



COMMITTEE ON
**TRANSPORTATION
& INFRASTRUCTURE**

SAM GRAVES, CHAIRMAN

Committee Print – Title X – Committee on Transportation and Infrastructure, a legislative proposal providing for reconciliation pursuant to H. Con. Res. 14, the Concurrent Resolution on the Budget for Fiscal Year 2025.

Sec. 100001. Coast Guard Assets Necessary to Secure the Maritime Border and Interdict Migrants and Drugs.

This section provides \$21.2 billion to the United States Coast Guard (Coast Guard or the Service) for the acquisition, sustainment, improvement, and operations of Coast Guard assets necessary to provide presence, surveillance, and security of the maritime border. Specifically this section makes the following funds available for obligation through September 30, 2029: \$571.5 million for fixed wing aircraft; \$1.283 billion for rotary wing aircraft; \$140 million for long-range unmanned aircraft and base stations; \$4.3 billion for Offshore Patrol Cutters; \$1 billion for Fast Response Cutters; \$4.3 billion for Polar Security Cutters; \$4.978 billion for Arctic Security Cutters and domestic icebreakers; \$3.154 billion for shoreside infrastructure, of which \$400 million is for hangars, maintenance, and crew facilities for fixed wing aircraft and rotary wing aircraft, \$2.33 billion is for homeports for Offshore Patrol Cutters, Fast Response Cutters, Arctic Security Cutters, Polar Security Cutters, and National Security Cutters, and \$425 million for design, engineering, construction management of, and program management for enlisted boot camp recapitalization, including barracks' replacement and a multi-use training center; \$1.3 billion for aviation, cutter, and shoreside facility depot maintenance, of which \$500 million is for a floating dry dock; and \$180 million for maritime domain awareness, of which \$75 million is for autonomous surface assets.

This section waives certain acquisitions requirements under chapter 11 of title 14, United States Code, related to acquisition, procurement, and construction for programs funded with appropriations under this section. Additionally, this section allows the use of a vessel construction manager for the construction of a floating drydock, Arctic Security Cutters, or domestic icebreakers. It also limits design, planning and engineering to 15 percent of the amount appropriated.

Before spending funds appropriated by this section, the Coast Guard is required to submit overdue reports on Coast Guard acquisition, provide an expenditure plan, and notify the Congressional committees of jurisdiction before taking actions impacting estimated acquisition costs or timelines. Finally, the President is required to notify the Congressional Committees of jurisdiction before exercising an exception under section 1151(b) of title 14, United States Code.

Sec. 100002. Changes to Mandatory Benefits Programs to Allow Selected Reserve Orders for Preplanned Missions to Secure Maritime Borders and Interdict Persons and Drugs.

This section gives the Commandant of the Coast Guard the authority to order any member of the Selected Reserve to active duty for no more than 365 consecutive days to conduct preplanned missions.

Under current law, the Coast Guard has authority to call up reservists to respond to emergencies. In contrast, the Department of Defense has the authority to call up the reservists of the other five armed forces both to respond to emergencies and to conduct preplanned activities. This section provides the Coast Guard parity with the other armed forces.

Sec. 100003. Vessel Tonnage Duties.

This section increases vessel tonnage duties imposed on vessels that enter the United States from a foreign port or place or depart from and return to a United States port or place after a “voyage to nowhere.” Current tonnage duty rates were established in 1909 and were temporarily increased in fiscal years (FYs) 2006 through 2010. This section returns the tonnage duty level to the amount that was imposed in FYs 2006 through 2010.

Sec. 100004. Registration Fee on Motor Vehicles.

This section directs the Administrator of the Federal Highway Administration (FHWA) to impose the following Federal annual motor vehicle registration fees: \$250 for an electric vehicle and \$100 for a hybrid vehicle. This section also requires each fee to be increased annually for inflation. Covered motor vehicles include vehicles intended for roadway use but exclude commercial motor vehicles and covered farm vehicles. This section requires that the collection of fees for electric vehicles and hybrid vehicles begins no later than the end of FY 2026 and that these fees terminate in FY 2035.

This section instructs state departments of transportation to collect the fees and remit the balance of the fees collected monthly to the FHWA Administrator. If a state fails to remit collected fees required under this section, FHWA will withhold Federal highway formula funding at an amount equal to 125 percent of the fees that were required to be remitted.

Additionally, this section provides \$104 million for states to establish the registration fee process, providing that a state may receive not more than \$2 million. A state found to be in compliance with this section is permitted to retain up to one percent of total fees collected by that state for administrative expenses.

This section requires the FHWA Administrator to issue any necessary regulations and guidance to carry out this section. This section also requires that the Administrator report to Congress on the status of implementation.

Sec. 100005. *Deposit of Registration Fee on Motor Vehicles.*

This section provides that amounts accrued pursuant to 23 U.S.C. 180 (the fees on motor vehicles created in section 100004 of this Committee Print) are deposited into the Highway Trust Fund.

Sec. 100006. *Motor Carrier Data.*

This section provides \$5 million to the Administrator of the Federal Motor Carrier Safety Administration (FMCSA) to establish a public website that details whether each motor carrier, as defined in section 13102, of title 49 United States Code, meets FMCSA operating requirements. Additionally, this section establishes an annual \$100 fee for accessing the website. This section also details that a broker, freight forwarder, or household goods freight forwarder who relies on the website's determinations of whether motor carriers have met FMCSA requirements has made reasonable and prudent determinations when engaging that motor carrier.

Sec. 100007. *IRA Rescissions.*

This section permanently rescinds unobligated balances for seven programs created under the *Inflation Reduction Act*: alternative fuel and low-emission aviation technology program, neighborhood access and equity grant program, Federal building assistance, use of low-carbon materials for Federal building assistance, General Services Administration emerging technologies, environmental review implementation funds, and low-carbon transportation materials grants.

Sec. 100008. *Air Traffic Control Staffing and Modernization.*

This section appropriates \$12.5 billion to the Administrator of the Federal Aviation Administration (FAA) for the acquisition, sustainment, improvement, and operation of facilities and equipment necessary to improve or maintain aviation safety, as well as supporting the personnel related to those facilities. Specifically, the section makes the following funds available for obligation until September 30, 2029: \$2.16 billion for air traffic control tower and terminal radar approach control facility replacement, of which at least \$240 million will be available for Contract Tower Program air traffic control tower replacement and airport sponsor-owned air traffic control tower replacement; \$3 billion for radar systems replacement; \$4.75 billion for telecommunications infrastructure replacement; \$500 million for runway safety projects, airport surface surveillance projects, and to carry out section 347 of the *FAA Reauthorization Act of 2024* related to surface safety risk mitigation; \$550 million for unstaffed infrastructure sustainment and replacement; \$300 million to carry out section 619 of the *FAA Reauthorization Act of 2024* related to NextGen programs; \$260 million to carry out the Don Young Alaska Aviation Safety Initiative; and \$1 billion for air traffic controller recruitment, retention, training, and advanced training technologies. Additionally, this section requires the FAA Administrator to provide a quarterly report on how these funds have been expended.

Sec. 100009. *Kennedy Center Appropriations.*

This section appropriates nearly \$241.8 million, which will remain available for obligation until September 30, 2029, for expenses related to capital repair and restoration of the John F. Kennedy Center for the Performing Arts (Kennedy Center). The section also appropriates \$7.7 million, which is available for obligation until September 30, 2026, for the operation, maintenance, and security at the Kennedy Center. Additionally, the section appropriates \$7.2 million, available until September 30, 2029, for administrative expenses.