U.S. SENATE COMMITTEE ON
COMMERCE, SCIENCE, & TRANSPORTATION
CHAIRMAN TED CRUZ

Budget Reconciliation Title
Section-by-Section

Section _0001. Coast Guard mission readiness.

This section would provide mandatory appropriations of **$24.593 billion** for fiscal year 2025 to the U.S. Coast Guard (USCG) to procure or acquire new operational assets and systems, maintain existing assets and systems, design, construct, plan, engineer, and improve necessary shore infrastructure; and to enhance operational resilience for monitoring, search and rescue, interdiction, hardening of maritime approaches, and navigational safety. Of the amount appropriated under this section:

- **HC-130J Aircraft - $1.142 billion** for the procurement and acquisition of fixed-wing aircraft, training simulators, related equipment, and program management for such aircraft. This funding would provide six state-of-the-art C-130J aircraft and one training simulator, jumpstarting the USCG's replacement of the legacy C-130H aircraft and reducing operational shortfalls associated with closeout of the C-27J program.

- **MH-60 Helicopters - $2.283 billion** for the procurement and acquisition of rotary-wing aircraft, training simulators, related equipment, and program management for such aircraft. This funding would provide the USCG with over 40 MH-60 multi-mission, medium-range helicopters.

- **Unmanned Aircraft Systems - $266 million** for the procurement and acquisition of long-range unmanned aircraft, base stations, and related equipment. This funding would provide four long-range unmanned aircraft, ground stations, and related site activation, increasing the USCG's long-range endurance for maritime surface detection and monitoring, law enforcement, search and rescue, and disaster response.

- **Offshore Patrol Cutters - $4.3 billion** for the procurement of Offshore Patrol Cutters, related equipment, and program management for such cutters. This funding would provide approximately nine Offshore Patrol Cutters, the pivotal asset in the USCG's replacement of legacy 270-foot and 210-foot medium endurance cutters that are well past their service life.

- **Fast Response Cutters - $1 billion** for the procurement of Fast Response Cutters, related equipment, and program management for such cutters. This funding would provide

approximately 10 Fast Response Cutters, ensuring a vital national defense, fishery enforcement, and search and rescue platform in the coastal zone.

- **Polar Security Cutters (heavy polar icebreakers) - $4.3 billion** for the procurement of Polar Security Cutters, related equipment, and program management for such cutters. This funding would provide two completed Polar Security Cutters and make meaningful progress toward completion of a third Polar Security Cutter. The Polar Security Cutter is integral to rebuilding the Service's polar icebreaking fleet, which is almost 50 years old and has just one currently operational heavy icebreaker.

- **Arctic Security Cutters (medium polar icebreaker) - $3.5 billion** for the procurement of Arctic Security Cutters, related equipment, and program management for such cutters. This funding would provide three Arctic Security Cutters. At present, the USCG has only one operational medium polar icebreaker.

- **Icebreaking Cutters - $816 million** for the procurement of light and medium domestic icebreaking cutters, related equipment, and program management for such cutters. This funding would provide more than 10 light and medium icebreaking cutters, enabling the USCG to replace legacy 140-foot and 65-foot icebreaking tugs.

- **Waterways Commerce Cutters - $162 million** for the procurement of Waterways Commerce Cutters, related equipment, and program management for such cutters. This funding would provide three Waterways Commerce Cutters. The Waterways Commerce Cutter will replace the USCG's aging fleet of inland and river tenders.

- **Shore Facilities - $4.379 billion** for targeted investments in shore facilities. This funding would help to address a multi-billion-dollar shore infrastructure backlog that is impeding mission accomplishment and detracting from servicemember quality of life. Of the amount appropriated by this section:

    - $425 million for the enlisted boot camp barracks and multi-use training center, ensuring a safe and effective training environment at the USCG's only accession point for the enlisted workforce;

    - $500 million for construction, improvement, and dredging at the Coast Guard Yard, and acquisition of a floating drydock at the Coast Guard Yard;

    - Not more than $2.729 billion is provided for homeports and hangars for cutters and aircraft for which new funds are appropriated; and

    - $300 million for homeporting of the existing polar icebreaker commissioned into service in 2025.

- **Depot Level Maintenance - $2.2 billion** for aviation, cutter, and shore facility depot maintenance, and maintenance of command, control, communication, computer, and cyber assets. These funds would ensure the USCG can accomplish nonrecurring major maintenance, repair, and rebuilding of USCG real property assets to ensure these assets fulfill their intended purpose and attain their maximum service life.

- **Maritime Domain Awareness - $170 million** for the improvement of maritime domain awareness on the maritime border, at United States ports, at land-based facilities, and in the cyber domain. These funds would provide for additional radars and sensors, and among other initiatives, establish Coastal Sentinel, a next-generation sensor network to rapidly identify maritime threats.

- **Autonomous Systems - $75 million** to contract for the services of, acquire, or procure and rapidly integrate autonomous maritime systems. These funds would enable the Coast Guard to leverage autonomous maritime systems to increase operational presence and mission effectiveness.

The CBO preliminarily estimates that $23.09 billion will be obligated and expended within the ten-year budget window.

Section _0002. Spectrum auctions.

Spectrum is a public resource that is used for wireless communications. Congress designated the Federal Communications Commission (FCC) and the National Telecommunications and Information Administration (NTIA) to manage spectrum: the FCC overseeing non-Federal, including commercial spectrum, and the NTIA overseeing spectrum used by Federal agencies.[1] The FCC and NTIA coordinate use between non-Federal and Federal users with the FCC conducting spectrum auctions to license these resources to commercial users for finite periods of time.[2] Since 1993, the FCC has raised over $230 billion conducting spectrum auctions.[3] On March 9, 2023, the FCC's spectrum auction authority lapsed.[4]

This legislation would restore that authority through 2034 and would require the FCC to auction at least 800 megahertz—500 megahertz of Federal and 300 megahertz of non-Federal spectrum—within the budget window.

Subsection (a) would provide technical definitions for the FCC, NTIA, spectrum bands for auction, and licensed used cases.

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[1] 47 U.S.C. §§ 301, 303, 902.
[2] Memorandum of Understanding Between the FCC and NTIA, NTIA, https://www.ntia.gov/other-publication/2022/memorandum-understanding-between-fcc-and-ntia.
[3] Auctions Summary, FCC, https://www.fcc.gov/auctions-summary.
[4] Patricia Moloney Figliola and Jill C. Gallagher, Cong. Rsch. Serv., R47578, The Federal Communications Commission's Spectrum Auction Authority: History and Options for Reinstatement at 3 (2023), https://www.congress.gov/crs_external_products/R/PDF/R47578/R47578.8.pdf.

Subsection (b) would restore the FCC general spectrum auction authority until September 30, 2034. Under this extension the FCC would be required to auction not less than 300 megahertz of spectrum, including a minimum of 100 megahertz in the 3.98-4.2 gigahertz band, within two years of enactment. Spectrum in the 3.1-3.45 gigahertz and 7.4-8.4 gigahertz bands would not be considered for auction.

Subsection (c) would require the NTIA, in consultation with the FCC, to identify 500 megahertz of Federal spectrum in the covered band for reallocation for non-Federal, shared Federal and non-Federal, or a combination thereof, full-power commercial licensed use. NTIA must identify at least 200 megahertz within two years of enactment and identify the remaining within four years. As part of this process, NTIA must evaluate the feasibility of reallocation options, taking into account associated costs and potential revenues, so as to maximize auction net proceeds.

Subsection (d) would require the FCC to auction and grant licenses for the frequencies identified by the NTIA in subsection (c). Specifically, the FCC must complete an auction of at least 200 megahertz within four years of enactment and the remaining spectrum within eight years.

Subsection (e) would establish a timeline for the President to modify or withdraw any spectrum to be reallocated under this section. Specifically, the President would have until 60 days before an auction is set to start to withdraw any frequencies, if the President determines that doing so is necessary to protect national security. This section would not limit the President's authority under section 706 of the Communications Act of 1934 (47 U.S.C. 606). This section also would not authorize the withdrawal or modification to federal spectrum allocations in the 3.1-3.45 gigahertz and 7.4-8.4 gigahertz bands.

Subsection (f) would appropriate $50 million from Treasury not already appropriated to remain available to NTIA through September 30, 2034, to study in close consultation with Federal entities with assignments in the spectrum bands 2.7-2.9 gigahertz, 4.4-4.9 gigahertz, and 7.25-7.4 gigahertz and publish a biennial report, on the value of all spectrum used by Federal entities.

The CBO estimates that the net auction proceeds (a net increase in offsetting receipts) would contribute $85.0 billion to deficit reduction over the ten-year budget window.

Section _0003. Air traffic control improvements.

This section would provide a total of **$12.52 billion** for fiscal year 2025 to the Federal Aviation Administration (FAA) for the acquisition, construction, sustainment, and improvement of air traffic control (ATC) facilities and equipment. Of the amount appropriated by this section:

- **Telecommunications Infrastructure - $4.75 billion** to transition the 1960s-era Telecommunications Infrastructure (FTI) to modern Internet Protocol (IP) technology. The transition from the FTI copper wire infrastructure to a combination of fiber wire,

satellite, and internet telecommunications service will enhance FAA communications reliability.

- **Radar Systems - $3 billion** to replace the FAA's radar fleet that detects airborne targets, many of which have been in service for more than double their lifespan. More than 600 radars will be replaced in total. The aging infrastructure degrades the availability of critical aircraft position data, increasing collision risk and requiring greater separation between aircraft, which reduces efficient use of airspace and lowers system capacity.

- **Runway Safety - $500 million** to install Surface Awareness Initiative (SAI) systems at 200 airports that do not have Surface Movement Radars, replace the existing 44 Surface Movement Radars that are essential to runway safety systems, and upgrade runway lighting systems. These improvements will reduce near misses like those that have occurred on runways across the country in recent years.

- **Information Display Systems - $300 million** to replace the FAA's outdated information technology that relies on obsolete hardware like floppy disks, poses cybersecurity risks, and is costly to maintain. The Enterprise IDS (E-IDS) will enhance safety and efficiency of the airspace by centralizing critical information. It will improve controller productivity, support faster recovery during disruptions, and ensure continuity of operations.

- **Weather Observing Systems - $80 million** to install not less than 50 Automated Weather Observing Systems (AWOS), not less than 60 Visual Weather Observing Systems (VWOS), not less than 64 weather camera sites, and weather stations. AWOS, VWOS, and weather cameras are vital to aviation safety, providing real-time weather data and visual confirmation in remote areas with harsh, rapidly changing conditions.

- **Alaska Aviation Safety Initiative - $40 million** to carry out certain aviation safety projects in the Don Young Alaska Aviation Safety Initiative (44745 of title 49, United States Code).

- **Air Route Traffic Control Center - $1.9 billion** to construct a new air route traffic control center (ARTCC), after the FAA divests three aging ARTCCs. The FAA has never replaced any of the 21 ARTCCs distributed across the continental United States. With more advanced technology than what was available in the 1960s, the FAA can build newer ARTCCs that rely on better technology and spend less on sustainment of old facilities.

- **ARTCC Realignment - $100 million** towards the air route traffic control center (ARTCC) Realignment Effort, which will involve consolidating at least 10 existing ARTCCs to facilitate the recapitalization of aging en route centers.

- **TRACONs - $1 billion** to support the recapitalization and consolidation of terminal radar approach control facilities (TRACONs). There are currently over 100 FAA TRACON facilities nationwide that provide radar separation of aircraft in terminal areas. An example of a successful consolidation was moving four legacy TRACONs into a single Potomac TRACON (PCT) in 2002 to cover airspace surrounding Washington, DC.

- **Unstaffed Infrastructure - $350 million** to fund unstaffed infrastructure sustainment and replacement. Many unstaffed infrastructure facilities provide radio, navigation, and communications services to the system and are beyond the useful service life.

- **Center for Advanced Aviation Technologies - $50 million** to fund the FAA's Center for Advanced Aviation Technologies (CAAT) established in section 961 of the FAA Reauthorization Act of 2024 (P.L. 118-63). The CAAT will conduct controlled testing of new aviation technologies like air taxis that must be safely integrated into the national airspace in the near future.

- **Complete NextGen Tech for Good** - $**300 million** to fund completion of three key NextGen programs that will make air traffic more efficient, as directed in section 619 of the FAA Reauthorization Act of 2024 (P.L. 118-63). By finishing performance-based navigation, the data communication program, and terminal flight data manager, the airspace users will be able to navigate and communicate more efficiently. 89 control towers will finally replace paper flight strips with electronic ones.

- **Remote Tower - $50 million** to fund the FAA's deployment of Remote Tower (RT) technology at currently untowered airports. RT systems use optical sensors—such as day/night or infrared cameras—and digital displays to provide controllers with the same visual information as traditional towers, enabling air traffic control services to be delivered from off-site locations. This approach can save taxpayer money, enhance safety, and expand tower capabilities across the National Airspace System. While the FAA continues testing at its technical center in New Jersey, remote towers are already operational or in development across Europe, Japan, and Australia.

- **Tower Simulation System - $100 million** for the FAA's Tower Simulation System (TSS), which is a modern training tool for air traffic controllers that replicates real-world airport layouts, allowing air traffic controllers to practice complex scenarios, runway coordination, and phraseology. With enhanced graphics and realistic views, TSS helps new controllers familiarize themselves with airport operations, reducing certification time by nearly 30 percent.

This section would require the Administrator of the FAA to send Congress a report explaining how any money from this section is being spent within 180 days of enactment, and every 90 days thereafter.

The CBO preliminarily estimates $12.03 billion would be obligated and expended within the ten-year budget window.

Section _0004. Space launch and reentry licensing and permitting user fees.

This section would create a new fee structure for space launch licenses and permits issued by the Federal Aviation Administration (FAA) starting in calendar year 2026 to reimburse the FAA's Office of Commercial Space Transportation for launch licensing costs. This section would direct the FAA to expedite the development of the Space Data Integrator air traffic control tool, as required in section 630(b) of the FAA Reauthorization Act of 2024 (P.L. 118-63).

The CBO preliminarily estimates $81 million in fee revenue would be collected, and $60 million outlayed and expended to support the Office of Commercial Space Transportation through 2034.

Section _0005. Mars missions, Artemis missions, and Moon to Mars program.

This section would provide **$9.995 billion** for fiscal year 2025 as supplemental funds for critical Mars-forward infrastructure, broader Moon-to-Mars program, and NASA's Artemis missions. Of the amount appropriated under this section:

- **Mars Telecommunications Orbiter - $700 million** for the commercial procurement of a Mars Telecommunications Orbiter. This orbiter is dual-use for both a Mars Sample Return mission, to return core samples of Mars to Earth, and future manned Mars missions.

- **Gateway - $2.6 billion** to fully fund the lunar space station known as Gateway, which is critical for establishing a sustained human presence at the Moon, as required by statute.

- **Space Launch System Rockets - $4.1 billion** to fund two Space Launch System (SLS) rockets for the Artemis IV and V missions. The SLS is the only human-rated rocket available that can get humans to the Moon. Importantly, this funding would not preclude integrating new, commercial options if and when they become available.

- **Orion Crew Vehicle - $20 million** to fund the continued procurement of the fourth Orion multi-purpose crew vehicle for use with SLS for Artemis IV and reuse with subsequent Artemis Missions. Orion is the vehicle which will take astronauts to Gateway and return them safely to Earth.

- **ISS - $1.25 billion** for the International Space Station (ISS) operations over five years. This would provide necessary funding for space operations to, from, and on the ISS to ensure an orderly transition from ISS to commercial platforms after 2030 and ensure there is no gap in American leadership in low-Earth orbit.

- **NASA Center Improvements - $1 billion** for infrastructure improvements at manned spaceflight centers. Between deferred maintenance and delayed construction of new

facilities, NASA's infrastructure backlog across all centers is above $5 billion. The funds in this subsection would focus only on the manned spaceflight centers and on the infrastructure needed to beat China to Mars and the Moon. Specifically:

- **John C. Stennis Space Center - $120 million** for infrastructure repairs and upgrades. Stennis is the home of NASA's rocket engine testing for the heavy-lift rocket engines necessary to get to deep space.

- **John F. Kennedy Space Center - $250 million** for infrastructure repairs. The Kennedy Space Center is NASA's premier launch complex and from which every American astronaut has been sent to space.

- **Lyndon B. Johnson Space Center - $300 million** for infrastructure repairs and upgrades. JSC is home to mission control, the astronaut corps, and overall space operations.

- **George C. Marshall Space Flight Center - $100 million** for infrastructure repairs and upgrades. Marshall is NASA's home for propulsion.

- **Michoud Assembly Facility - $30 million** for infrastructure repairs and upgrades.

- **U.S. Deorbit Vehicle - $325 million** to fund the U.S. Deorbit Vehicle to safely deorbit the ISS. This vehicle is necessary to safely deorbit the ISS once it has reached the end of its useful life, and without which the odds of re-entry over a population center are roughly one in ten.

- **Space Vehicle Educational Installation - $85 million** to fund the procurement of a space vehicle, which has flown astronauts to space, and the display of that vehicle at an educational installation.

The CBO preliminarily estimates $9.96 billion would be obligated and expended within the ten-year window.

Section _0006. Corporate average fuel economy civil penalties.

This section would lower the National Highway Traffic Safety Administration's (NHTSA) Corporate Average Fuel Economy (CAFE) civil monetary penalties against automakers to $0.00. This section would establish the effective date as the date of enactment and would apply the change to all future model years. These terms and conditions ensure that lowering the civil penalties does not apply retroactively. The Committee estimates the reduced penalties would translate into modest consumer savings on new vehicles.

The CBO preliminarily estimates this change would reduce penalty revenues deposited in the general fund of the Treasury by $205 million through 2034.

Section _0007. Payments for lease of metropolitan Washington airports.

Both the Washington Dulles International Airport (IAD) and Ronald Reagan Washington National Airport (DCA) are owned by the federal government and operated by the Metropolitan Washington Airports Authority (MWAA) under a below-market rate lease agreement. This section would require the Secretary of Transportation to update that lease agreement at the next regularly scheduled renegotiation point in 2027, to ensure that MWAA is paying not less than $15 million per year and require the Secretary to renegotiate the lease every 10 years thereafter.

The CBO preliminarily estimates this change would increase general fund revenues by $62 million over the ten-year budget window.

Section _0008. Rescission of certain amounts for the National Oceanic and Atmospheric Administration.

This section would rescind any unobligated balances of amounts appropriated or otherwise made available by sections 40001, 40002, 40003, and 40004 of Public Law 117–169 (commonly known as the Inflation Reduction Act of 2022). These IRA provisions contained funding for unneeded climate change and environmental projects at the National Oceanic and Atmospheric Administration (NOAA).

The CBO preliminarily estimates these rescissions would reduce outlays by $193 million over the ten-year budget window.

Section _0009. Reduction in annual transfers to travel promotion fund.

This section would amend the annual amount deposited in the Travel Promotion Fund by striking $100 million and replacing it with $20 million.

Brand USA currently receives up to $100 million annually from the collection of Electronic System for Travel Authorization (ESTA) fees paid by international travelers visiting the United States for short durations. Brand USA receives transfers of not more than $100 million from the general fund of the Treasury to the Travel Promotion Fund. The current authorization for ESTA fee collection and transfer of fees into the Travel Promotion Fund expires at the end of Fiscal Year 2027.

The CBO preliminarily estimates this transfer would reduce outlays by $150 million over the ten-year budget window.

Section _0010. Treatment of unobligated funds for alternative fuel and low-emission aviation technology.

This section would rescind any unobligated balance made available by section 40007(a) of Title IV of the Inflation Reduction Act of 2022 (IRA). Section 40007 of the IRA appropriated $297 million to establish a competitive grant program to promote and develop sustainable aviation fuel (SAF). This includes eligible entities that produce, transport, blend, or store sustainable aviation fuel; or develop, demonstrate, or apply low-emission aviation technologies to boost the domestic production of sustainable fuel. Most SAF blended domestically is reliant on imported feedstock, subsidizing overseas producers instead of adopting an “all-of-the-above" energy renaissance.

The CBO estimates the rescission will reduce outlays by $208 million over the ten-year budget window.

Section _0011. Rescission of amounts appropriated to public wireless supply chain innovation fund.

This section would rescind the unobligated balances of the Public Wireless Supply Chain Innovation Fund, which was first authorized in section 9202(a)(1) of the William M. (Mac) Thornberry National Defense Act for Fiscal Year 2021. In August 2022, Congress appropriated $1.5 billion to the fund in section 106(a) of the CHIPS and Science Act (P.L. 117-167) for the National Telecommunications and Information Administration (NTIA) to distribute as grants for advanced communications research.

A recent U.S. Department of Commerce Inspector General report showed that the NTIA has been unable to administer the program to reach its statutory objectives. The report found the NTIA had disbursed less than half of the funds without having in place a comprehensive strategy to monitor whether the program is meeting its statutory objectives or to fulfill its required oversight duties to protect taxpayer funds.[5]

The CBO preliminarily estimates the rescission would reduce outlays by $851 million over the ten-year budget window.

Section _0012. Support for artificial intelligence under the broadband equity, access, and deployment program.

This section would provide **$500 million** to the Assistant Secretary of Commerce for Communications and Information for Fiscal Year 2025 to carry out the Broadband, Equity, Access, and Deployment (BEAD) Program to support projects to deploy artificial intelligence

[5] See: U.S. Department of Commerce Office of Inspector General Office of Audit and Evaluation, “NTIA Established the Innovation Fund Program but Needs a Plan to Ensure That the Program Meets Statutory Objectives”, Final Report No. OIG-25-017-1, April 9, 2025; https://www.oig.doc.gov/wp-content/OIGPublications/OIG-25-017-I_SECURED_Final-Report.pdf

(AI) models, AI systems, or automated decision systems and underlying infrastructure within a state.

Of the $500 million, this section would set aside $25 million for the National Telecommunications and Information Administration (NTIA) to negotiate master services agreements (MSAs) on behalf of a state's subgrantees to enable access to quantity purchasing and licensing discounts for the construction, acquisition, and deployment of infrastructure for the provision of AI models, AI systems, or automated decision systems funded under this section.

Lastly, this section would require that any state or political subdivision that voluntarily seeks to receive a portion of the $500 million for AI investments must follow two conditions:

(1) Adopt any NTIA negotiated MSA or (as an alternative) use a contract, license, purchase order or services agreement that is at least as cost-efficient as the terms available in the applicable MSA; and

(2) Temporarily pause the enforcement of any law or regulation of that entity or political subdivision that limits, restricts, or otherwise regulates AI models, AI systems, or automated decision systems entered into interstate commerce over the next 10 years.

The temporary pause would ***not*** apply to a state AI law or regulation that:

- Has a primary purpose and effect of removing legal impediments to, or facilitating the deployment or operation of, such models or systems;
- Has a primary purpose and effect of streamlining licensing, permitting, routing, zoning, procurement, or reporting procedures in a manner that facilitates the adoption of such models or systems;
- Does not impose any substantive design, performance, data-handling, documentation, civil liability, taxation, fee, or other requirement on such models or systems unless such requirement is imposed under Federal law or under a generally applicable law, such as a body of common law;
- Does not impose a fee or bond unless (1) such fee or bond is reasonable and cost-based; and (2) under such fee or bond such models or systems are treated in the same manner as other models and systems that perform comparable functions.

The CBO preliminarily estimates this section would increase outlays by $500 million over the ten-year budget window.