, rescue, and response. President Trump issued a major disaster declaration, opening further federal assistance for disaster victims and to assist in the recovery. My condolences and prayers go to the people who have lost loved ones, and to all affected by this disaster. It is unimaginable to those of us who have watched it.

So far in 2025, there have been 20 disasters resulting in major disaster declarations across 10 states. This does not account for emergency declarations and all the open disasters still on the books, going all the way back to Hurricane Katrina in 2005.

I have said this before: I question the increasing role of the federal government in disasters, but when the federal government responds, it helps no one if assistance is slow, bureaucratic, and cumbersome.

States should be the lead in preparing for, mitigating against, and responding to disasters. When the federal government does provide assistance, it should be fast, agile, and targeted in a way that's most effective.

What I believe we can all agree on is this – 20 years from now, in 2045, we do not want to see congressional hearings asking why disasters that happened in 2025 are still open. The longer it takes for communities to rebuild, no matter who's paying, the higher the costs and the more vulnerable those communities are to additional harm from other hazards.

Over the years, Congress has passed reform after reform trying to fix FEMA and get federal disaster response to work effectively. Quite honestly, little seems to work. Congress passes something intended to fix disaster response, but bureaucrats continue to complicate the law with added regulations. This makes the implementation and process more confusing. At times, it seems the process actually gets worse, not better.

The process becomes even more unclear when you add in the numerous federal agencies that are now involved in disasters. The whole point of FEMA was to carry out the President's authority in disasters and manage the entire federal government response.

However, we seem to have gotten away from that, and we have many agencies, often with conflicting requirements and rules involved, slowing the process even more.

Today, I hope we can touch on not just what happened in Texas and other recent disasters, but how we can work together effectively to fix our emergency management system. Our constituents and the American people are depending on it; it is our duty. How do we make it work better for the communities hit by disasters and the taxpayer?

I appreciate the leadership of the Full Committee Chairman, Sam Graves, and Ranking Member Larsen for their work in trying to tackle these issues with their legislation, and we look forward to seeing that very shortly.

Click [here](#) for more information from today's hearing, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 15 May 2025 10:39:30 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Graves Opening Statement from Hearing on Implementation of the FAA Reauthorization Act of 2024

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Graves Opening Statement from Hearing on Implementation of the FAA Reauthorization Act of 2024

For Immediate Release: May 15, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) from today's hearing, entitled "FAA Reauthorization Act of 2024: An Update on Implementation One Year Later":*

Tomorrow marks the one-year anniversary of the *FAA Reauthorization Act of 2024* being signed into law.

In crafting the law, the Committee received and processed more than 2,100 stakeholder and Member requests, held five detailed policy hearings in the lead-up to introduction, and produced a bipartisan product that garnered the support of more than 1,000 aviation organizations and companies.

When all was said and done, the final bill passed with the support of 387 Members of Congress and 88 Senators. Not many pieces of legislation enjoy such wide bipartisan support.

That bill, now law, touched just about everything in the aviation industry, including a strong and robust aviation safety title that included reforms to address close calls and near misses; a workforce title that addresses challenges head on by removing barriers for veterans and young individuals looking to begin a career in civil aviation, including bolstering the air traffic control workforce; an airport infrastructure title that increased the Airport Improvement Program (AIP) for the first time in

over a decade and streamlined environmental permitting approvals; a new entrant title crafted to maintain American leadership in this emerging sector; and a passenger experience title aimed at improving travel for all Americans.

Furthermore, it's a personal point of pride for me that the law included the first-ever general aviation (GA) title. General aviation is the foundation of this nation's aviation system. In fact, it's where many of our pilots, mechanics, and other hard working aviation professionals begin their careers. Put simply, the law recognized the importance of general aviation and protected the freedom to fly for every American.

While the Committee has been conducting oversight to ensure that congressional intent is upheld, today's hearing represents the first time that Members will be able to hear from the Federal Aviation Administration (FAA) and the Government Accountability Office (GAO) on their progress.

I'm pleased the FAA has worked expeditiously to implement several key provisions in the GA title. Additionally, with heightened attention being placed on the need to modernize our air traffic control system – an initiative that all in this room support – the reauthorization bill gave the FAA a flight plan. Now they must start the plane and follow it.

To aid that effort, Republicans on this committee came together and approved a reconciliation package that appropriates \$12.5 billion to the FAA for ATC modernization. This \$12.5 billion investment will provide a significant down payment on the Administration's plan to overhaul and modernize the ATC system, and I look forward to working with them in that effort.

I'd like to thank our witnesses for being here today and look forward to hearing from each of you about the progress that the FAA and the GAO have made in implementing this milestone legislation.

Click [here](#) for more information, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 21 May 2025 17:32:29 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Graves Op-Ed: One Big Beautiful Bill Act provides a flight path for a modern air traffic control system

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Graves Op-Ed: One Big Beautiful Bill Act provides a flight path for a modern air traffic control system

For Immediate Release: May 21, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - As the House of Representatives prepares to vote on the *One Big Beautiful Bill Act*, the *Washington Times* today published an op-ed by Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) about how the investments in the legislation will help modernize America's air traffic control system.

[One Big Beautiful Bill Act provides a flight path for a modern air traffic control system](#)

By: Sam Graves - May 21, 2025

This has been a difficult year for U.S. aviation, with a string of tragic crashes that have killed passengers and crew. Additionally, we have seen reports about failing technology that has caused repeated air traffic control outages and flight delays. Meanwhile, a shortage of certified air traffic controllers has put additional strain on our aviation system.

President Trump, Transportation Secretary Sean Duffy and House Republicans are saying "enough is enough," and we are doing something about it.

This week, the House of Representatives is considering the *One Big Beautiful Bill Act* under the budget reconciliation process. This bill includes \$12.5 billion to begin the long-overdue down payment on modernizing our nation's air traffic control system.

The Federal Aviation Administration has been trying to modernize our air traffic control system for decades, but those efforts have fallen short. In 1995, the Government Accountability Office labeled the FAA's efforts to modernize our air traffic control system, often called NextGen, as "high risk."

The result of these failures is a system that relies on outdated technology, including floppy disks and a copper wire telecommunications system, that costs the FAA more than \$100 million monthly in maintenance and obsolescence fees alone. The American aviation system is in dire need of an overhaul. The average age of an air traffic control tower in the United States is 40, and the majority of radar systems are approaching 40 years.

As a professional pilot and the chairman of the House Transportation and Infrastructure Committee, I find this wholly unacceptable.

To address these issues, Congress passed the *FAA Reauthorization Act of 2024*, which included provisions to bolster aviation safety. The law required the FAA to hire the maximum number of graduates from the agency's air traffic control training academy. It also required the FAA to audit all legacy systems in use and develop a plan to accelerate their replacement.

Thankfully, Mr. Trump and Mr. Duffy have prioritized the staffing and modernization of the air traffic control system. Earlier this year, Mr. Duffy began his initiative to supercharge the hiring and training of air traffic controllers by increasing salaries for trainees by 30% and streamlining the hiring process. This enabled the FAA to refer more than 8,320 candidates to take the aptitude assessment. The FAA is on track to hire at least 2,000 controllers this year.

On May 8, Mr. Duffy publicly outlined his ambitious plan to ensure air traffic control modernization during Mr. Trump's term of office. The federal government has grappled with this issue since I first came to Congress in 2001, but I can honestly say I've never seen this level of commitment from an administration.

Working hand in hand with the Trump administration, House Republicans are taking further action.

The *One Big Beautiful Bill Act* provides a substantial \$12.5 billion down payment on the Trump administration's plans. This investment will fund the replacement of air traffic control towers and terminal radar approach control facilities, radar systems, telecommunications infrastructure and runway safety projects, as well as recruitment, retention, training and advanced training technologies for air traffic controllers.

One of the many reasons I support this critical legislation, which will advance the president's "America First" agenda, is that it will finally lead to the modern air traffic control system that American aviation desperately needs.

Rep. Sam Graves is a Republican representing Missouri's 6th Congressional District. He is chairman of the House Committee on Transportation and Infrastructure.

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From: Transportation Committee Republicans
Sent: 5 Mar 2025 10:18:46 -0500
To: Matesic, Hannah (OST)
Subject: Chairman Ezell Statement from Hearing on Coast Guard Assets and Infrastructure

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Ezell Statement from Hearing on Coast Guard Assets and Infrastructure

For Immediate Release: March 05, 2025
Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Coast Guard and Maritime Transportation Subcommittee Chairman Mike Ezell (R-MS) from today's hearing, entitled "America Builds: Coast Guard Acquisitions and Infrastructure":*

Today the Subcommittee meets for our latest hearing in the Transportation and Infrastructure Committee's America Builds series to review the Coast Guard's modernization efforts.

I'd like to welcome our witnesses: Vice Admiral Tom Allan, Acting Deputy Commandant for Operations, and Heather MacLeod, Director of Justice and Homeland Security Programs at the U.S. Government Accountability Office, who is joined by Shelby Oakley, Director of Contracting and National Security Acquisitions at the U.S. Government Accountability Office. Thank you all for being here.

Every day, the Coast Guard is called upon to save lives, respond to emergencies, protect the environment, enforce our laws, secure the maritime border from drugs and illegal immigrants, and maintain the flow of maritime commerce. The brave sentinels who carry out these missions should be supported by reliable ships, helicopters, and airplanes, but instead members of the Coast Guard find themselves on vessels and air assets that should have been retired long ago.

The Coast Guard's ability to "do more with less" has unfortunately encouraged years of underinvestment and ever-increasing mission demands that have pushed the Service to the

breaking point. Today the Coast Guard faces a seven billion dollar shoreside infrastructure backlog with barracks, hangars, and docks that are literally crumbling, leaking or both.

The Service's Medium Endurance Cutters are increasingly unable to carry out their missions, our icebreaker fleet is unable to project our nation's sovereignty in the Arctic, and flight mechanics are performing miracles to keep the Coast Guard's aging aviation assets in the air.

While the Coast Guard is well into a multi-decade modernization plan that has seen Fast Response Cutters and National Security Cutters come online, progress on other programs remains dangerously behind schedule.

Since the Subcommittee last examined the Coast Guard's modernization efforts in June, the Polar Security Cutter Program continues to crawl forward, but we need to continue to see meaningful progress. The Subcommittee is encouraged by the Coast Guard's past statements highlighting the importance of this acquisition, and we expect you to continue to prioritize this critical program.

Concerns with the Offshore Patrol Cutter Program remain as we prepare for the lead ship to be delivered at the end of this year — four years late, and with a host of non-compliant parts. In addition, new problems have developed with the last hulls in the National Security Cutter Program, and we could receive one ship less than what Congress appropriated.

At the same time, efforts to modernize the Service's aviation fleet have taken steps back with MH-60s and C-27s being phased out earlier than planned.

Failure to successfully acquire new surface and air assets, and the shore infrastructure required to support them, is a true crisis for the Coast Guard — without them, the Service cannot carry out its missions. The failure to appropriate adequate funds year after year is a significant factor contributing this problem, but it's not the only one. Broken contracting processes and inadequate planning and review efforts have dug the Coast Guard deeper into the hole.

To encourage proper oversight, Congress requires yearly Capital Investment Plans and Major Acquisition Reports. These plans are not optional. They are required by law. Yet the Coast Guard fails to produce them. This is unacceptable.

As Chairman of this subcommittee, I am committed to reviewing the Coast Guard's contracting and planning efforts, and working with the Service to improve them.

I also applaud the President for a strong vision and helping us get our shipbuilding industry back on track. In his speech last night, he set a clear leadership vision for investing in American shipyards through the establishment of a shipbuilding office to strengthen our domestic capacity, our local economy, and local workforce.

Vice Admiral Allan, I am eager to hear your plan to right the ship, so that we can get the men and women of the Coast Guard the assets they need to carry out their missions. Director McLeod, I look forward to you bringing a dose of reality to the Coast Guard's plans.

Thank you all for being here today and I look forward to our discussion.

Click [here](#) for more information from today's hearing, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 14 May 2025 10:15:38 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Graves Opening Statement from T&I Member Day Hearing

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TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Graves Opening Statement from T&I's Member Day Hearing

For Immediate Release: May 14, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) from today's hearing, entitled "Committee on Transportation and Infrastructure Member Day":*

Today, I look forward to hearing from Members sharing their transportation and infrastructure priorities for the 119th Congress.

The T&I Committee has a busy agenda for this session. Looking ahead, we have multiple legislative priorities that the Committee must reauthorize. A top priority is the reauthorization of the nation's surface transportation programs.

As we plan for a new reauthorization bill, we are going through the *Infrastructure Investment and Jobs Act* carefully and looking at what works and what doesn't work. A priority of mine will be to return the surface transportation reauthorization back to a traditional infrastructure bill that focuses on roads, bridges, and the movement of freight.

The portal for Member offices to submit priorities to a surface transportation reauthorization bill went live on Monday and will be open until May 30th. I look forward to working with you all on this must-pass bill.

In addition to the surface transportation bill, we will also work on pipeline safety reauthorization and water infrastructure bills.

Throughout our busy schedule, we will continue to prioritize implementation of the five-year Federal Aviation Administration (FAA) reauthorization that was signed into law last year on a bipartisan basis.

As we advance our legislative agenda, it is important to both myself and the Ranking Member that we gather input from all Members of Congress. Again, thank you all for being here today to testify on the transportation and infrastructure needs in your districts.

Click [here](#) for more information, including video and witness testimony.



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From: Transportation Committee Republicans
Sent: 3 Jul 2025 14:34:43 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Graves Statement on Final Passage of the One Big Beautiful Bill Act

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SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Graves Statement on Final Passage of the One Big Beautiful Bill Act

For Immediate Release: July 03, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) issued the below statement following the final passage of the *One Big Beautiful Bill Act*.

“Today, House Republicans voted to send the *One Big Beautiful Bill Act* to President Trump’s desk and advance crucial elements of his America First Agenda. The final bill includes provisions from the Transportation and Infrastructure Committee to provide historic investments in the United States Coast Guard to strengthen our national and border security, as well as funding to begin modernizing the nation’s outdated air traffic control system and enhance the hiring of air traffic controllers. I’m proud of the T&I Committee’s contributions to this bill and look forward to the President signing it into law.”

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From: Transportation Committee Republicans
Sent: 22 May 2025 07:16:43 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Graves Statement on House Passage of the One Big Beautiful Bill Act

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SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Graves Statement on House Passage of the One Big Beautiful Bill Act

For Immediate Release: May 22, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) issued the below statement following the U.S. House of Representatives passage of H.R. 1, the *One Big Beautiful Bill Act*.

“Today House Republicans advanced crucial elements of President Trump’s America First Agenda by passing the *One Big Beautiful Bill Act*. The bill includes provisions from the Transportation and Infrastructure Committee to provide historic investments in the United States Coast Guard to strengthen our national and border security, as well as funding to modernize the nation’s outdated air traffic control system. We coupled these investments with money-saving measures like cutting wasteful Green New Deal spending, ensuring that electric vehicles begin contributing to the Highway Trust Fund, and more. I’m proud of the T&I Committee’s contributions to this bill, which is essential to enacting the President’s agenda.”

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From: Transportation Committee Republicans
Sent: 21 May 2025 09:57:29 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Graves Testifies in Support of the One Big Beautiful Bill Act

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COMMITTEE ON
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SAM GRAVES, CHAIRMAN

PRESS RELEASE

**Chairman Graves Testifies in Support of the One
Big Beautiful Bill Act**
*Proposal Invests in Coast Guard, Air Traffic Control & Addresses
Broken Highway Trust Fund*

For Immediate Release: May 21, 2025
Contact: Justin Harclerode (202) 225-9446

Washington, D.C. – Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) today testified in support of *the One Big Beautiful Bill Act*:



Chairman Graves' remarks as prepared:

Thank you, Chairwoman Foxx, Ranking Member McGovern, and Members of the Committee.

The Transportation and Infrastructure Committee produced recommendations to meet our instructions by combining critical investments in border security, our national defense, and needed modernization of America's air traffic control system with cuts to wasteful spending and other deficit reducing measures.

For more than 20 years, the Coast Guard has received less than half of the capital investment necessary to successfully carry out its critical missions. To support the Coast Guard, we provide more than \$21 billion to recapitalize Coast Guard assets, including the acquisition of cutters, aircraft, and icebreakers, while also funding the construction of the facilities needed to support these new assets. With more than half of total funding going toward maritime assets, we are also aligning with the President's recent executive order to strengthen America's shipbuilding capabilities.


Additionally, following the tragic aviation accidents in recent months, this committee has heard directly from stakeholders and the Trump Administration about the need to improve the safety and reliability of our nation's aviation system. The FAA faces serious operational and financial challenges due to its aging infrastructure and workforce shortage. In response, the Committee provides a \$12.5 billion down payment for air traffic control modernization efforts. This down payment allows the Trump Administration to immediately begin replacing critical telecommunications infrastructure and radar systems; invest in runway safety and airport surface surveillance projects; replace air traffic control towers and TRACONS; and fund air traffic controller recruitment, retention, and training.

Finally, we address the chronic Highway Trust Fund shortfall in a meaningful way for the first time in more than 30 years. The Congressional Budget Office projects a \$142 billion cumulative shortfall in the Highway Trust Fund over the five-year period following the expiration of the current authorization. Put simply, the system for funding our federal surface transportation programs is broken. Our recommendations implement a \$250 annual fee on electric vehicles (EVs) and a \$100 annual fee on hybrid vehicles and deposit all collections into the Highway Trust Fund. For too long, EVs have operated on our nation's roads without paying into the system, which is primarily funded

by federal taxes on gasoline and diesel. Plain and simple: this is a fairness issue. It is time these roadway users directly pay into the system that supports the highways they drive on.

We all want to invest in our Coast Guard, rebuild our air traffic control system, and finally address the broken Highway Trust Fund. I believe that our recommendations deliver on these objectives.

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From: Transportation Committee Republicans
Sent: 8 Apr 2025 10:36:23 -0400
To: Priebe, Jack (OST)
Subject: Chairman Nehls Statement from Hearing on Airport Infrastructure

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Nehls Statement from Hearing on Airport Infrastructure

For Immediate Release: April 08, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Aviation Subcommittee Chairman Troy E. Nehls (R-TX) from today's hearing entitled, "America Builds: Airport Infrastructure, Safety, and Regulatory Environment":*

Good morning and thank you to our panel of witnesses for being here today. You each have a unique perspective on today's discussion, the current state of our nation's airports.

The United States has over 3,200 airports ranging from large hub commercial service airports to small and general aviation airports. Beyond facilitating the safe and efficient transportation of millions of passengers per year, airports connect our communities and drive economic development in major cities and small towns across America.

Last year, airports experienced over 987 million passenger enplanements and supported 101 million aircraft operations. Passenger enplanements are only expected to grow, with industry reports forecasting nearly one billion in 2025 and rising to 1.4 billion by 2040.

In order to address the infrastructure needs to meet the growing demand for air travel, industry estimates conclude that United States airports will require almost \$174 billion in infrastructure investments over the next five years. Federal investment in our nation's commercial service and general aviation airport infrastructure is vital to ensuring the safety and economic success of the aviation industry.

For too long, funding for the primary federal airport capital program, the Airport Improvement Program (AIP), remained stagnant, while increasing program administrative burdens and growing airport infrastructure needs reduced the program's effectiveness. That's why this committee included robust funding and reforms for airport projects in the *FAA Reauthorization Act of 2024*. Specifically, the FAA bill increased AIP funding to \$4 billion annually, added flexibility to the use of AIP funds, contained comprehensive environmental streamlining reform to expand the number of projects categorically excluded from NEPA reviews, and cut bureaucratic red tape to expedite project deliveries. Now we must work to ensure that these provisions are implemented on time and the way that Congress intended.

As the Subcommittee continues oversight, hearings such as today's offer a great opportunity to discuss ongoing airport infrastructure needs and how Congress can promote regulatory stability that is critical in allowing airports to properly plan and invest in capital improvement projects.

Additionally, as we work with President Trump and Secretary Duffy on the Administration's vision to modernize our national airspace system, it is important to discuss airfield and surface safety needs as a part of such effort.

With that, I'd like to thank our witnesses for being here today, and I look forward to their testimony.

Click [here](#) for more information, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 6 Feb 2025 10:23:25 -0500
To: Priebe, Jack (OST)
Subject: Chairman Nehls Statement from Hearing on Counter-Unmanned Aircraft Systems

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Nehls Statement from Hearing on Counter-Unmanned Aircraft Systems

For Immediate Release: February 06, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Aviation Subcommittee Chairman Troy E. Nehls (R-TX) from today's hearing entitled, "Counter-Unmanned Aircraft Systems":*

I regret to be opening my first hearing as the Chairman of the Subcommittee on Aviation in the wake of two tragic aviation accidents that claimed 74 souls last week here in our nation's capital and in Philadelphia. This past week has been devastating for the aviation community and the traveling public. Our thoughts and prayers remain with the victims and their families, and with all who have been affected by the accidents that occurred.

I'd like to personally thank all of the first responders and the investigators that continue to bring facts to light in both accidents. Thank you for your continued service and dedication to delivering answers to the victims' families and loved ones.

There will be a time and place to review the NTSB's findings and to discuss how best to ensure that the appropriate safeguards are in place to protect against such tragedies from happening again. In the meantime, the Aviation Subcommittee will continue monitoring developments as the investigations unfold, and will work to keep Members apprised of new information.

With that said, I'd like to thank our witnesses for appearing today. You all bring unique insights and perspectives to the table, and I look forward to a robust discussion on the current landscape of counter-UAS technologies in this country.

Unmanned aircraft systems (UAS), also known as “drones,” are extremely popular among the American people, so much so that there are more than one million drones registered with the FAA. And this number is expected to grow in the coming years. Drones are increasingly being used by aviation hobbyists, professional photographers, real estate professionals, and law enforcement officials. Drone as First Responder (DFR) programs have proven to be a crucial tool for law enforcement officials in their mission to protect and serve their communities in a timely and efficient manner.

Additionally, drones have the potential to transform the delivery of essential goods, such as medicines, and commercial goods to our communities. That said, the wide-scale integration of small drones into our airspace at low altitudes poses unique challenges both on the ground and in our nation’s airspace.

Such challenges were brought to the forefront recently in New Jersey, where over the course of a few short weeks in December, more than 5,000 reported drone sightings were submitted to local, state, and federal authorities.

While federal authorities and the Trump Administration have made it clear that there were no nefarious drones and that the operators were authorized, the fact of the matter is that authorities received 5,000 reports. 5,000 reports is significant and telling of the fact that the aviation community must better educate the public about lawful drone operations.

But make no mistake, the recent events in New Jersey have highlighted the ease with which bad actors could utilize drones with nefarious and malicious intent or conduct illicit drone operations. We must continue to support and foster new aviation technologies – the future of American aviation depends on it. That responsibility includes ensuring the appropriate and safe use of counter-UAS technologies in the nation’s airspace by authorized users to make certain that civil aviation safety is not jeopardized.

With the increasing rate of drones expected to integrate into our airspace and the potential for their misuse by bad actors, now is the time to establish a properly scaled, well-balanced, and legally sound framework for counter-drone authorities and the corresponding technologies.

That is why this Committee worked with the Committees on Homeland Security and the Judiciary last Congress to produce a comprehensive package to reform and reasonably expand the existing counter-drone authorities granted to the Department of Homeland Security (DHS) and the Department of Justice (DOJ).

As a former law enforcement official, I was pleased to see that the legislation included a counter-UAS mitigation pilot program for state and local law enforcement, marking the first time counter-drone authorities may be delegated to non-federal entities. I was also pleased that we were able to expand upon and improve that pilot program at markup so that more law enforcement agencies were able to protect more sites.

While we were unable to get the bill over the finish line last year, I look forward to working with all stakeholders and other Committees to further improve the bill.

I again want to thank our witnesses for their willingness to appear before us today. Your expertise in the use and development of these systems will prove critical to the Subcommittee as we continue our efforts to address the threats posed by unauthorized or unlawful UAS operations.

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From: Transportation Committee Republicans
Sent: 25 Mar 2025 10:38:52 -0400
To: Priebe, Jack (OST)
Subject: Chairman Perry Statement from Hearing on Reforming FEMA

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Perry Statement from Hearing on Reforming FEMA

For Immediate Release: March 25, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Economic Development, Public Buildings, and Emergency Management Subcommittee Chairman Scott Perry (R-PA) from today's hearing, entitled, "Reforming FEMA: Bringing Common Sense Back to Federal Emergency Management":*

I want to thank our witnesses for being here today to discuss reforming FEMA and how we can bring common sense back to federal emergency management.

After witnessing the federal government's response to Hurricane Helene last year and the recent Los Angeles wildfires, I, like most Americans, was shocked by many of the stories I heard coming from these communities. I know Members of this committee have proposed, and Congress has enacted, reform after reform to make FEMA and the federal emergency management system work better. Despite these efforts, it seems that nothing has improved. This is not meant to be a beatdown of FEMA, but we cannot just keep going the way we have been and expect different outcomes. In fact, the bureaucratic labyrinth has only become more complicated, causing unnecessary delays when disaster strikes.

Taxpayers fund FEMA grant programs for states and local governments to invest in mitigation, preparedness, and response, yet many of these programs move too slowly, preventing timely and effective action when it is most direly needed. For 46 years, individual regions should have been reducing risk, the impact of emergencies, and the number of emergencies themselves. Unfortunately, the metrics, including the cost and impact, have all gone in the wrong direction.

What we saw in the case of Hurricane Helene is demonstrative of that fact. FEMA was ill-prepared to support response and recovery in the mountains of North Carolina. In California, we saw a lack of preparedness by state and local officials – from a lack of water for firefighting to disorganization on the ground, despite billions of taxpayer dollars going to California for mitigation, preparedness, and firefighting.

On top of all of that, there are still over 1,000 open FEMA disaster declarations dating back to Hurricane Katrina, and well over 5,000 open projects. This raises serious questions about whether the federal government is the best institution to respond to localized disasters.

Federal disaster assistance was created to support state and local governments when absolutely necessary – when the resources required exceed the ability of local agencies to respond. Unfortunately, the trend has been to utilize FEMA as the first responder to every disaster occurring throughout the nation.

This increase in reliance on the federal government is dangerous and costly. FEMA was not designed to be the first responder in disasters. States and local governments are. They know their communities best – they understand the risks, what their communities need, the terrain, and how to navigate it to quickly respond to emergencies.

It is critical, therefore, that state and local governments make disaster preparedness a priority – that they budget for it, have the right people and training in place, and ensure that they have the capability to respond.

The current system creates a perverse incentive for states. States are mostly off the hook for meaningfully investing in their own emergency response and preparedness plans because they have come to rely on FEMA stepping in every time.

Meanwhile, FEMA is stretched thin and is so weighed down by self-imposed bureaucratic requirements that they can't respond effectively when called upon or even close out projects going back 20 years.

FEMA's ability to function effectively was further undermined as the previous administration pushed its open border, equity, and climate agenda onto the agency, resulting in disaster funding being diverted to projects like planting trees to address urban "heat islands." It is no wonder that President Trump created the FEMA Review Council and issued an executive order on state and local preparedness.

I am hopeful this hearing will provide valuable insight, as T&I is the lead House Committee on FEMA and federal emergency management, because meaningful reform is urgently needed.

Click [here](#) for more information from today's hearing, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 12 Feb 2025 10:46:21 -0500
To: Priebe, Jack (OST)
Subject: Chairman Rouzer Opening Statement from Hearing on Roadway Safety

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Rouzer Opening Statement from Hearing on Roadway Safety

For Immediate Release: February 12, 2025
Contact: Justin Harclerode (202) 225-9446

Washington, D.C. – *Opening remarks, as prepared, of Highways and Transit Subcommittee Chairman David Rouzer (R-NC) from today’s hearing, entitled “America Builds: A Review of Programs to Address Roadway Safety”:*

Today’s hearing continues the Subcommittee’s efforts to improve highway safety through policy and program reviews within the Department of Transportation as we work towards reauthorizing our nation’s surface transportation programs.

The National Highway Traffic Safety Administration (NHTSA) estimates nearly 41,000 people died in motor vehicle related crashes in 2023. While this was a 3.6 percent decrease from 2022, fatalities are still up compared to the last decade.

Driver behavior has changed considerably since 2020. After pandemic-era closures began in March of 2020, driving trips dropped by 60 percent and speeding risks increased by 64 percent. These risks have only increased as traffic enforcement declined after police officers were discouraged from “nonessential” contact and radical political movements called for defunding police forces across the country. This came to a head in 2021, when traffic fatalities jumped over 10 percent, the highest number of fatalities since 2005, and the largest percentage increase since 1975.

Today, car travel has returned to normal, but traffic enforcement hasn’t. According to a New York Times report, traffic stops have declined as much as 91 percent in cities since 2020. Underfunded and understaffed police forces mean there are no real consequences for drivers’ illegal actions and

have only paved the way for drivers to speed, drive while impaired, and make reckless decisions endangering others on the road.

We have also seen the increase in traffic fatalities disproportionately affecting our rural communities. In 2022, NHTSA found 40 percent of all traffic fatalities occurred in rural areas on non-interstate roads, despite only 20 percent of the population residing in these rural areas. Fatality rates remain one and a half times higher in rural areas than in urban areas.

Our rural roads often have more narrow lanes, limited shoulders, exposed hazards, and limited clear zones. Drivers tend to be riskier when there is less traffic and fewer traffic patterns that require slower speeds. Sixty-eight percent of our public roads are in rural areas and 77 percent of all roadways are maintained by local governments. The backlog for rural road and bridge maintenance was over \$180 billion in 2022.

States and local governments need flexibility to implement programs which address the shortfalls in our rural communities. States also need reliable, consistent programming, such as the Highway Safety Improvement Program, which addresses maintenance backlogs and ensures roads meet safety standards.

Our current and future road design standards can help drive down fatalities across our communities. Pavement and guardrail standards should adapt to new vehicle technology, such as electric vehicles, which weigh more than traditional vehicles. We should consider if updates to the design standards for guardrails are necessary to absorb the heavier weight and prevent these heavier vehicles from crossing the median into oncoming traffic.

We also need to continue to address work zone safety. Reckless driving puts our roadside workers at greater risk of injury or death. According to the Associated General Contractors of America, 64 percent of contractors reported a motor vehicle had crashed into their work zone since 2020. This number is unacceptable. Again, our enforcement can discourage reckless driving in work zones, but we can also look at ways to better design work zones and related traffic patterns to curtail these incidents.

I look forward to hearing from our witnesses today, who will be able to share what's working, what's not, and how we can continue to make our roadways safer. We don't have unlimited funds, and it's crucial we make strategic investments that are proven to save lives.

Click [here](#) for more information, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 6 May 2025 10:13:13 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Webster Statement from Hearing on Improving Federal Rail Assistance

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Webster Statement from Hearing on Improving Federal Rail Assistance

For Immediate Release: May 06, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Railroads, Pipelines, and Hazardous Materials Subcommittee Chairman Daniel Webster (R-FL) from today's hearing, entitled "America Builds: Improving the Efficiency and Effectiveness of Federal Rail Assistance":*

Most of us are familiar with the unfortunate and unnecessary reputation of our country for building and repairing infrastructure: it takes too long and costs too much.

Many of what we would today call "mega projects," like the original Oakland-San Francisco Bay Bridge and the Triborough Bridge in New York, took just a few years to build. The Hoover Dam was completed in just five years.

While delays to large projects garner all the media attention, many of the same laws, processes, and red tape that add years to project completion time and costs also plague smaller projects initiated by both freight and passenger service carriers.

Recognizing the importance of a safe, efficient, and reliable freight and passenger rail transportation system, Congress has authorized several programs to assist those carriers who, owing to their size or market segments, lack the resources of larger operators to invest substantial funds in their infrastructure.

These include programs like CRISI, which serves as a vital source of funding to assist short line railroads to rehabilitate and expand infrastructure necessary for their mission to provide “first and last mile” freight service.

Improving the efficiency and effectiveness of these programs is the purpose of today’s hearing and a goal as the Committee works to reauthorize Department of Transportation surface transportation programs.

Additionally, federal infrastructure funding should support core programs and the construction of infrastructure.

The Trump Administration inherited a backlog of more than 3,000 unobligated DOT grants. Responsibly, the Administration took the time to review these grants to ensure the best use of taxpayer dollars.

Today, the Department announced it approved more than 300 grants totaling over 3 billion dollars.

I look forward to working with the Administration to reduce the Biden backlog in a timely manner and ensure that federal grants are focused on improving critical infrastructure.

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From: Transportation Committee Republicans
Sent: 24 Jun 2025 10:10:15 -0400
To: Priebe, Jack (OST)
Subject: Chairman Webster Statement from Hearing on Innovation and Technology in Rail

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Webster Statement from Hearing on Innovation and Technology in Rail

For Immediate Release: June 24, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Railroads, Pipelines, and Hazardous Materials Subcommittee Chairman Daniel Webster (R-FL) from today's hearing, entitled "America Builds: The Role of Innovation and Technology in a Safe and Efficient Rail System":*

The free enterprise system is responsible for generating the most efficient and innovative technologies of our modern world. In the global economy, technological advancements are some of our nation's greatest competitive advantages.

Our national freight and passenger rail networks are no different from other sectors of the economy. Innovation and technology are vital to improving the rail industry's growth and safety outcomes. Ensuring that technological advancements and innovations continue to flourish will require a combination of the right policies, particularly regulatory policies, to incentivize current and future research, development, and deployment of new technology.

Unfortunately, while other government agencies, including those in the Department of Transportation (DOT), are embracing the promise of innovation and developing the right regulatory frameworks for its promotion, much of the Federal Railroad Administration's (FRA's) regulatory framework remains a relic of the past.

For example, most FRA regulations are prescriptive in how they require safety inspections and tasks to be conducted. They determine the frequency and means used to achieve regulatory compliance.

Many of these regulations were written decades ago at a time when technology was limited or non-existent.

However, as we are here to examine, technological progress moves on. Although the law allows railroads to apply for waivers to test new processes and technologies that can achieve safety objectives while improving efficiency, this current waiver process is less than transparent and subject to political interference. This regulatory uncertainty hinders both innovation and the rail industry's ability to compete against other modes of freight.

As Congress begins consideration of legislation reauthorizing surface transportation programs and agencies, we should look to promote policies that encourage innovation and investment in our rail system, improving both its safety and its ability to survive and thrive. This includes reforming the antiquated regulatory structure that is inhibiting innovation.

Today's witnesses will provide important insight into how technologies have the potential to revolutionize freight and passenger rail transportation.

We are also interested in learning their views on what Congress can do to encourage innovation and bring our railroads into the 21st century.

Click [here](#) for more information, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 29 Apr 2025 15:14:16 -0400
To: Priebe, Jack (OST)
Subject: Chairman Webster Statement from Roundtable on Combatting Cargo Theft

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Webster Statement from Roundtable on Combatting Cargo Theft

For Immediate Release: April 29, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Railroads, Pipelines, and Hazardous Materials Subcommittee Chairman Daniel Webster (R-FL) from today's roundtable, entitled "Combatting Cargo Theft: Stakeholder Perspectives":*

I would like to thank my colleague, Ranking Member Titus, for organizing this bipartisan roundtable discussion. And, I also want to thank our industry representatives for their attendance and input as well.

Cargo theft has long been a problem, but it is one that is now reaching epidemic proportions. Thefts from railroads alone increased 40 percent over the previous year. These thefts imposed \$35 billion in costs on the economy and supply chains.

Thieves target these supply chains in part because they are lucrative. They also do so because the risk of arrest and prosecution is low.

Much of our nation's cargo crosses state lines. Thefts are occurring all along this supply chain. That makes coordinating both prevention and prosecution difficult.

Worse, how thieves are obtaining cargo, including by cutting brake lines and sabotaging signals, creates significant hazards for train crews and the public.

What is clear is that the federal government needs to better partner with the states and supply chain stakeholders to develop more effective responses. I look forward to learning the advice of industry participants. Again, thank you all for attending.

Click [here](#) for more information, including a link to the live webcast.



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From: Transportation Committee Republicans
Sent: 11 Feb 2025 10:22:58 -0500
To: Priebe, Jack (OST)
Subject: Chairman Collins Opening Statement from Hearing on Clean Water Act Permitting and Building America's Infrastructure

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Collins Opening Statement from Hearing on Clean Water Act Permitting and Building America's Infrastructure

For Immediate Release: February 11, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Water Resources and Environment Subcommittee Chairman Mike Collins (R-GA) from today's hearing, entitled, "America Builds: Clean Water Act Permitting and Project Delivery":*

For over fifty years, the *Clean Water Act (CWA)* has functioned to improve the quality of rivers, lakes, and streams throughout the country, including in my home state of Georgia. Back in 1972, when Congress passed the *CWA*, it recognized the importance of a federal-state partnership as crucial to improving water quality, and to providing a regulatory system that communities could realistically follow.

While the *Clean Water Act* has had many successes in maintaining and improving water quality for the benefits of citizens and industries nationwide, it unfortunately has also been used to slow or stop progress on important projects.

The Transportation and Infrastructure Committee has begun this Congress by focusing on the theme "America Builds," because we know how important it is to the well-being of our country that we remain a world leader in our transportation networks, infrastructure construction, and economic development.

The *Clean Water Act* is one of the most consequential laws that our country has, and it is important to ensure that it is being used to balance the goals of water quality with ensuring project completion, improving supply chain networks, and delivering economic prosperity. In short, to let America build, the *Clean Water Act* needs to work.

States, manufacturers, energy producers, cities, farmers, builders, homeowners, utilities, and many others rely on a *Clean Water Act* permitting process that is easy to understand, easy to follow, and easy to implement. Unfortunately, too often these groups we refer to as regulated communities are left in the dark or actively undermined by increased regulation under the *CWA* by trial lawyers looking to make a buck, entrenched bureaucrats who don't have the country's best interests at heart, and administrations who bend the knee to radical environmental activists.

Now is the time to revisit the *Clean Water Act*, to ensure that it puts America first. To do this, we need to hear from those most affected by the law in order to know how we can improve our regulatory environment, without decreasing protections for water quality.

President Trump has recognized the importance of unleashing our nation's natural resources, ramping up energy production, and maintaining our physical infrastructure. These priorities will enhance the Trump Administration's ability to pursue an America first agenda that lets America build.

As the Chairman of the Water Resources and Environment Subcommittee I am looking forward to working with my colleagues to ensure excellence in the transportation and infrastructure space and furthering the President's goals.

Today's hearing marks an opportunity to do so by hearing from our witnesses on how to return the *Clean Water Act* to its goal of protecting our waterbodies and allowing important projects to get done.

Click [here](#) for more information from today's hearing, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 5 Feb 2025 10:25:48 -0500
To: Priebe, Jack (OST)
Subject: Chairman Ezell Statement from Hearing on Building America's Maritime Infrastructure

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Ezell Statement from Hearing on Building America's Maritime Infrastructure

For Immediate Release: February 05, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Coast Guard and Maritime Transportation Subcommittee Chairman Mike Ezell (R-MS) from today's hearing, entitled "America Builds: Maritime Infrastructure":*

Before I get into my remarks on the topic of this hearing today, I first want to send my condolences to all who were impacted by the tragic accident last week near the DCA Airport. Suzette and I send our thoughts and prayers and thank all the first responders, including the Coast Guard, that were there in the immediate aftermath.

Today the Subcommittee meets for its first hearing of the 119th Congress and continues the Transportation and Infrastructure Committee's "America Builds" series to discuss the nation's maritime infrastructure. It is clearly critical that we must build a safer and more efficient system.

I'm also happy to say this is my first hearing as Subcommittee Chairman. I'm excited to lead the Subcommittee this Congress in addressing the many important issues facing the maritime industry. I look forward to working under the leadership of Chairman Graves in this position.

Continuing on today's topic, America's Marine Transportation System consists of the navigable waterways, commercial ports, and land-side connections which help to move millions of passengers and billions of dollars' worth of cargo every year.

Nearly all of the country's inbound or outbound cargo is transported by ships requiring a robust system of maritime infrastructure to ensure the movement of goods. Ports play a prominent role within this system, providing access to connections for cargo to move inland to final destinations, and outbound for export overseas.

Marine terminals – within each port – load and unload cargo. That cargo is then transported both domestically to other points in the U.S. – also known as coastwise trade – or it is moved internationally to foreign markets.

In order to participate in coastwise trade between two domestic points, a ship must be *Jones Act*-qualified, meaning the ship is U.S.-built, U.S.-crewed, and U.S.-owned.

The *Jones Act* is a fundamental statute for the domestic maritime industry. The *Jones Act* is quite literally the bedrock and foundation of our nation's shipbuilding industrial base because it helps to maintain a pool of qualified American mariners that we rely on to transport goods and our military, in times of peace and war.

Unfortunately, the rise of the shipbuilding industries of global competitors has led to a decline in our own shipbuilding capacity. Coastal Mississippi and the Gulf Coast as a whole, is home to several shipyards employing thousands of Americans. I look forward to discussing ways to reinvigorate this critical industry.

In order to promote the domestic maritime industry, the Maritime Administration in the U.S. Department of Transportation administers several programs that fund projects to construct and expand maritime infrastructure and U.S. shipbuilding.

I hope to look at the current operation of each of these programs to find ways we can improve them and look forward to recommendations from our stakeholders here today.

Additionally, autonomous maritime technologies are creating new challenges requiring us to reassess current maritime infrastructure to ensure their safe operation. The U.S. Coast Guard is in charge of developing a framework from which these new technologies can safely operate. However, development for these technologies outpaces the regulatory rulemaking process.

We understand the Coast Guard will need to focus on developing regulatory standards that provide for the adequate testing and safe integration of these technologies into the Marine Transportation System, and appreciate any insights you can provide.

Thank you all for being here today and I look forward to discussing the build-out of America's maritime infrastructure.

Click [here](#) for more information from today's hearing, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 16 Jul 2025 10:26:13 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Graves at Hearing with Secretary Duffy: "We Have to Make America Build Again"

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Graves at Hearing with Secretary Duffy: "We Have to Make America Build Again"

For Immediate Release: July 16, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) from today's hearing, entitled "Oversight of the Department of Transportation's Policies and Programs and Fiscal Year 2026 Budget Request":*

Thank you, Secretary Duffy, for being here today to discuss the Department of Transportation's policies, programs, and fiscal year 2026 budget request. You have had an extremely busy first six months, and I appreciate you coming in to answer questions from Members of the Committee.

Following the tragic aviation accidents in recent months and years of underinvestment in FAA's capital budget, this committee responded by providing the Federal Aviation Administration (FAA) with a \$12.5 billion down payment to modernize air traffic control (ATC) systems as part of the *One Big Beautiful Bill Act*. This funding will allow the Administration to immediately get to work to replace critical telecommunications infrastructure and radar systems, invest in runway safety and airport surveillance projects, and replace antiquated air traffic control facilities.

I appreciate your work on the Administration's "Brand New Air Traffic Control System Plan," and I look forward to working with you and the Administration to ensure this funding supports the plan's goals and helps deliver a state-of-the-art ATC system.

We also recently marked the one-year anniversary of the *FAA Reauthorization Act of 2024* being signed into law. This bipartisan law significantly advances the aviation industry through safety

reforms, requirements for the FAA to plan for modernizing the ATC system, improvements to address workforce challenges, increased funding for airports across the country, improvements to the passenger experience, and the inclusion of the first ever general aviation title.

I look forward to working with you, Secretary Duffy, so that this law is implemented in a way that ensures America's aviation system remains the gold standard for the world.

Additionally, the Committee is already working on the next surface transportation bill, which we plan to consider before the end of the year. The current authorization, which is set to expire next September, has plagued infrastructure planning with delays, cost increases, and administrative confusion.

This committee has a prime opportunity to refocus on core infrastructure that moves people and goods safely and efficiently, cut red tape and accelerate project delivery, ensure states have the flexibility they need to address their priorities, and shore up the bankrupt Highway Trust Fund.

We must maintain the "user pays" principle and offer solutions for putting the Highway Trust Fund on a more sustainable fiscal path. I look forward to working with my colleagues on both sides of the aisle to address the Trust Fund's funding challenges.

Put simply, we have to make America build again.

Click [here](#) for more information, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 4 Jun 2025 10:28:28 -0400
To: Priebe, Jack (OST)
Subject: Chairman Nehls Statement from Hearing on Stakeholder Perspectives on Implementation of the FAA Reauthorization Act of 2024

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Nehls Statement from Hearing on Stakeholder Perspectives on Implementation of the FAA Reauthorization Act of 2024

For Immediate Release: June 04, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Aviation Subcommittee Chairman Troy E. Nehls (R-TX) from today's hearing entitled, "FAA Reauthorization Act of 2024: Stakeholder Perspectives on Implementation One Year Later":*

May 16, 2025, marked the one-year anniversary of the *FAA Reauthorization Act of 2024* being signed into law. Crafting this legislation was a monumental task that took place over the course of two years and involved over 2,100 stakeholder and Member requests. Thanks to the leadership of Chairman Graves, the largest and most comprehensive FAA reauthorization act was signed in to law.

This legislation touched every major sector of the aviation industry and included provisions to ensure that the United States remains the global leader in aviation.

Specifically, the law maintains aviation safety as the FAA's number one priority; contains the first ever general aviation title to strengthen America's general aviation sector; addresses workforce development challenges for qualified workers, including pilots, mechanics, and air traffic controllers; invests in our country's airport infrastructure by expediting project deliveries and prioritizing investments for small and general aviation airports; ensures the safe and efficient integration of new

technologies, such as drones and advanced air mobility; and provides necessary reforms to enhance the passenger experience for the travelling public.

The *FAA Reauthorization Act of 2024* included over 500 mandates for the Federal Aviation Administration (FAA) and the Department of Transportation (DOT) to implement over the course of five years. I am eager to hear from our witnesses today about the progress that has, or has not, been made in implementing the law.

Today, we have representatives of a broad cross section of aviation stakeholders, including general aviation, new entrants, and commercial airlines. It is critical that we hear from all of them as we work to ensure that this law is implemented as Congress intended.

I want to acknowledge up front that implementing a law of this scale is no small task. It requires coordination, persistence, and a unified effort across government and industry. That said, history tells us that the relevant agencies have often struggled to meet such a challenge. In fact, numerous provisions from the *FAA Reauthorization Act of 2018*, and even some policy directives from the 2016 FAA extension, have yet to be implemented to this day.

While the *FAA Reauthorization Act of 2024* was comprehensive, ambitious, and challenging, it set an achievable timeline for implementation and reform.

Our reputation as a world leader in aviation is on the line, but I am extremely confident that the Trump Administration will get this right. I look forward to partnering with both the President and Secretary Duffy to protect and maintain that hard-earned reputation.

And while progress has been made on the implementation of the *FAA Reauthorization Act of 2024*, several important provisions have been delayed, such as section 372, the establishment of an Enhanced Qualification Program (EQP) for restricted airline transport pilot (ATP) certificates that utilizes best-in-class simulator technology to ensure that we have the best trained and safest pilots in the world; section 930, a rulemaking that will allow for scaled, safe beyond-visual-line-of-sight operations for unmanned aircraft systems (UAS) in United States airspace; and section 1110, a report that provides an update on the creation of federal and international policies that would establish the United States as a global leader in civil supersonic aircraft.

It is essential that this subcommittee, along with the broader aviation community, hold the DOT and FAA accountable to achieve the goals set forth in our legislation.

I want to thank our witnesses for being here today, and I look forward to working with each of you to ensure this pivotal law gets implemented on time and as intended.

Click [here](#) for more information, including video and witness testimony.

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From: Transportation Committee Republicans
Sent: 22 Jul 2025 14:12:29 -0400
To: Matesic, Hannah (OST)
Subject: Chairman Ezell Statement from Hearing on Federal Maritime Commission's Budget Request

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Chairman Ezell Statement from Hearing on Federal Maritime Commission's Budget Request

For Immediate Release: July 22, 2025

Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - *Opening remarks, as prepared, of Coast Guard and Maritime Transportation Subcommittee Chairman Mike Ezell (R-MS) from today's hearing, entitled "Future of United States Maritime Part 1: Review of Fiscal Year 2026 Federal Maritime Commission Budget Request":*

We meet today to review the President's fiscal year 2026 budget request for the Federal Maritime Commission (FMC).

The FMC is an independent agency responsible for the regulation of ocean-borne transportation in the foreign commerce of the United States. They also protect shippers and carriers from unfair practices of foreign-flagged carrier alliances. The President's fiscal year 2026 budget request includes \$40 million to fund the salaries, operations, and capital needs of the FMC.

Today, we welcome our witness, Commissioner Rebecca Dye of the Federal Maritime Commission, to discuss the budget request, as well as the state of the ocean shipping industry and their ongoing work implementing the *Ocean Shipping Reform Act of 2022 (OSRA)*.

The FMC has worked diligently since the enactment of *OSRA* to implement its enhanced authorities, and I look forward to hearing from Commissioner Dye today on the status of FMC's efforts.

Earlier this year, the FMC announced an investigation into vessel flagging laws, regulations, and practices of foreign countries. I fear these so called “flags of convenience” create unfavorable shipping conditions in the foreign trade of the United States.

Many vessels conducting international trade fly flags that differ from the nation where the ownership is based. The FMC is examining whether certain flag states may have standards that provide vessels with lower costs and oversight at the expense of reliability and safety. I look forward to hearing from Commissioner Dye on the progress of the investigation.

In line with President Trump’s executive order to restore American maritime dominance, we are working to bolster our domestic maritime capabilities, which are paramount to both the security and economic growth of our nation. I look forward to hearing from our witness on how the FMC plans to make United States maritime great again.

Click [here](#) for more information from today’s hearing, including video and witness testimony.



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From: Transportation Committee Republicans
Sent: 11 Feb 2025 17:19:17 -0500
To: Priebe, Jack (OST)
Subject: Clean Water Act Permitting Reforms Needed So That America Can Build Infrastructure

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COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Clean Water Act Permitting Reforms Needed So That America Can Build Infrastructure

For Immediate Release: February 11, 2025
Contact: Justin Harclerode (202) 225-9446

Washington, D.C. - Witnesses at a Water Resources and Environment Subcommittee hearing today testified about how commonsense *Clean Water Act (CWA)* permitting reforms can address regulatory uncertainty and the abuses that have delayed infrastructure projects, increased project costs, and blocked projects over issues unrelated to clean water. The Subcommittee's hearing examined how Congress can ensure the *CWA* balances the goal of protecting water quality with building infrastructure in a timely manner.

Water Resources and Environment Subcommittee Chairman Mike Collins (R-GA) said at the beginning of today's hearing: "While the *Clean Water Act* has had many successes in maintaining and improving water quality for the benefits of citizens and industries nationwide, it unfortunately has also been used to slow or stop progress on important projects. States, manufacturers, energy producers, cities, farmers, builders, homeowners, utilities, and many others rely on a *Clean Water Act* permitting process that is easy to understand, easy to follow, and easy to implement. In short, to let America build, the *Clean Water Act* needs to work."

Noah Hanners, Executive Vice President of Nucor Corporation, the largest steel producer in the United States, appeared on behalf of the National Association of Manufacturers. He testified that companies like his create good-paying jobs for Americans "all while developing and deploying technologies that make our environment cleaner." But he cited just how consequential permitting delays are to manufacturers and others throughout the regulated community: "It is no surprise that in a 2024 survey of manufacturers, 72 percent of respondents said that the length and complexity of

the permitting process affected their investment decisions. That's the real problem. If we want to grow America's economy, we need to fix this broken system.”

The hearing covered a range of *CWA* permitting and regulations, including *CWA* Sections 401, 402, and 404, as well as recent concerns about the Biden Administration's burdensome and unlawful Waters of the United States (WOTUS) rule. Witnesses agreed that when states carry out delegated permitting authorities, the process is often much more certain and dependable compared to dealing with federal agencies. **Rep. Bob Onder (R-MO)** discussed this difference with **Buddy Hasten, President and CEO of Arkansas Electric Cooperative Corporation** and testifying on behalf of the National Rural Electric Cooperative Association:



However, **Robert D. Singletary, Executive Director of the Oklahoma Department of Environmental Quality**, noted that while states have a vital role in protecting water quality within their borders, certain states have weaponized the *CWA* to veto projects they philosophically disagree with, rather than for water quality reasons. He recommended that Congress consider placing reasonable limits on the Section 401 process for the state certification of water quality to prevent future abuses of the program. **Rep. Vince Fong (R-CA)** discussed with **Singletary** the potential for more Section 401 permitting abuses under the Biden Administration's Water Quality Certification Rule that went into effect in 2023:



Witnesses discussed the costs of permitting delays and uncertainty, not only to the regulated community, but to all Americans. **Rep. Jeff Hurd (R-CO)** and **Hasten** discussed how customers ultimately bear the costs of when, for example, an electric cooperative's project gets slowed down by permitting delays. He agreed that these types of delays and project cost increases act as a hidden tax on rural America:



Chairman Collins talked with **Hanners** about a massive \$800 million cost increase associated with a Section 404 permitting delay for a steel mill project in West Virginia, how this and similar delays have made **Hanners'** company more cautious about investing in such job-creating projects, and how supporting states' rights in the regulatory process and reasonable limits to judicial reviews are ways

to improve permitting processes:



To address permitting delays, witnesses' recommendations to the Committee included:

- More predictable and timely permitting under the various CWA programs, including Nationwide Permits (NWP)
- Clarifying the scope of projects subject to CWA permitting and limiting scope to water quality
- Improving certainty for permit holders so they know that permits, once issued, are determinative
- Limiting judicial review to ensure project proponents are not left open to frivolous litigation and delays Reinforcing the role states and locals play in protecting water quality under the CWA's federal-state framework
- Enhancing the National Pollutant Discharge Elimination System (Section 402) permit shield
- Ensuring NWP are reauthorized by federal regulators in a timely manner
- Guarding against federal overreach and overburdensome federal regulations, especially surrounding the definition of WOTUS

In the 118th Congress, the House of Representatives approved H.R. 7023, the *Creating Confidence in Clean Water Permitting Act*, which included a number of CWA reforms to address concerns raised at today's hearing. Last Congress, the House also approved H.R. 1152, the *Water Quality Certification and Energy Projects Improvement Act of 2023*, to streamline and clarify the Section 401 permitting process, and the bill was also included in H.R. 1, the *Lower Energy Costs Act*.

More information from this hearing is available [here](#).

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From: Transportation Committee Republicans
Sent: 6 Feb 2025 18:55:43 -0500
To: Matesic, Hannah (OST)
Subject: Committee Leaders' Joint Statement Following NTSB Briefing on Investigation of Crash at Ronald Reagan Washington National Airport

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COMMITTEE ON

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SAM GRAVES, CHAIRMAN

PRESS RELEASE

Committee Leaders' Joint Statement Following NTSB Briefing on Investigation of Crash at Ronald Reagan Washington National Airport

For Immediate Release: February 06, 2025

Contact:

[Justin Harclerode](#) (T&I Republicans)

[Peter True](#) (T&I Democrats)

Washington, D.C. - Joint statement of Transportation and Infrastructure Committee Chairman Sam Graves (R-MO), Transportation and Infrastructure Committee Ranking Member Rick Larsen (D-WA), Aviation Subcommittee Chairman Troy E. Nehls (R-TX), and Aviation Subcommittee Ranking Member Steve Cohen (D-TN) following today's closed briefing for Committee Members by the National Transportation Safety Board (NTSB) on their ongoing investigation of the January 29th collision at Ronald Reagan Washington National Airport between American Airlines Flight 5342 and a UH-60 Army helicopter:

"We appreciate the tireless work of Chair Homendy and the NTSB, including their efforts to keep the Committee informed, as they continue to investigate the recent collision of two aircraft in our nation's capital. Ensuring U.S. aviation safety is of paramount importance to this committee, and we all want to understand the circumstances that led to this tragic accident. However, we urge everyone to refrain from speculating about the cause of this accident until all the facts are known. Our deepest condolences and thoughts remain with the families of the victims and first responders."



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From: Transportation Committee Republicans
Sent: 29 Jan 2025 22:51:19 -0500
To: Priebe, Jack (OST)
Subject: Committee Leaders' Joint Statement on Aviation Accident at Ronald Reagan Washington National Airport

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COMMITTEE ON

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SAM GRAVES, CHAIRMAN

PRESS RELEASE

Committee Leaders' Joint Statement on Aviation Accident at Ronald Reagan Washington National Airport

For Immediate Release: January 29, 2025

Contact:

[Justin Harclerode](#) (T&I Republicans)

[Peter True](#) (T&I Democrats)

Washington, D.C. - Joint statement of Transportation and Infrastructure Committee Chairman Sam Graves (R-MO), Transportation and Infrastructure Committee Ranking Member Rick Larsen (D-WA), Aviation Subcommittee Chairman Troy E. Nehls (R-TX), and Aviation Subcommittee Ranking Member Steve Cohen (D-TN) on tonight's accident at Ronald Reagan Washington National Airport:

"We are continuing to monitor this evening's accident at Ronald Reagan Washington National Airport, and we are in contact with the Federal Aviation Administration and the National Transportation Safety Board. As we await more information from the ongoing response, our thoughts are with the passengers, crew, and their families, and the first responders on the scene."

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