

**VIEWS AND ESTIMATES**  
**OF THE**  
**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**  
**FOR FISCAL YEAR 2027**

**Overview**

Section 301(d) of the Congressional Budget Act of 1974 (the Budget Act) and clause 4(f)(1) of House Rule X require committees to submit views and estimates to the Committee on the Budget.<sup>1</sup> To assist the Committee on the Budget in the development of a budget resolution for Fiscal Year (FY) 2027, we respectfully submit our views and estimates for programs under the jurisdiction of the Committee on Transportation and Infrastructure (Committee).

This year the Committee intends to prioritize a broad legislative and oversight agenda during the coming fiscal year focused on maintaining the safety, reliability, and long-term sustainability of the Nation's transportation and infrastructure systems. In addition to continued oversight of agencies and programs within the Committee's jurisdiction, the Committee expects to advance legislation addressing the upcoming expiration of major surface transportation authorities and other critical infrastructure programs.

Among the Committee's principal legislative priorities are enactment of a long-term surface transportation reauthorization, consideration of a new Water Resources Development Act, and continued efforts to strengthen the Nation's ports, waterways, and transportation networks. The Committee will also continue conducting oversight of the Department of Transportation and the Administration's efforts to modernize the national airspace and its air traffic control (ATC) system, enhancing safety and increasing efficiency for millions of travelers a year.

Many surface transportation and infrastructure programs authorized under the *Infrastructure Investment and Jobs Act (IIJA)* are scheduled to expire at the end of Fiscal Year 2026. Without Congressional action to reauthorize these programs, Federal, state, and local transportation agencies could face disruptions in long-term planning, project delivery, and capital investment activities.

**Cost Savings, Unauthorized Spending, Improper Payments, and Mandatory Spending**

The Committee intends to identify legislative opportunities to reduce, eliminate, or otherwise modify programs within its jurisdiction that are redundant, unnecessary, or inefficient. The Committee will review and consider the work and recommendations of the various Inspectors General and the Government Accountability Office (GAO). The Committee will conduct oversight into improper and unknown payments and will address certain expired or expiring authorizations as part of its legislative activity for the 119th Congress.

As part of the FY 2025 reconciliation process, the *One Big Beautiful Bill Act (OBBBA)* rescinded \$5.2 billion in unobligated funds from *Inflation Reduction Act* programs within the

---

<sup>1</sup> Congressional Budget Act of 1974, Pub. L. No. 93-344 § 301(d), 88 Stat. 297 [hereinafter Budget Act]; Rules of the House of Representatives, 119th Cong., Rule X, clause 4(f)(1).

Committee’s jurisdiction, reducing mandatory spending outlays by \$4 billion.<sup>2</sup> While reconciliation measures account for a portion of the Committee’s mandatory outlays, a majority of the remaining mandatory outlays generally support Coast Guard retirement pay, Federal-aid highways spending exempt from obligation limitation, and the railroad retirement system.<sup>3</sup> Given the split budgetary classification of certain surface transportation and aviation programs, where budget authority is mandatory and outlays are discretionary, a majority of the Committee’s mandatory spending is recorded as budget authority only. The Committee will thoroughly review Highway Trust Fund (HTF) programs with mandatory budget authority as part of the reauthorization process.

### **The President’s FY 2027 Budget**

The Committee will continue to examine and evaluate the President’s FY 2027 budget proposals for agencies and programs within the Committee’s jurisdiction. To ensure the efficient and responsible use of taxpayer dollars, the Committee will review agency plans for allocating funding and disbursing grants and other awards to eligible entities.

The Budget places significant emphasis on aviation modernization and the upgrade of critical safety systems. The Administration proposes a \$481 million increase for Federal Aviation Administration (FAA) Operations to support the continued hiring and training of air traffic controllers, aviation safety personnel, and technical staff. The request also proposes level funding for the FAA Facilities & Equipment (F&E) to maintain our ATC infrastructure and supports upgrades to FAA telecommunications and operational systems intended to improve the reliability and efficiency of the national airspace system.

The Budget also proposes a total of \$87.6 billion for surface transportation programs administered through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), including investments intended to improve the safety, efficiency, and reliability of the Nation’s highway and transit systems. The Administration proposes \$66.2 billion for FHWA programs, including \$64.7 billion for the Federal-aid Highway Program to provide formula funding to states for highway construction and maintenance activities. These funding levels are based off the final year of surface transportation authorization figures contained in the *IJA* and are not representative of Congressional action or Administration requests relating to a reauthorization of Federal surface transportation programs.

### **Surface Transportation Reauthorization**

One of the Transportation and Infrastructure Committee’s main priorities for the 119<sup>th</sup> Congress is enacting the next bipartisan, multi-year surface transportation reauthorization before the current law, *IJA*, expires on September 30, 2026.

Reauthorization of the Department of Transportation’s surface transportation programs provides the Department with contract authority from the Highway Trust Fund (HTF). This

---

<sup>2</sup> One Big Beautiful Bill Act, Pub. L. No. 119-21, [hereinafter OBBBA]

<sup>3</sup> CONGRESSIONAL BUDGET OFF., Jan. 2025 Baseline, Adjusted for Enacted Legislation, (Aug. 18, 2025 1:35 p.m.), (on file with Comm.).

contract authority is critical to ensure stable, predictable long-term funding which enables states, transit agencies, and other stakeholders to advance essential infrastructure projects. Federal investment in surface transportation infrastructure plays a vital role in strengthening the economy and improving the quality of life for Americans.

On May 21, 2026, the Committee considered H.R. 8870, the *BUILD America 250 Act*, which reauthorizes and invests in America’s most critical surface transportation infrastructure and programs for the next five years, including our roads and bridges, effective transit and rail transportation, and highway and motor carrier safety programs. The *BUILD America 250 Act* includes reforms to speed up environmental reviews and project delivery timelines. It also provides the first new revenue stream into the HTF in over 30 years by imposing a fee on electric vehicle and hybrid plug-in vehicles owners, ensuring all road users are contributing into the HTF. The Committee requests a reserve fund to accommodate the budgetary effects of this legislation.

### **Highway Trust Fund**

Federal highway, highway safety, and mass transit programs are largely funded through the collection of user fees in the form of Federal excise taxes on motor fuels and other highway related products, such as tires and commercial motor vehicles, that are deposited in the HTF. IJA authorized \$382.9 billion over five years from the HTF for Federal-aid highways, transit, and highway safety programs. The Committee acknowledges that increased HTF spending coupled with stagnant fuel tax rates and declining gasoline tax revenues, among other factors, have contributed to the HTF’s solvency issues. Increased fuel efficiency as well as the prevalence of electric vehicles (EVs), have reduced overall fuel consumption, driving down gasoline tax receipts. Several of the taxes deposited into the HTF will either expire or be significantly reduced in the years following the expiration of IJA. The Committee supports efforts to ensure the long-term solvency of the HTF.

### **Aviation**

The National Airspace System (NAS) underpins \$1.6 trillion in annual economic activity and supports 10 million aviation-related jobs.<sup>4</sup> However, much of the FAA’s air traffic infrastructure is several decades old, which decreases efficiency and jeopardizes the reliability and safety of critical navigation and surveillance services provided to aircraft operating in the NAS. Congress, through OBBBA, made a historic \$12.5 billion investment in the “Brand New Air Traffic Control System” (BNATCS) in 2025. The FAA proposes supplemental funding in a comprehensive three-year framework to modernize and replace the agency’s deteriorating critical safety and efficiency systems<sup>5</sup> This investment will provide for:

- The transition from copper wire-based Time-Division Multiplexing (TDM) to fiber-optic and wireless Internet Protocol (IP) on the FAA Telecommunications Infrastructure (FTI) network is essential to safeguard the NAS.

---

<sup>4</sup> FAA, *Brand New Air Traffic Control System* (May 2025), <https://www.transportation.gov/sites/dot.gov/files/2025-05/Brand%20New%20Air%20Traffic%20Control%20System%20Plan.pdf>

<sup>5</sup> U.S. Gov’t Accountability Off., *GAO-24-107001, Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems* (2024), <https://www.gao.gov/products/gao-24-107001>

- The deployment of new digital radios to address the obsolescence, reliability issues, and cybersecurity vulnerabilities of aging radio equipment, and to ensure safe and efficient air traffic communication in the NAS.
- Implementing real-time surface movement awareness technology which is vital in the prevention of runway incursions, significantly enhancing safety at U.S. airports.
- Improving efficiencies in the NAS by deploying Terminal Flight Data Manager (TFDM) at additional airports, replacing antiquated paper with electronic flight strips, and developing the Flow Management Data and Services (FMDS) program to minimize flight delays and congestion, and effectively support the evolving demands of the NAS.
- Replacing or upgrading many ATC facilities, including Terminal Radar Approach Control facilities (TRACON)s and air route traffic control centers (ARTCCs or en route centers), which are deteriorating at alarming rates.
- Bolstering air traffic controller hiring, training and retention to meet the overall safety and operational demands of the NAS.

The issues highlighted by the tragic midair collision between a passenger aircraft and a United States Army helicopter over the Potomac River in January 2025 have thrust certain shortcomings of the NAS into the public spotlight and are a focus of the Committee, because if left unaddressed they pose a critical risk to aviation safety. The incident underscored longstanding challenges related to pilot and air traffic control alerting, gaps in safety data, aging air traffic control infrastructure, staffing shortages, coordination between civilian and military aviation operations, and the urgent need for modernization across the NAS, among other safety issues. It also exposed feasible upgrades for aircraft that could aid flight crews in maintaining situational awareness. The Committee remains committed to making meaningful reforms, supporting robust investments and oversight efforts to improve the reliability, efficiency, and safety of the Nation's aviation system.

The FAA's F&E account supports ATC facilities and other essential NAS infrastructure.<sup>6</sup> Over the past 15 years, the annual appropriation to the F&E account used to sustain and improve most of FAA's air traffic control infrastructure has remained essentially flat at approximately \$3 billion per fiscal year.<sup>7</sup> This stagnant funding has caused the FAA to lose about \$1 billion in purchasing power due to inflation, as the agency seeks to maintain aging systems and infrastructure and meet ambitious goals to modernize the system for increased safety and efficiency of the NAS.<sup>8</sup>

The Committee notes that amounts appropriated under H.R. 1 represents only a down payment on providing the FAA with critical ATC modernization funding. Additional funding, particularly for acquiring and deploying modern ATC automation systems, will be necessary to help ensure the ongoing ATC modernization initiative reaches its maximum potential. Additionally, the Committee notes the Administration's obligation, as required under OBBBA, to

---

<sup>6</sup> U.S. Dep't of Transp., *Brand New Air Traffic Control System Plan* (May 2025)

<https://www.transportation.gov/sites/dot.gov/files/2025-05/Brand%20New%20Air%20Traffic%20Control%20System%20Plan.pdf>.

<sup>7</sup> *Id.*

<sup>8</sup> *Id.*

provide timely and substantive updates on these efforts to Members. The Committee requests a reserve fund to accommodate the budgetary effects of this additional ATC system investment.

## **United States Coast Guard**

The Coast Guard is a component of the Department of Homeland Security (DHS) and is the Nation’s lead Federal maritime law enforcement agency. It received nearly \$25 billion in supplemental funding in FY 2025 for various acquisitions and in support of efforts to modernize operations and capabilities.

For decades, the United States Coast Guard has faced persistent undercapitalization, undermining its ability to effectively carry out its maritime border security and national defense missions.

In January 2026, the GAO released a report identifying challenges that have hindered the Coast Guard’s ability to meet its maritime security operation demands.<sup>9</sup> Given its limited resources, the Coast Guard has been forced to make tradeoffs to address a significant increase in maritime migration levels that began in 2021. Specifically, it redirected assets to migrant interdiction that it had originally allocated to other missions, such as drug interdiction.<sup>10</sup> GAO made two recommendations to address these issues, including implementing new migrant interdiction performance measures for the Coast Guard and (2) implement a process for the Operation Vigilant Sentry task force to identify lessons learned from events and share related reports with all relevant federal partners.

Most recently, the *Coast Guard Authorization Act of 2025* was signed into law as part of the *National Defense Authorization Act for Fiscal Year 2026*.<sup>11</sup> This authorized funding for the Coast Guard in FY 2025 through FY 2029 to support Coast Guard operations, major acquisitions and capital investment efforts.<sup>12</sup> The bill authorizes a growth of active-duty personnel for the Coast Guard to 50,000 for each of FYs 2025 and 2026, 55,000 for FY 2027 and 60,000 for each of FYs 2028 and 2029 following a demonstration of a sufficient Administration budget request to support that end strength level.<sup>13</sup> This legislation authorizes \$25 billion and \$18.5 billion over five years for Coast Guard operations and procurement, construction, and improvements (PC&I), respectively, to support the bill’s authorization for end strengths and to address the Service’s undercapitalization.<sup>14</sup>

The Transportation and Infrastructure Committee recently held a hearing entitled, “*Review of the Coast Guard’s Fiscal Year 2027 Budget Request*” in April 2026.<sup>15</sup> The hearing

---

<sup>9</sup> U.S. Gov’t Accountability Off., *Coast Guard: Actions Needed to Improve Maritime Interdictions*, GAO-26-107440 (Jan. 2026), <https://www.gao.gov/assets/gao-26-107440.pdf>

<sup>10</sup> *Id.*

<sup>11</sup> *National Defense Authorization Act for Fiscal Year 2026*, Pub. L. No. 119-60, 139 Stat. \_\_\_\_ (2025), <https://www.congress.gov/119/plaws/publ60/PLAW-119publ60.pdf>

<sup>12</sup> *Coast Guard Authorization Act of 2025*, H.R. 4275, 119th Cong. (2025).

<sup>13</sup> *Id.*

<sup>14</sup> *Id.*

<sup>15</sup>

was focused on how the Coast Guard will utilize their funding to enable the Service to rebuild its fleet of surface, air, and shoreside assets.

### **Federal Railroad Administration (FRA)**

The Committee plans to conduct oversight and review of actions taken by the FRA, freight railroads, Amtrak and other passenger railroads, and the Surface Transportation Board (STB). Specifically, the Committee will closely monitor implementation of the programs, grants, policies, and funding authorized, as well as other regulatory actions to ensure that funds are used responsibly and consistent with Congressional intent.

### **Pipeline Safety Programs**

The current authorization for PHMSA pipeline safety activities and programs lapsed on September 30, 2023, and has been operating under continuing authorities since then. H.R. 5301, the *PIPES Act of 2025* builds upon H.R. 6494, the *Promoting Innovation in Pipeline Efficiency and Safety (PIPES) Act of 2023*, legislation introduced and approved by the T&I Committee during the 118th Congress. H.R. 5301 would reauthorize the pipeline safety programs of the Pipeline and Hazardous Materials Safety Administration (PHMSA) through 2029.

### **Water Infrastructure**

The Clean Water State Revolving Fund (CWSRF) program is the primary source of Federal financial assistance for clean water infrastructure projects.<sup>16</sup> In FY 2027, the Environmental Protection Agency (EPA) proposes \$155 million for the Clean Water (CWSRF) program.<sup>17</sup> The Federal Government has provided funding to the CWSRF for decades and EPA proposes to shift the primary responsibility of infrastructure funding to the states and local governments.

Since the program was established, Congress has provided more than \$55.7 billion in Federal capitalization assistance to the states. In turn, this infusion of Federal funding has leveraged over \$181.4 billion in direct assistance to communities through over 50,900 agreements.<sup>18</sup> The Committee acknowledges the benefits this program provides to states and communities and supports its reauthorization.

The FY 2027 Budget includes \$1.7 million for the establishment of a new Good Samaritan Mine Remediation program to implement the Good Samaritan Remediation of Abandoned Hardrock Mines Act of 2024. This investment would set up pilot projects and work

---

<sup>16</sup> JONATHAN L. RAMSEUR, CONG. RSCH. SERV., (R46471), FEDERALLY SUPPORTED PROJECTS FOR WASTEWATER, DRINKING WATER, AND WATER SUPPLY INFRASTRUCTURE, (updated Aug. 1, 2024), available at <https://www.crs.gov/Reports/R46471>, [hereinafter CRS Report R46471]

<sup>17</sup> U.S. Evtl. Prot. Agency, *Fiscal Year 2027 Congressional Justification*, [https://www.epa.gov/system/files/documents/2026-04/00\\_fy-2027-bib\\_combined\\_final.pdf](https://www.epa.gov/system/files/documents/2026-04/00_fy-2027-bib_combined_final.pdf) (2026).

<sup>18</sup> EPA, CWSRF 2024 ANNUAL REPORT, (Oct. 2025), available at <https://www.epa.gov/cwsrf/about-clean-water-state-revolving-fund-cwsrf>.

toward issuing permits for the cleanup and improvement of abandoned hardrock mines, assisting with water quality improvement and watershed restoration.<sup>19</sup>

### **Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)**

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment.

The Committee will oversee the expedited cleanup of contaminated sites such as Superfund, brownfields, leaking underground storage tanks, and abandoned mining sites while preventing the creation of new sites.

### **United States Army Corps of Engineers (Civil Works)**

The Corps' primary civil works responsibilities are to support navigation, flood risk management, and aquatic ecosystem restoration.<sup>20</sup> The Corps also provides outdoor recreation opportunities, offers water supply and conservation to state and local partners, assists in emergency response, and is a leading producer of hydropower in the United States.<sup>21</sup> Many Corps projects are multipurpose, incorporating navigation, flood risk management, and/or ecosystem restoration in conjunction with water supply and conservation, recreation, and/or hydropower into their design, construction, and operation. To achieve its civil works mission, the Corps plans, designs, and constructs water resources development projects, typically in partnership with, and utilizing the cost-shared, financial support of, non-Federal interests.

Congress generally authorizes Corps' studies, projects, and programs and makes changes to agency policies through legislation referred to as Water Resources Development Acts (WRDAs). Congress has developed and enacted WRDAs intermittently since the 1980s and has biennially enacted a WRDA since 2014. Most recently, WRDA 2024 was signed into law as Division A of the *Thomas R. Carper Water Resources Development Act of 2024* (P.L. 118-272) in January 2025, and the Committee supports funding at the levels authorized.<sup>22</sup> The Committee will attentively review the Corps' implementation of provisions of prior WRDAs, including WRDA 2024, such as those intended to improve the efficiency of the project planning and project delivery process, and those that address opportunities for water supply, water conservation measures, and drought resiliency efforts at and in the operation of water resources development projects.

---

<sup>19</sup> *Id.*

<sup>20</sup> ANNA NORMAND & NICOLE CARTER, CONG. RSCH. SERV. (IF113322), WATER RESOURCES DEVELOPMENT ACTS: PRIMER AND ACTION IN THE 118TH CONGRESS, (Updated Jan. 14, 2025), available at <https://www.crs.gov/Reports/IF113322>

<sup>21</sup> *Id.*

<sup>22</sup> WRDA 2024, Pub. L. 118-272, 138 Stat. 2996.

The Committee is currently formulating a new WRDA for 2026 to address ongoing project and policy requests from Members of Congress to exercise Congressional oversight of the Corps and address local water resources challenges. The Committee strongly supports enactment of a new, bipartisan WRDA each Congress – a tradition that has gone unbroken since 2014.

### **Federal Emergency Management Agency**

The Federal Emergency Management Agency (FEMA) supports state, local, tribal, and territorial governments and manages and coordinates the Federal response to, and recovery from, major domestic disasters and emergencies of all types, in accordance with the *Robert T. Stafford Disaster Relief and Emergency Assistance Act* (Stafford Act; P.L. 93-288, as amended).<sup>23</sup> FEMA is tasked with preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or manmade. FEMA draws from the Disaster Relief Fund (DRF) to fund response and recovery efforts.

The Committee intends to continue to advance bipartisan legislation that would streamline disaster response and recovery efforts, including through H.R. 4669, the *Fixing Emergency Management for Americans (FEMA) Act of 2025*. The goals of the *FEMA Act of 2025* align with those of the President’s Council to Assess the Federal Emergency Management Agency in its report released on May 7, 2026.<sup>24</sup> The *FEMA Act of 2025* streamlines disaster response and recovery while making several notable reforms. Specifically, the bill restores FEMA’s original status as an independent agency, reporting directly to the President and overseen by its own inspector general. The bill rewards effective state and local preparedness, protects taxpayers, cuts red tape, and ensures that disaster relief efforts are fast, fair, and free from political bias.

The Committee remains concerned about CBO’s scoring of legislative items intended to reduce regulatory burdens and ensure disaster victims receive the help they need and will continue working with the Budget Committee on this issue.

The Committee will continue to offer assistance and guidance to Members whose districts have been impacted by disasters.

### **General Services Administration**

GSA faces significant challenges due to an aging inventory, insufficient funding from the Federal Buildings Fund (FBF), increased maintenance costs, and difficulties disposing of excess property. The FY 2027 Budget request proposes investments to address the growing backlog of critical building life-safety and infrastructure needs, reduce the costs of maintaining Federally owned facilities, and right-size the Federal real estate portfolio while meeting the future workspace needs of Federal agencies and the public they serve.<sup>25</sup> The Committee recognizes

---

<sup>23</sup> Stafford Act, Pub. L. No. 93-288, as amended, 88 Stat. 143.

<sup>24</sup> Press Release, FED. EMERGENCY MGMT. AGENCY, *FEMA Review Council Releases Final Report* (May 7, 2026), available at <https://www.fema.gov/press-release/20260507/fema-review-council-releases-final-report>.

<sup>25</sup> Stafford Act, Pub. L. No. 93-288, as amended, 88 Stat. 143.

these challenges and will continue to examine GSA's management of its maintenance portfolio and whether GSA is sufficiently prioritizing maintenance requests.

The Committee is concerned that GSA has generally not had full access to the annual revenues and collections in the FBF since 2011, when appropriators began using the FBF to offset other unrelated spending in the Financial Services and General Government appropriations bill.<sup>82</sup> Rental receipts in the FBF have been constrained by more than \$14.9 billion over the last 15 years due to this funding limitation mechanism.<sup>83</sup> As a result, GSA has been unable to properly maintain and reinvest in its Federally owned inventory and address its growing backlog of deferred maintenance. GSA reports approximately \$6.1 billion in estimated costs of deferred maintenance and repairs for its building inventory as of the end of FY 2024.<sup>84</sup> According to GSA, deferred maintenance has grown at an average annual rate of 27 percent over the last five years, and if this rate continues combined with insufficient annual appropriations, the deferred maintenance backlog could exceed \$20 billion within five years.<sup>85</sup> Continued deterioration and limited funds to either purchase, repair or construct buildings is unsustainable, increases costs to the taxpayer, and deters GSA and its tenant agencies from acting strategically to reduce Federal real estate costs.<sup>86</sup>

The Committee believes that all funds paid into the FBF in a given fiscal year should be made available for GSA to fully utilize and effectively manage our Federal real estate. The Committee requests a budget enforcement mechanism in the FY 2027 budget resolution that would restrict use of the FBF to offset non-GSA spending in appropriations legislation.

At the request of the Committee, GAO conducted a study on office space utilization rates across the 24 Chief Financial Officer (CFO) agency headquarters to better understand how the Federal government is utilizing its real estate portfolio. GAO found that on average, 17 of the 24 CFO agency headquarters were at 25 percent or less utilization. Last Congress, Title III of the *Thomas R. Carper Water Resources Development Act (WRDA) of 2024* introduced new authorities to improve the management of Federal real estate. The *Utilizing Space Efficiency and Improving Technologies (USE IT) Act of 2023* mandates GSA and the Office of Management and Budget (OMB) establish standardized methods for measuring office occupancy across Federal agencies. The Act directs Federal agencies to consolidate, repurpose, or sell underused office space to increase operational efficiency and reduce real estate costs. The *Federal Use It or Lose It Leases (FULL) Act* requires GSA and tenant agencies to annually report their office space utilization rates to Congress. Under the *FULL Act*, if an agency's utilization rate falls below the 60 percent threshold for six months out of a year, the tenant agency would be required to return that underused space to GSA. This provision creates an incentive for agencies to actively manage their real estate holdings and reduce the financial burden of maintaining vacant or underutilized property. The first year of government-wide data released on March 31, 2026, revealed that no Federal agency met the 60 percent threshold. The Committee supports a FY 2027 budget resolution that accommodates implementation of the bills.

Additionally, the Committee will continue oversight of the Public Buildings Reform Board created by the *Federal Assets Sale and Transfer Act of 2016* (P.L. 114-287), which is charged with developing recommendations for the sale or redevelopment of high value real estate assets. The Committee will continue to examine current space utilization and work to reduce real

estate costs, thereby saving taxpayer dollars. The Committee will also evaluate alternative solutions to leverage private investment in capital projects, including public private partnerships, to reduce the costs to the American taxpayer, ensure buildings are properly maintained, and address problems with deferred maintenance.

### **Conclusion**

While the report reflects a bipartisan effort, the Committee wishes to emphasize that not all Members of the Committee necessarily agree with every aspect of the report. Accordingly, the Committee reserves flexibility to determine program needs and recognizes the potential for funding changes as the Committee and Congress work their will through the legislative process. The Committee looks forward to working with the Committee on the Budget in its preparation of the FY 2027 budget resolution.