

FOREWORD

The Committee on Transportation and Infrastructure has jurisdiction over the Nation's critical infrastructure, which impacts the daily lives of every American in many ways. For example, there are more than four million miles of public roads in the United States, 19,700 civil airports, and over 138,000 miles of freight rail in the United States. Amtrak maintains over \$17 billion dollars worth of infrastructure assets, and 726 public transit agencies receive Federal assistance. The General Services Administration owns or leases 9,600 assets and maintains an inventory of more than 362 million square feet of space. There are approximately 1,700 miles of levees, 650 dams and 383 major lakes and reservoirs, 12,000 miles of commercial inland channels, and 75 hydropower generating facilities owned by the Federal Government. The United States also operates and maintains waterways leading to 926 coastal, Great Lakes, and inland harbors and 241 individual lock chambers at 195 sites nationwide.

With such an array of Federal agencies and programs receiving billions of dollars each year, the potential for waste and mismanagement of resources is considerable. The Committee continually has sought responsible reforms and increased transparency of the programs and agencies in its jurisdiction in order to be proper stewards of the taxpayers' money.

At the beginning of the 112th Congress, the Nation was struggling with high rates of unemployment and home foreclosures, out-of-control government spending, and a hostile regulatory environment for businesses and job-creators. As the Federal Government continued to amass trillion-dollar deficits, the American people faced tremendous uncertainty about the future.

The country's infrastructure also faced uncertain times and in order to provide the basis for a stronger, more vibrant economy, Congress needed to renew and reform many important Federal programs for improving transportation in the United States.

As the new Congress began, the Committee on Transportation and Infrastructure met the difficult challenges before it with renewed energy, recognizing the necessity for measures to create jobs, cut red tape in Federal programs, reduce the size of a too-intrusive government, and wisely invest the taxpayers' hard-earned money. Guided by these objectives, the Committee strived to help provide for the safe transportation of people and the unimpeded flow of commerce across the country.

In moving these goals forward, the Committee focused on all aspects of its jurisdiction, which includes all modes of transportation: aviation, maritime and waterborne transportation, roads, bridges, mass transit, and railroads. The Committee also has jurisdiction over other aspects of our national infrastructure, such as clean water and waste water management, the transport of resources by pipeline, the management of federally owned real estate, flood damage reduction, the development of economically depressed rural and urban areas, and disaster preparedness, response, recovery, and mitigation. The Committee's broad oversight portfolio includes many Federal agencies, including those within the Department of Transportation, as well as the Environmental Protection Agency, the Federal Emergency Management Agency, the

General Services Administration, Amtrak, the Army Corps of Engineers, the U.S. Coast Guard, and others.

As part of its legislative and oversight agenda, the Committee held 13 markups, one organizational meeting, 114 hearings, 10 listening sessions, 11 roundtables, and one symposium. In addition, the Committee reported 19 bills, issued five investigative reports on the Transportation Security Administration and Amtrak, and approved the Committee Oversight Plan and the Budget Views and Estimates. A total of 55 bills under the Committee's jurisdiction have passed the House; 30 of these bills have been signed into law by the President.

The passage of multiple major transportation measures into law has made the 112th Congress one of the most productive for the Transportation and Infrastructure Committee in decades.

Major Committee legislative initiatives that became law in the last 24 months include:

The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) was signed into law July 6, 2012, the result of the dedicated efforts of this Committee and the Conference Committee. The Act, also known as MAP-21, reauthorizes Federal highway, transit and highway safety programs through the end of fiscal year 2014. It includes significant reforms to cut Federal red tape and bureaucracy, consolidate and eliminate duplicative programs or programs which are not in the Federal interest, and ensure that states have more flexibility to focus funding on their most critical needs. The Act contains no earmarks and does not add to the deficit. The measure provides \$105 billion over two years (2013 and 2014) for Federal highway, transit, and highway safety programs.

The FAA Modernization and Reform Act of 2012 (P.L. 112-95) was signed into law February 14, 2012, successfully concluding a five-year effort to reauthorize Federal aviation programs. This Act facilitates job creation by providing long-term stability for the aviation industry. It provides responsible funding for FAA safety programs, air traffic control modernization, and operations, holding spending at fiscal year 2011 levels through 2015. It provides for unprecedented reform of the National Mediation Board; limits efforts to over-regulate the aviation industry; and reforms the Essential Air Service program by eliminating the most egregious subsidies and prohibiting new entrants to the program.

The Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (P.L. 112-90) reauthorized Federal pipeline safety programs through FY 2015. It provides for enhanced safety and reliability in pipeline transportation and ensures regulatory certainty, which will help create a positive environment for job development. The legislation was enacted into law on January 3, 2012.

The European Union Emissions Trading Scheme Prohibition Act of 2011 (P.L. 112-200) protects the sovereignty of the United States, without infringing upon other nations' right to impose taxes within their own borders. Signed by the President on November 27, 2012, the law prohibits the United States' participation in a unilaterally imposed European Union scheme to



tax emissions of American aircraft operators and air carriers, as well as those of other nations, outside of EU airspace.

On December __, 2012, the Coast Guard and Maritime Transportation Act of 2012 (P.L. 112-___) became law, instituting common sense reforms and upholding the United States Coast Guard's ability to carry out its important and diverse missions. This two-year authorization includes provisions that will give service members and dependents of the Coast Guard – the Nation's first line of defense for maritime safety and security – greater parity with their counterparts in the other armed services. The measure reforms and improves Coast Guard administration and eliminates obsolete authorities, and encourages job growth in the maritime sector by reducing regulatory burdens on small businesses, fishermen and port workers.

~~The John F. Kennedy Center Reauthorization Act of 2012 (P.L. 112-131), signed into law June 8, 2012, is a fiscally responsible authorization of the capital repair and maintenance program of the Kennedy Center and allows for the raising of private funds to construct a new annex for this national treasure.~~

These laws held the line on federal spending and contain provisions that will reduce waste and prevent government-imposed burdens and red tape on American businesses. Along with thorough oversight activities to uncover waste in the General Services Administration's management of Federal property, improve intercity passenger rail service under Amtrak, and ensure a more reasoned regulatory approach by the Environmental Protection Agency and other agencies, these legislative initiatives will help in putting our Nation's infrastructure on a path to a state of good repair, put our Nation on better economic footing, and ensure that much-needed job creation is not stifled or curtailed.

The Committee could not have achieved these accomplishments without the bipartisan leadership and dedication of each of the Members of the Committee, particularly Ranking Member Nick J. Rahall II, and the Chairs and Ranking Members of each of the Subcommittees. The Subcommittee Chairs have diligently laid the foundation for the Committee's accomplishments by conducting hearings and guiding bills and resolutions through each of their respective Subcommittees.

With great pride in our Committee's work, I hereby submit the fourth semiannual report on the Legislative and Oversight Activities of the Committee on Transportation and Infrastructure for the 112th Congress. This summary highlights accomplishments that will create jobs, save money for the taxpayers, and shrink the size of the Federal Government, all while improving the safety, security, and efficiency of the country's transportation systems and infrastructure in the coming years.

JOHN L. MICA, Chairman,
Committee on Transportation and Infrastructure