From: Dauchess, Juliana
Sent: Thu, 24 Apr 2025 17:10:59 +0000
To: Matesic, Hannah (OST)
Subject: DOT Grant Application - Flag
Attachments: Project Description RAISE.pdf

Hi Hannah,

I hope you've been doing well! (b)(6)

Rep. Smucker wanted me to flag that a PA company called SILVI Materials applied for the RAISE/BUILD grant program for a revitalization project at the Bristol Port Facility that he is very supportive of. You can see more details in the attached PDF, but an overview is that they are seeking $25 million for this project which will replace old infrastructure, expand operational capacity, and enhance the safety of the port.

Again, just wanted to flag that Rep. Smucker is supportive of this project and we're happy to answer any questions you might have.

Thank you!
Juliana

Juliana Dauchess – Legislative Director
Congressman Lloyd Smucker (PA-11)
302 Cannon House Office Building
(b)(6)

Project Description: Bristol Port Facility Revitalization

Introduction

The Redevelopment Authority of Bucks County (RABC), in partnership with Riverside Construction Materials (RCM), is seeking $25,000,000 in funding from the USDOT's Better Utilizing Investments to Leverage Development (BUILD) program. This funding will support the revitalization of the Bristol Port Facility, located in Bristol, Pennsylvania. The total project cost is $64,800,000, with RCM committing $39,800,000 (61%) in matching funds. This project aims to replace aged infrastructure, expand operational capacity, enhance safety, and bolster regional economic growth while addressing climate resilience and sustainability.

Bristol Port is a critical inland facility with direct access to the Delaware River. It serves as a key distribution hub for materials like cement, aggregate, and rock salt, essential to construction, transportation, and municipal operations throughout the Mid-Atlantic region. However, the port's outdated infrastructure has hindered its ability to meet growing demand and maintain operational efficiency. This project will address these challenges by modernizing the facility, reducing greenhouse gas emissions, and supporting local economic revitalization in a historically disadvantaged community.

Project Location

The Bristol Port Facility is strategically located in Bristol, Pennsylvania, a borough in Bucks County with direct deep-water access to the Delaware River. This inland river port serves as a critical hub for the distribution of transportation and construction materials throughout the Mid-Atlantic region. Its prime geographic location provides exceptional multimodal connectivity to major markets along the Eastern Seaboard, including New York City, Philadelphia, and Baltimore. The facility spans 69,580 acres of heavy industrial-zoned land and includes essential infrastructure such as a 450,000-square-foot warehouse and three cement storage domes with a combined capacity of 165,000 metric tons. Its geographic coordinates are latitude 40.131280 and longitude -74.822520.

The port is well-integrated into the regional and national transportation infrastructure. It is located near key highways, including Interstate 95, the primary north-south route along the East Coast, and Interstate 276, which connects Pennsylvania’s major urban centers, such as Philadelphia and Pittsburgh. Materials are also transported along the Delaware River, ensuring seamless integration with other freight modes. This multimodal connectivity positions the Bristol Port Facility within a two-day drive of more than 50% of the U.S. and Canadian populations, making it an indispensable link in the national supply chain.

The facility’s location within a Historically Disadvantaged Community and a Keystone Opportunity Zone highlights its potential for transformative economic impact. These designations reflect the socio-economic challenges of the surrounding area and underscore the importance of the port’s revitalization for driving local and regional economic growth. The Bristol Port plays a pivotal role in supporting municipalities, businesses, and industries by supplying critical materials such as cement, aggregate, and rock salt. For example, it provides essential rock salt to the New Jersey Turnpike Authority and numerous local governments for winter road maintenance, while also supporting regional construction projects, including housing developments and infrastructure upgrades.

In addition to its logistical advantages, the Bristol Port Facility's location near historically underserved and low-income communities positions the project to deliver significant social and economic benefits. Nearby disadvantaged areas, such as Lancaster County, Susquehanna County, and Bradford County, stand to benefit from increased job opportunities, workforce development programs, and enhanced economic activity. By uplifting these communities, the project aligns with equity-focused objectives, making it a crucial component of the regional recovery and revitalization effort.

The Bristol Port Facility's strategic location enhances its role as a vital component of the regional supply chain. Its ability to support efficient multimodal freight movement reduces congestion at larger East Coast ports and strengthens the resilience of national logistics networks. By revitalizing this facility, the project will improve supply chain efficiency, support local economic development, and foster long-term environmental and economic sustainability for the region.

Project Scope and Objectives

The Bristol Port Facility Revitalization Project focuses on replacing the deteriorated dock and associated infrastructure to improve efficiency, safety, and capacity while fully integrating with ongoing and completed rail infrastructure projects at the facility. The existing terminal, spanning approximately 450 feet, consists of mooring dolphins, offloading barges, and a conveyor system that are at the end of their useful life. The proposed upgrades aim to modernize the port, enhance multimodal connectivity, and ensure operational resilience. Key project components include:

- **Dock Replacement**: Constructing a new, elongated, fixed dock structure spanning 1,100 linear feet, supported by a 45-foot-wide concrete pier and connected to the shore by two access platforms. This new dock will accommodate larger vessels, improve safety, and enhance cargo throughput capacity.
- **Infrastructure Enhancements**: Installing modernized offloading equipment, metal catwalks with handrails, and systems that align with ongoing rail infrastructure improvements to facilitate seamless multimodal cargo handling.
- **Dredging and Resiliency Measures**: Dredging 70,000 cubic yards of material to achieve a berthing depth of -24 feet below low water datum (LWD) and raising dock structures above the 100-year floodplain to mitigate flooding risks and improve climate resilience.
- **Operational Improvements**: Doubling vessel throughput capacity by enabling the simultaneous loading/unloading of two vessels and reducing cargo handling times from four days to two, further integrating with upgraded rail systems.

This project builds on a series of significant rail investments at the Bristol Port Facility. The Amtrak Rail Spur, a critical component of the port's multimodal logistics strategy, was completed in December 2024. This spur enables seamless transfer of materials shipped via barge to railcars, significantly reducing reliance on diesel-fueled trucking and lowering emissions.

Additionally, the ongoing effort to construct and rehabilitate 4,735 feet of railway infrastructure continues to strengthen the port's multimodal capabilities. This work, partially funded through a $1,100,000 Rail Freight Transportation Grant (RFAP/RTAP) from PennDOT, underscores RCM's commitment to aligning waterborne and rail freight operations for maximum efficiency and sustainability.

Once completed, the expanded rail network will allow materials unloaded at the port, such as cement, aggregate, and rock salt, to be directly transferred to rail for distribution across regional and national markets. This integration is critical to reducing roadway congestion, improving supply chain reliability, and supporting the port's environmental goals by cutting carbon emissions. The dock modernization project will further amplify these benefits by creating a streamlined, efficient, and resilient multimodal freight system.

These upgrades address urgent challenges, including aging infrastructure, operational inefficiencies, and safety risks, while equipping the facility to meet current and future freight demands. By modernizing the port and fully integrating it with the rail system, the Bristol Port Facility Revitalization Project ensures that the facility remains a critical driver of regional economic growth, environmental stewardship, and logistics innovation. This alignment with previous and ongoing investments reflects a cohesive strategy to maximize the facility's impact on the regional and national freight network, positioning it as a resilient, efficient, and environmentally responsible cornerstone of multimodal freight transportation.

Economic and Environmental Impact

The Bristol Port Facility is a vital economic engine for the region, serving municipalities, businesses, and transportation authorities. Annually, the port handles approximately 2.8 million tons of cargo, with cement accounting for 60% of the total volume. However, inefficiencies at the terminal have led to prolonged supply chain delays, increased emissions, and higher operational costs.

The proposed project will have the following economic benefits:

- **Job Creation**: The project will generate 59 full-time positions, including stevedores, electricians, equipment operators, and management roles. Additionally, it will support 93 temporary construction jobs, with a commitment to prioritize hiring from disadvantaged communities.
- **Regional Growth**: Enhanced operational efficiency will position the port as a hub for export capabilities, attracting ancillary investment and fostering economic development in Bucks County and beyond.
- **Cost Savings**: Faster cargo handling and improved logistics will reduce costs for regional industries and government agencies relying on the port for material supply.

Environmentally, the project will:

- **Reduce Emissions**: By shifting freight from truck to barge, the port will eliminate over 2,000 truck trips annually, reducing CO_2 emissions by approximately 16 million grams per year.
- **Enhance Resilience**: The dock's elevation above the floodplain and improved structural integrity will ensure uninterrupted operations during severe weather events, mitigating climate risks.

Alignment with BUILD Priorities

The Bristol Port Facility Revitalization Project aligns with the key objectives of the BUILD program:

1. **Safety**: The new dock design eliminates the need for manual equipment handling on narrow, deteriorated catwalks, reducing risks to port workers. Enhanced structural stability will further ensure the safety of personnel and equipment.
2. **Sustainability**: The project supports environmentally sustainable freight movement by maximizing barge transport, which produces significantly fewer emissions than trucks. Modernized equipment and reduced vessel dwell times will also contribute to lower energy consumption.
3. **Economic Competitiveness**: By increasing throughput capacity and enabling export capabilities, the revitalized port will enhance regional supply chain efficiency and strengthen its competitive position in East Coast logistics.
4. **Equity**: Located in a Historically Disadvantaged Community, the project prioritizes job creation and workforce development for local residents. Partnerships with community organizations and training programs will ensure equitable access to employment opportunities.
5. **State of Good Repair**: Replacing the deteriorated infrastructure with durable materials will ensure long-term operational efficiency and reduce maintenance costs.
6. **Innovation**: The integration of advanced offloading systems and climate-resilient designs demonstrates innovative approaches to modernizing port operations.

Technical and Financial Readiness

The project is well-positioned for timely implementation upon receipt of BUILD funding:

- **Design and Permitting**: The design phase is 90% complete, and a NEPA screening has been conducted. Required permits from the U.S. Army Corps of Engineers and Pennsylvania DEP are in progress.
- **Funding Commitment**: RCM's $39,800,000 match from its 2026 budget underscores the financial stability and commitment of project stakeholders.
- **Timeline**: Construction is scheduled to begin in May 2026, with completion anticipated by November 2028, well within BUILD's statutory deadline for fund obligation.

Conclusion

The Bristol Port Facility Revitalization Project is a transformative initiative that addresses critical infrastructure needs while advancing the BUILD program's goals of safety, sustainability, and equity. By modernizing the facility, the project will enhance regional economic competitiveness, support local workforce development, and reduce environmental impacts.

With its strategic location, substantial private-sector commitment, and alignment with national priorities, this project represents a significant opportunity to improve multimodal freight infrastructure in the Mid-Atlantic region. RABC and RCM respectfully request full consideration of this application to ensure the successful revitalization of the Bristol Port Facility and its continued contribution to the regional and national economy.

From: Rains, Brannon (Young)
Sent: Thu, 12 Jun 2025 20:21:29 +0000
To: Matesic, Hannah (OST)
Subject: DOT grants

[You don't often get email from brannon_rains@young.senate.gov. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hey, Hannah! I'm Senator Young's Policy Advisor for the Commerce Committee, so handle all things at the DOT. I saw online you all announced another batch of grants (from the 3200 left over), but I don't believe I was on the list serve. Is there a way to get added to any appropriate lists?

I did want to ask if you all had any info on the rollout of the rest of those grants. Thanks!

Brannon

Sent from my iPhone

From: Bean, David (Ernst)
Sent: Thu, 8 May 2025 20:33:40 +0000
To: Matesic, Hannah (OST); OST Government Affairs
Cc: Keiser, Emma (Ernst); Gottesman, Aaron (Ernst)
Subject: DOT HQ Average On-Site Attendance Question

You don't often get email from david_bean@ernst.senate.gov. Learn why this is important

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Department of Transportation Legislative Affairs,

My name is David Bean and I am a Legislative Assistant for Senator Ernst who covers Transportation issues for the office. Senator Ernst is requesting the below from each cabinet-level agency, on a daily rolling basis.

Using employee badge swipes, landline phone call logs, and/or other electronic systems designed to track employee attendance, what is the average daily on-site attendance at Department of Transportation headquarters of individuals doing work on behalf of the Department of Transportation? Additionally, how many staff is the Department of Transportation building designed to accommodate at full capacity, and what is the count of all individuals doing work on behalf of the Department of Transportation at that location?

Please let me know if you have any questions or if you need any additional information on my end.

Thank you,

David Bean
Legislative Assistant
Senator Joni Ernst (IA)
o: (b)(6)
c: (b)(6)

From: Oriet, Caleb (Sheehy)
Sent: Fri, 11 Jul 2025 21:16:36 +0000
To: Matesic, Hannah (OST)
Cc: Downing, Andrew (Sheehy)
Subject: DOT Letter
Attachments: DOT_re_CID.pdf

Hello Hannah,

Attached is a letter from Senator Sheehy to the Secretary regarding the non-federal match for CID.

Regards,

Caleb Oriet
Staff Assistant
Office of U.S. Senator Tim Sheehy
(b)(6)

United States Senate
WASHINGTON, DC 20510

July 11, 2025

The Honorable Sean Duffy
Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Duffy:

I write regarding my concerns with the Corridor Identification and Development Program's (CID) non-federal match and its impact on critical infrastructure projects. While CID is intended to support the development of passenger rail corridors across the country, its current non-federal match limits the program to short, state-funded corridors and excludes long-distance routes.

CID's original Notice of Funding Opportunity (NOFO) requires a 10 percent non-federal match for the Service Development Plan and a 20 percent non-federal match for Project Development. These requirements may represent a sensible allocation of federal resources for shorter corridors in which one or two states accrue benefits from investment. Long-distance corridors, however, operate over 750 miles and cross too many states for any one or small collection to primarily benefit from or feasibly coordinate on non-federal matches.

The Big Sky North Coast Corridor, which would pass through eight states and cover 2,300 miles to connect Chicago to Seattle, is the only new long-distance route in CID. Big Sky carries substantial potential for improving transportation options and flexibility while promoting economic development in states like Montana, but it needs realistic federal policy to achieve these goals.

The non-federal match does not follow from statutory or regulatory requirements and can be remedied in the Round 2 NOFO or through an administrative decision. Long-distance corridors are currently in Step 1, with no federal match requirement, so corrective action now can provide certainty and stability for progress on longer-term planning and project development. Long-distance routes serve a national purpose and require national support. I urge you to eliminate CID's non-federal match in Steps 2 and 3 for current and prospective long-distance routes and make these changes retroactive to long-distance routes already accepted into CID.

Sincerely,

Tim Sheehy
United States Senator

From: Davisson, Michael (Commerce)
Sent: Wed, 2 Apr 2025 22:42:33 +0000
To: Matesic, Hannah (OST); Fritz, Trish (OST); Schmoll, Joseph (OST)
Subject: DOT Oversight Letter
Attachments: DOT OST Oversight Letter 3.31.25 - final.pdf

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Hannah, Trish, and Joseph,

Please find the attached letter from Ranking Member Cantwell requesting information on the impact of recent Executive Actions on the Department of Transportation.

Michael Davisson

Senator Maria Cantwell
Ranking Member, U.S. Senate Committee on
Commerce, Science, and Transportation
427 Hart Senate Office Building
Washington, DC 20510
(b)(6)

United States Senate

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

WASHINGTON, DC 20510–6125

WEBSITE: https://commerce.senate.gov

April 2, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy,

Through a series of misguided executive orders ("EO"), directives, and guidance memoranda, the Trump Administration is taking a sledgehammer, rather than a scalpel, to our Federal agencies. The effect appears to be the dismantling of long-standing programs that have benefitted the American people, and the demoralization and destabilization of the Federal workforce that is needed to implement and manage these programs in support of our democracy.

One EO called for the termination of all diversity, equity, and inclusion and environmental justice programs[1], with complete disregard for the purpose or success of those programs—and their constitutional underpinnings. For example, reports indicate that these terminations are so indiscriminate that they cut programs or research projects merely because a woman led them or because they required outreach to impacted communities who happen to be minorities, even if the project was awarded in a full, open, and fair competition.[2][3] This disrespect and indignity flies in the face of those bipartisan members of Congress who created these programs and support these projects.

Multiple EOs, followed by an Office of Management and Budget memo[4], called for a freeze of all Federal grant and loan funding, including the disbursement of already obligated funds, halting funding to states, local governments, and tribes. This included $316 billion in Bipartisan Infrastructure Law funding that had not been disbursed by the Department of Transportation (DOT)[5] leading to the temporary halting of funding by agencies within your department. Thankfully, Federal courts intervened to stop this wasteful and potentially illegal effort to delay lawful Federal funding to build infrastructure, engage in workforce development, and support our economy.

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[1] https://www.whitehouse.gov/presidential-actions/2025/01/ending-radical-and-wasteful-government-dei-programs-and-preferencing/
[2] https://apnews.com/article/trump-academic-research-funding-dei-5c8f89118da6c9604329120a576ba183
[3] https://www.rdworldonline.com/nsf-layoffs-in-2025-deep-budget-cuts-headed-for-u-s-research-sector/
[4] https://www.documentcloud.org/documents/25506191-omb-memo-1-27/
[5] https://www.transportation.gov/sites/dot.gov/files/2025-02/IIJA%20Draft%20SOF%20Report%201-31-25%20%28IIJA%20Only%29%20Combined.pdf

Then, in the wake of an EO to freeze all Federal hiring[6], the Office of Personnel Management, possibly from a private server installed by Elon Musk, sent a highly-questionable "Fork in the Road" offer[7] to all Federal employees requesting their resignation, followed by insulting guidance calling Federal jobs "lower productivity"[8] and revoking the offer for some employees. This created needless confusion and fear across the Department's workforce working to keep us safe including air traffic controllers, rail safety inspectors, and pipeline safety inspectors.

Now, the President has directed Elon Musk, and the newly created, so-called Department of Government Efficiency[9] ("DOGE"), through an initiative not sanctioned by Congress, to reach all corners of the Federal government to seek additional funding cuts and indiscriminate reductions in force ("RIF") under the guise of saving taxpayer funding. Indeed, with Federal employees' compensation amounting to approximately 3 percent of the Federal budget in fiscal year 2024,[10] DOGE could terminate the entire Federal civilian workforce and the fiscal impact would be relatively insignificant—especially when the Trump Administration is preparing to blow a hole in the deficit by cutting trillions in taxes for corporations and billionaires.[11] Unfortunately, it appears recent terminations of probationary employees—regardless of skill set, job performance, or the function they fill—are just the beginning of this short-sighted effort, which will certainly have a long-term detrimental effect on the ability of the Federal government to provide the public the services Congress has promised.

As Ranking Member of the U.S. Senate Committee on Commerce, Science, and Transportation with oversight of your department, I write to you today with serious questions about the impacts these EOs, directives, guidance, and DOGE efforts have had on your department thus far. Given the lack of publicly available information regarding the governance, oversight, or operational structure of the DOGE, we are compelled to conduct rigorous oversight to determine the extent to which Federal agencies may be engaging with this entity, what conflicts of interest may exist for the employees and volunteers running the DOGE, and what risks such interactions may pose to national security, public safety, government integrity, taxpayer privacy, and public accountability.

Accordingly, we request that you provide a comprehensive response to the following questions no later than April 11, 2025:

Termination of Programs and Employees

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[6] https://www.whitehouse.gov/presidential-actions/2025/01/hiring-freeze/
[7] https://www.opm.gov/fork/original-email-to-employees/
[8] https://www.opm.gov/fork/faq/
[9] https://www.whitehouse.gov/presidential-actions/2025/01/establishing-and-implementing-the-presidents-department-of-government-efficiency/
[10] https://www.npr.org/2025/02/13/nx-s1-5296928/layoffs-trump-doge-education-energy
[11] https://www.washingtonpost.com/politics/2025/02/14/trump-firing-probation-workforce-buyouts-layoffs-doge/f816fbea-eb23-11ef-969b-cfbefacb1eb3_story.html; https://www.nbcnews.com/politics/congress/house-gop-panel-approves-budget-blueprint-steep-tax-spending-cuts-rcna192002.

1. Please provide all actions your department took to comply with the EO titled "Ending Radical and Wasteful Government DEI Programs And Preferencing", including:
    - The methodology for determining any program, project, grant, or employee terminations,
    - The Federal funding associated with the terminations and any non-Federal match,
    - Whether these terminations are in compliance with Federal laws and directives from Congress.

2. Please provide an accounting of the number of employees at your department that accepted the deferred resignation offer in the "Fork in the Road" email, including:
    - Their position and civil service pay scale,
    - Duty station,
    - Eligibility for Voluntary Early Retirement Authority (VERA) or standard retirement,
    - Whether they were probationary employees.
3. Please provide an accounting of all employees at your department that were terminated, or will be terminated under any RIF, including:
    - Their position and civil service pay scale,
    - Duty station,
    - Eligibility for VERA or standard retirement,
    - Whether they were or are probationary employees.
4. Please provide information on any direct service contractors or staff that were or will be terminated under any subsequent RIF, including:
    - Their contracted employer, and
    - Duty station.

<u>Oversight of DOGE Actions</u>

1. Agency Engagement and Authority
    - Has your department or any of its employees, contractors, or affiliates engaged with the DOGE in any capacity? If so, please provide details regarding the nature, scope, and frequency of such engagements.
    - Under what authority, if any, has your department authorized interaction with the DOGE?
    - Has your department issued any internal guidance, including informal guidance, regarding the DOGE? If so, please provide copies of all such guidance, including any related directives, policies, or communications.
2. Personnel and Security
    - Does your department have any information regarding the vetting processes, security clearances, or background checks applied to the DOGE representatives seeking to access agency information? If so, please provide a complete description of this information.

- Has your department identified any current or former Federal employees, consultants, or contractors who have worked with, for, or in coordination with the DOGE? If so, please provide a complete list of all such individuals.

3. Information Access and Decision-Making
    - Has the DOGE or any of its representatives requested, received, or otherwise accessed any of your agency's information, sensitive or otherwise? If so, please provide a complete description of the nature of the information accessed and the circumstances under which it was shared. If not, please explain whether you expect the DOGE or any of its representatives to seek access to your agency's information in the future and the nature of the information expected to be sought.
    - Has your agency been asked to disclose any internal processes, decision-making frameworks, or other government functions to the DOGE or any affiliated entities? If so, please provide a complete description of any such request and your department's response to each.
    - Has the DOGE requested names of agency employees or other personally identifiable information (PII) related to your workforce? If so, please specify the categories of PII sought.
    - Has the DOGE been involved in, consulted on, or influenced any policy-making, advisory roles, or government decision-making processes? Has your legal and ethics counsel completed an ethics review for any conflicts of interest for all DOGE representatives prior to their involvement, consultation, or influence on policy-making, advisory work or decision-making?
    - Have DOGE representatives assumed responsibilities or advised any human resources or personnel-focused employees about RIFs, terminations, or other personnel actions? If so, please provide a complete description of these efforts.
4. Ethics and Communication
    - Has your legal and ethics counsel completed an ethics review for any conflicts of interest for all DOGE representatives prior to providing any access to DOGE representatives to Department records, databases, systems, or information? If so, please identify whether any conflicts of interest were identified and what steps, if any, were taken to remediate them.
    - Has anyone affiliated with the DOGE attempted to contact any department employees regarding official Federal business from a private messaging platform, such as Signal? If so, please identify all such attempts and produce copies of any such communications.

The Commerce Committee is also committed to ensuring the programs it has authorized are implemented as intended. It is imperative that Congress be fully informed on actions taken in response to the EOs, directives, guidance, and the DOGE so the Committee can ensure: the integrity of government agencies and information systems free from outside influence; the preservation of national security by denying access to classified information by those without proper clearances; and, most importantly, the protection of public safety by eliminating outside conflicts of interest in policy- and decision-making.

Our oversight responsibility requires your full cooperation in this matter. Additionally, I request that appropriate officials be made available for a briefing to discuss these concerns in greater detail. Please contact Commerce Committee Democratic staff by April 11, 2025, to schedule this briefing.

Sincerely,

Maria Cantwell
Ranking Member

From: Clarke, Mike (Appropriations)
Sent: Mon, 2 Jun 2025 17:24:19 +0000
To: Sellers, Corey (OST); Carlile, Saesha (OST); Mccartney, Erin (OST); Matesic, Hannah (OST); Fritz, Trish (OST)
Cc: Eckert, Josephine (Appropriations)
Subject: DOT QFRs re: May 15th Secretary Duffy Hearing
Attachments: DOT QFRs - Republican Submission.docx, DOT QFRs - Democrat Submission.docx
Importance: High

Good afternoon,

Please find attached the Questions for the Record from the May 15th hearing of the U.S Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, titled “A Review of the President’s Fiscal Year 2026 Budget Request for the Department of Transportation.”

The Subcommittee requests responses to these questions within 30 business days, or no later than Monday, July 14th.

Please let me know if you have any questions.

Thanks as always,

Mike

Mike Clarke
Majority Clerk
U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
(b)(6) (Direct)

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Questions for the Record Submitted to
Secretary Sean Duffy, Department of Transportation
from Chair Cindy Hyde-Smith

Question 1: Mr. Secretary, many of my constituents are concerned about commercial truck drivers who lack English language proficiency. As a matter of safety, existing regulations state that commercial drivers must be able to speak, read, and write the English language sufficiently: to converse with the general public; to understand highway traffic signs and signals; to respond to official inquiries; and to make entries on reports and records. Unfortunately, previous Administrations have sought to minimize or ignore this law, which has likely contributed to unsafe roadway conditions for the traveling public. I applaud President Trump's recent Executive Order to enforce English proficiency requirements for commercial drivers, repeal previous regulations that diluted these standards, and strengthen enforcement of existing laws.

- Mr. Secretary, how do you propose to enforce this existing common-sense law with the resources requested in your budget, how will that improve public safety?

Question 2: Mr. Secretary, as you know, the trucking industry has estimated that the United States needs more than 80,000 additional drivers to meet the current demand. Achieving that goal requires world-class commercial driving schools that properly train the workforce. The Federal Motor Carrier Safety Administration is responsible for maintaining a registry of approved commercial driving schools. The purpose of the registry is simple: schools in good standing remain on the list while bad actors get removed. Unfortunately, I have heard from my constituents that the registry isn't doing its job, allowing unqualified schools to keep operating, misleading students, and compromising road safety.

- How does the budget request support DOT efforts to effectively maintain the registry and remove bad actors?

Question 3: Under the Biden Administration, the National Highway Traffic Safety Administration has taken requirements in the Infrastructure Investment and Jobs Act and expanded them beyond the Congressional intent. An example of this is the significant emphasis being placed on equity and public participation and engagement in through the highway safety grant program. While it's important to involve communities in safety planning, the regulations established by the Biden Administration have gone well beyond statute and placed a significant burden on states. The requirements are diverting resources from the implementation of safety programs.

- How will you work with the states to find ways to reduce administrative red tape so that more of the money intended for safety programs can be put to work improving safety on our roadways?

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Question 4: Under the Biden Administration, the National Highway Traffic Safety Administration has taken requirements in the Infrastructure Investment and Jobs Act and expanded them beyond the Congressional intent. An example of this is the regulatory requirements that were put in place that require law enforcement agencies that are partnering with states to conduct traffic enforcement, to conduct community collaboration efforts and collect demographic data on traffic stops. Burdensome regulations like these have diverted resources from the underlying safety mission and created roadblocks for law enforcement to conduct traffic enforcement to stop unsafe driving behavior.

- How will you work to streamline the requirements to remove these barriers?

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Questions for the Record Submitted to
Secretary Sean Duffy, Department of Transportation
from Senator John Hoeven

Question 1: As you know, the FAA has awarded the Hector International Airport nearly $40 million for its Terminal Expansion Project through the Airport Infrastructure Grant (AIG) program. This past March was the 12th consecutive month of all-time high passenger activity at the airport. There is still much work to be done and another $31 million in federal funding is needed to complete the project. With increasing demand for travel options created by continuous growth in the area, it's vital that North Dakotans are able to travel safely and efficiently throughout the country.

- Will you work with us to advance this project?

Question 2: As I'm sure you'll agree, it is of critical importance to make sure pilots and air traffic controllers have access to the mental health services they need, both for their own well-being and to ensure the safety of our skies for the American public. According to a survey conducted by Pilot Mental Health Campaign, 12.6 percent of pilots met the depression threshold, 4.1 percent reported suicidal thoughts, 78.6 percent felt worried about seeking health care, and 56 percent exhibited some form of "health care avoidant behavior." I will soon introduce legislation that would increase transparency, authorize funds to address the Federal Air Surgeon shortage and bring FAA regulations relating to mental health treatment and medication up to date to match current research and best practices.

- Can I have your commitment to work with us to address this important issue?

Question 3: Development of key infrastructure in tribal and rural communities plays a key role in providing access to health care, medical supplies, economic development, and commerce. Department of Transportation (DOT) grants like Strengthening Mobility and Revolutionizing Transportation, or SMART, have an important role supporting innovation in these communities. The SMART program is currently funding joint research by the University of North Dakota and Nueta Hidatsa Sahnish College's *MHA Nation Drone Project*. Under the *MHA Nation Drone Project*, both schools were able to successfully complete a series of proof-of-concept flights transporting medical supplies across Lake Sakakawea between Elbowoods Memorial Health Center in New Town, N.D., and Twin Buttes, N.D. Typically, people living in New Town would have to make a nearly two-hour drive to the health center to receive medication; however, the drone flights successfully demonstrated that medication can be delivered to remote communities in about 25 minutes. In addition to technological infrastructure, DOT also funds critical traditional infrastructure like roads, bridges, and airports. In North Dakota, the Standing Rock Sioux Tribe is administering a DOT planning grant for a proposed bridge over the Missouri River and celebrating the expansion of the Standing Rock Airport in Fort Yates.

- Can you discuss how the department is supporting these types of innovative and important infrastructure projects through the FY26 budget?

Question 4: One of the FAA's most successful government/industry partnerships is the contract tower program. 265 smaller airports participate in this important air traffic safety program, including in Minot International Airport in North Dakota. These towers support Department of Defense flight training operations and military readiness, rural air service, general aviation, and flight schools all across the country. It's also important to note that contract towers account for approximately 30 percent of all tower operations in the nation, and that about 70 percent of contract controllers are veterans. The program also continues to get high marks from the DOT Inspector General.

- Will contract towers remain a high priority for the administration?

Staffing shortages continue to be a challenge throughout the industry, including contract towers.

- What measures can DOT/FAA and the industry undertake collaboratively to address staffing challenges at these towers?

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Questions for the Record Submitted to
Secretary Sean Duffy, Department of Transportation
from Vice Chair Patty Murray

Question 1: Secretary Duffy, in your written testimony you claim to have saved taxpayers $9.5 billion in President Trump's first 100 days. This Committee asked your staff for the details on these supposed savings more than two weeks ago, but has received no response. I'm deeply concerned by the lack of transparency and accountability on what you are cutting and how it is impacting the communities in our states.

- Please provide the full details in writing to the Committee on what makes up the $9.5 billion in cuts?

Question 2: Secretary Duffy, in your testimony you spoke of approving 405 grants totaling $4.9 billion in President Trump's first 100 days. I understand that as part of these approvals your Department has re-evaluated each grant award announced under the previous Administration, and in some cases "de-scoped" the grant award, meaning you removed previously eligible activities that the recipient intended to use the funding for. If you are removing parts of a project, that leads me to assume you are also reducing the amount of funding a city, State, Tribe, or another entity was previously awarded. This Committee has asked your staff repeatedly for the details on the Department's "de-scoping", but again has received no response.

- Please provide a list of all competitive grant awards that were announced under the prior Administration but not yet obligated by January 20, 2025 that includes the following information for each award:
    - Modal administration,
    - Competitive grant program,
    - Project name,
    - Recipient name,
    - Amount originally awarded,
    - Amount approved for obligation,
    - If/how the scope of work has changed compared to the original announced award, and
    - Rationale for changing the scope of work.

- This detailed list should cover all competitive grants approved for obligation by the Department between January 20, 2025 and the date of receipt of this question.

Question 3: Each year when the Committee writes our appropriations bill we re-examine the staffing needs at each modal administration. We work to understand the needs and to provide sufficient funding to support critical safety missions and the day-to-day operations of the Department through specific salaries and expenses directed in our appropriations bill. However, to do this, we need cooperation from the Department on current staffing levels, as well as transparency on the needs. While I was heartened to hear your response to my colleague that you would hire more staff if you find a need, I'm concerned we do not know that the gaps are as a result of two rounds of the deferred resignation program, firing probationary employees, and more. This Committee has asked your staff numerous times for staffing details and to date you have only provided extremely high-level figures that provide no insight into how it is affecting one office or another, headquarters, or regional and local offices.

- Please provide the total number of people employed by the Department of Transportation as of the last pay period under the prior Administration and as of the date of receipt of this question. Please also break this total number of staff down by modal administration, office, headquarters, and regional/local offices.

Question 4: The FY 2025 Full-Year Continuing Appropriations and Extensions Act (Public Law 119-4) provides $280 million for the FAA's Research, Engineering, and Development (RED) account. Funds within the RED account are authorized to be eligible for research to reduce noise and emissions from aircraft, and improve the efficiency of engines.

- Within the RED account, how much fund will you allocate for the FAA's Aviation Sustainability Center of Excellence on Sustainable Aviation Fuels (ASCENT) and the Center of Excellence for Joint Advanced Materials and Structures (JAMS)?

Question 5: Enforcement of pipeline safety rules has dropped to unprecedented lows under this Administration. Since January 20, 2025, according to PHMSA's Enforcement Transparency webpage, PHMSA has only initiated five cases against potential violators, which is a more than 90 percent drop from both the 91 cases PHMSA opened during the same period of time under the Biden Administration and the 68 cases PHMSA opened during the same period of time under the first Trump Administration. Meanwhile, the last two years have been the deadliest two-year period for pipelines in nearly 15 years.

- How does the Department explain the sudden drop in cases initiated by PHMSA?

- On January 23, 2025, PHMSA's Notice of Proposed Rulemaking on requirements for carbon dioxide and hazardous liquid pipelines was withdrawn as a result of President Trump's Presidential Memorandum titled "Regulatory Freeze Pending Review". What is the Department's plan to reissue this proposed rulemaking?

Question 6: On January 20, 2025, President Trump issued a Presidential Memorandum titled "Regulatory Freeze Pending Review" which directed agencies to immediately withdraw rules that had been sent to the Office of the Federal Register but not published in the Federal Register and to consider postponing rules that had been published in the Federal Register or issued in any manner but had not taken effect.

- Please list all DOT rulemakings impacted by this Presidential Memorandum, and their status as of the date of receipt of this question.

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Questions for the Record Submitted to
Secretary Sean Duffy, Department of Transportation
from Ranking Member Kirsten Gillibrand

Question 1: On May 2, 2025, the Department of Transportation terminated the five-year UTC grant agreements for seven UTCs. This included UTCs led by the University of California, Davis, the City College of New York, the University of Southern California, New York University, San Jose State University, the University of New Orleans, and Johns Hopkins University. The Department has claimed these UTCs were terminated because the awards no longer effectuate the program goals or agency priorities.

- Please provide a list of all research conducted by each of the seven UTCs, and identify which research activities were found to no longer effectuate the program goals or agency priorities.
- What does the Department intend to do with the remaining funds for these seven UTCs?
- Will these seven UTCs be given the opportunity to re-apply under a new NOFO?

Question 2: The Department recently released an Air Traffic Control modernization plan, which is particularly important for the congested airspace around JFK, LaGuardia, and Newark.

- How much funding are you requesting for this Modernization Plan?
- Why was the Modernization Plan not included in the FY 2026 skinny budget?
- What is the FAA doing to improve the telecommunications infrastructure at these airports which has caused tremendous delays in recent weeks?
- What other specific improvements does the Air Traffic Control Modernization Plan envision to reduce flight cancellations and delays for New Yorkers?

Question 3: On May 20, 2025, the FAA issued an interim order reducing flight arrivals and departures at Newark Liberty International Airport (EWR). The FAA proposed a limit of 28 arrivals and 28 departures per hour (total 56 operations per hour) during the ongoing construction period. The construction period is defined as the daily closure of Runway 4L/22R until June 15, 2025, and weekends from September 1, 2025, through December 31, 2025 from Friday at 11:00 p.m. through 5:00 a.m. on Sunday. Outside of the construction period, through the end of Summer 2025 scheduling season ending October 25, 2025, FAA proposes limit of 34 arrivals and 34 departures per hour (total 68 operations per hour).

- What information or analysis did the FAA use to determine the limit of 56 total operations per hour during the construction period and 68 total operations per hour outside of the construction period?
- What stakeholders did the FAA speak with during the delay reduction meetings?

- Will you commit to providing the House and Senate Committees on Appropriations monthly briefings on the impact of these delay reductions on flight cancellations and delays as well as level of service and number of communities served by flights to EWR?

Question 4: The FY 2026 skinny budget makes no mention of funding for Amtrak, yet Amtrak funding has been a priority for members on both sides of the aisle. In New York, the Northeast Corridor and our State-Supported Routes are extremely important.

- Will you support the funding levels necessary to ensure Amtrak can operate all existing service lines on both the Northeast Corridor and National Network and not cut any service?
- In response to my colleague's earlier question on Amtrak, you contemplated how we could make the Northeast Corridor "faster" and pointed out that "the rest of the world has high-speed rail". In order to increase the speed of trains along the Northeast Corridor, significant investments in replacing infrastructure are required along with coordination between Amtrak, DOT, states, and commuter rail lines that also operate on the track. This work is underway thanks to the historic rail investments provided by Congress in the Bipartisan Infrastructure Law. Will you commit to DOT continuing the investments and coordinated support necessary to bring faster, more reliant Amtrak service to the Northeast Corridor?

Question 5: Building infrastructure in America already costs more than any other country. I am concerned by President Trump's reckless tariff policies and the impact it will have on construction materials and parts, which will only make this problem worse.

- Mr. Secretary, will the Administration's tariff policy make transportation projects more expensive or less expensive?

Question 6: I am glad to see you rightly focused on air traffic controller hiring, and I am optimistic the improvements to the training academy will help flight delays in New York. However, hundreds of air traffic controllers are raising red flags about a provision in the House reconciliation bill, which could force them to retire early. House Republicans have voted to gut the supplemental annuity in the Federal Employees Retirement System for air traffic controllers who are eligible to retire but cannot collect Social Security. Controllers are already overstressed and they shouldn't have to worry about losing out on their pensions.

- Mr. Secretary, will you work to defeat this ill-conceived proposal to eliminate the supplemental annuity for air traffic controllers?

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Question 7: According to the DOGE website, the Department has terminated or cancelled at least 26 leases for office space across 20 states and Puerto Rico that was used by the Federal Highway Administration, Federal Motor Carrier Safety Administration, Federal Transit Administration, Federal Railroad Administration, Maritime Administration, and Pipelines and Hazardous Safety Administration.

- Please provide a detailed list of all leases that have been terminated or cancelled by the Department between January 20, 2025 and the date of receipt of this question. This list should include:
    - the modal administration;
    - the location (including address) of the leased building or office space;
    - the date on which the existing lease was to expire prior to the termination or cancellation;
    - the date on which the existing lease will end as a result of the termination or cancellation (i.e. when it will no longer be used by the Department);
    - the amount of any early termination or cancellation fees;
    - the number of staff whose duty station was the leased building or office space as of January 20, 2025;
    - where the staff whose duty station was the leased building or office space will report to following the termination or cancellation;
    - and whether the Department will consolidate or co-locate the staff whose duty station was the leased building or office space in building or office space currently leased or owned by other modal administrations.

Question 8: According to the DOGE website, the Department has terminated or cancelled countless contracts. In response to previous inquiries from this Committee, your staff shared the following on March 4, 2025: "DOT is reviewing existing contracts to identify opportunities for achieving efficiencies and ensuring that spending is alignment with Administration priorities."

- Please provide a detailed list of all contracts that have been terminated or cancelled by the Department between January 20, 2025 and the date of receipt of this question. This list should include the modal administration, source of funding for the contract, the purpose of the contract, and the rationale for why the contract was no longer necessary.

Question 9:

- Please provide a list of all advisory committees, panels, task forces, and commissions that were funded and operational in fiscal year 2024.
    - Indicate those that are mandated by law and those that are discretionary;
    - the funding level of each; and
    - the expiration date of the most recent charter.

- Also list each advisory committee, panel, task force, and commission that have been terminated or cancelled by the Department between January 20, 2025 and the date of receipt of this question, as well as those the Department proposes to operate in fiscal year 2026, with the proposed budget for each.

Question 10:

- Please provide an update on any plans or planning the Department has to reorganize the Department or its modal administrations.

Question 11:

- Please provide a list of all political and Presidential appointees employed by the Department as of the date of receipt of this question.
  - This list should include the name and title for each political and Presidential appointee and the modal administration in which such staff is employed.

- If the total number is less than the 125 political and Presidential appointees allowed under section 183 of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2024 (Public Law 118-42), which remains in effect under the Further Continuing Appropriations Act, 2025 (Public Law 118-158), please provide the total number of political and Presidential appointees expected by September 30, 2025 based upon vacancies, hiring plans, pending appointments by the President, and pending confirmations by the U.S. Senate.

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Questions for the Record Submitted to
Secretary Sean Duffy, Department of Transportation
from Senator Jack Reed

Question 1: The tragic collision at National Airport on January 29th caused the death of 67 people, including two Rhode Islanders, Christine Lane and her son, Spencer. I've met with Doug Lane, Christine's husband and Spencer's dad. I've also met with Tim and Sherri Lilley, whose son Sam was killed in the collision. Mr. Lane and the Lilley family have joined the families of other American Eagle Flight 5342 passengers to an advocate for safety reforms following this tragedy. I know you've also spent time meeting with these families and heard their stories.

One of the items that Mr. Lane and this group of families are calling for is an independent review of operations at National Airport.

- Have you taken steps to initiate this a review?

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Questions for the Record Submitted to
Secretary Sean Duffy, Department of Transportation
from Senator Schatz

Question 1: You published a plan to modernize our nation's air traffic control (ATC) system.

- Please provide detailed requests for funding required to implement your plan over the project's proposed time frame.

Question 2: President Trump stated that the entire ATC modernization project will be executed under "one big, beautiful contract". Your modernization plan calls for improvements to telecommunications systems, air traffic management software, tower facilities, and much more. These diverse upgrades are not best served by one contract.

- Do you intend to execute a single contract for this modernization project? Do you commit to executing a fair, open, and ethical bid process for the contracts issued in implementing this modernization project?

Question 3: Over 4,000 DOT employees accepted deferred resignation program offers and you have stated intent to execute a mass layoff later this month. In your appearance before the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, you stated that the pace of executing grant agreements must quicken.

- How do you plan to accomplish this while simultaneously cutting department capacity?

Question 4: Deputy Secretary Bradbury made a personal commitment in his confirmation hearing to maintain the Office of Tribal Government Affairs at DOT, which is the central body responsible for fostering government-to-government relations between the agency and Tribes and supports Tribal self-governance. It was funded at $1.53 million in FY24.

- Will the President's Budget Request maintain and fund this office at DOT?

Question 5: Tribal governments rely heavily on consistent and predictable transportation funding, particularly from the Tribal Transportation Program and the Rural and Tribal Assistance Pilot Program.

- Can you commit today that the Department will not reduce or redirect funding for Tribal transportation without prior Tribal consultation, and can you detail how your Department intends to protect Tribal transportation programs in your FY26 budget request?

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Question 6: Executive Order 13175 and the U.S. Department of Transportation's own Tribal Consultation Plan under Departmental Order 5301.1 require that your agency engage in meaningful consultation with Tribal Nations before implementing policies or actions that have direct effects on Tribes.

- Did you comply with DOT's Order 5301.1 before implementing reorganization efforts?

- Will you commit to pausing any programmatic changes that could affect Tribes until full consultation is completed?

Question 7: Successful implementation of the Tribal Transportation Self-Governance Program depends on close coordination with the Bureau of Indian Affairs and Tribes. Under recent reorganization efforts and funding reductions, Tribes are concerned about negative impacts to this program and their ability to secure funding agreements and technical support.

- Will you commit to working with this me to implement the Self-Governance Program as Congress intended to avoid service disruptions to Tribes?

- Will you commit to expanding this program to support Tribal self-governance at DOT?

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Questions for the Record Submitted to
Secretary Sean Duffy, Department of Transportation
from Senator Chris Van Hollen

Question 1: Congress will be putting together a new surface reauthorization bill over the next year. I have several priorities for the bill including the Sarah Debbink Langenkamp Active Transportation Safety Act. Sarah was a constituent of mine, and she was killed while riding her bicycle in Bethesda. This is a bipartisan bill that I introduced with Senators Baldwin, Hagerty and Johnson. The bill makes it easier for states and local governments to use Highway Safety Improvement program dollars as a local match for safe bicycling and pedestrian infrastructure.

- Will you support the inclusion of this legislation in the next surface reauthorization bill and once passed, will you commit to implementing the requirements?

Question 2: Earlier this month you terminated grants for seven University Transportation Centers over concerns related to advancing a so-called "woke agenda."

These grants required a dollar-for-dollar match, meaning the universities made significant financial and institutional commitments based on the promise of a five-year federal partnership. I'm concerned not just about the termination itself, but about how it was handled, the justification provided, and what this says about the federal government's willingness to honor its commitments.

- Given that some of the universities have already revised their work plans and others have expressed a willingness to do so, can you commit today to working with these institutions to reverse the terminations and instead pursue a path that allows these UTCs to fulfill their mission under revised, mutually agreeable terms?

Question 3: On March 12, 2025 it was reported that one of your modal agencies, the Federal Railroad Administration, has been meeting with representatives from Elon Musk's Boring Company about doing work on the Frederick Douglass Tunnel Amtrak project in Baltimore.

This appears to be another example of a clear conflict of interest between the President, his benefactors and the American taxpayers.

- In the interests of transparency, please tell me who else the FRA has been "consulting with" ahead of awarding a new contract for the project?

- Do any of the other firms have a direct line to the President?

- Are any others owned by the same person who already has several billion dollars in other federal contracts? ($38 billion as of February 2025)

U.S. Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
May 15, 2025

Question 4: During the DOT budget hearing on May 15, 2025 I asked you about re-examining the decision to add the five additional slot pairs that were authorized for DCA in the FAA Reauthorization bill given the recent events and data showing the unacceptable frequency of proximity incidents over the last few years. You responded that you "would welcome the opportunity to engage" with the Committee on these matters.

- Will you commit to reviewing the impacts of these additional flights on overall safety at DCA and, if they are determined to reduce the safety of the flying public, roll back the operation of these additional flights using the current authorities at your disposal and also work with Congress for a more permanent solution to reduce slots to improve safety at the airport?

Question 5: On May 22, 2025, the Government Accountability Office released a decision (file # B-337137) finding that the Department of Transportation violated the Impoundment Control Act by delaying expenditures for the National Electric Vehicle Infrastructure (NEVI) program, which was passed into law in 2021 as part of the Infrastructure Investment and Jobs Act. The NEVI program supports build out of a national network of fast chargers for electric vehicles, thereby strengthening the ability of the American automobile industry to compete in the rapidly growing electric vehicle market, while bolstering American manufacturing and competitiveness through its Buy America requirements.

- Given GAO's finding that DOT is illegally withholding NEVI program funding from states, when will DOT comply with the law and release the NEVI program funding that has been authorized and appropriated by Congress?

From: Erste, Mark
Sent: Wed, 18 Jun 2025 20:30:08 +0000
To: Matesic, Hannah (OST)
Subject: Duffy at SAN
Importance: High

You don't often get email from mark.erste@mail.house.gov. Learn why this is important

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Hannah,

We saw in the press just now that Secretary Duffy will be at SAN tomorrow and wanted to see if y'all had any details to share, anything we should know, or how we can help!

Thanks,
Mark

Mark Erste | Senior Foreign Policy Advisor
Congressman Darrell Issa (CA-48)
2108 Rayburn HOB | (b)(6)
mark.erste@mail.house.gov | issa.house.gov

From: Miller, Andrew (Commerce)
Sent: Thu, 17 Apr 2025 00:28:36 +0000
To: Matesic, Hannah (OST)
Subject: EAS Question

You don't often get email from andrew_miller@commerce.senate.gov. Learn why this is important

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Hannah,

I missed the meeting you had with CST recently – (b)(6)
(b)(6)

I've received outreach from another Senate office with an EAS community in the process of renewing their contract. According to them, the community is experiencing a delay in approving the new contract – do you know if EAS processing is slowed down potentially while you ramp up staffing, or is it more likely this is a one-off? I know there was such a backlog on 121 approvals and other things from the Biden days so it's easy to imagine folks are still digging out. The contract for this community is up at the end of May.

Andrew

Andrew R. Miller | Policy Director, Aviation and Space
Chairman Ted Cruz (R-TX)
U.S. Senate Committee on Commerce, Science & Transportation
Andrew_Miller@Commerce.Senate.Gov | (b)(6)

From: Kouba, Katie (Tillis)
Sent: Thu, 6 Mar 2025 18:41:32 +0000
To: Matesic, Hannah (OST)
Subject: Economic Development Summit Invitation
Attachments: Secretary Duffy Invitation.pdf

You don't often get email from katie_kouba@tillis.senate.gov. Learn why this is important

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

I hope this message finds you well. Senator Thom Tillis and Congressman Richard Hudson will be hosting an Economic Development Summit in Washington, D.C. on May 6th and 7th.

Attached, please find an invitation for Secretary Duffy to join us and provide remarks to business leaders from across North Carolina. Please let me know if you have any questions and whether the Secretary will be able to attend. If the proposed time is not convenient, we are happy to coordinate with his scheduling team to find an alternative time.

Thank you!
Katie

--
Katie Kouba
Director of Outreach
Office of Senator Thom Tillis
(b)(6)

THOM TILLIS
NORTH CAROLINA

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United States Senate

WASHINGTON, DC 20510

COMMITTEES

BANKING, HOUSING, AND URBAN DEVELOPMENT
FINANCE
JUDICIARY
VETERANS' AFFAIRS

March 5, 2025

The Honorable Sean Duffy
U.S. Environmental Protection Agency
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary Duffy,

We are excited to invite you to be a speaker at the upcoming Economic Development Summit being held in Washington D.C. This event will bring together North Carolina's business leaders, representatives from the federal government, and key stakeholders to discuss issues facing our state's business community. The summit will take place on May 6th and 7th in the Hart Senate Office Building in room 902.

We would be honored to have you as a featured speaker on May 7th from 10:40 a.m. to 11:05 a.m. We are confident North Carolina's business leaders would benefit from your insights, and we would sincerely appreciate you sharing your time and expertise with our constituents. If this time does not work for your schedule, we would be happy to coordinate with you to find a more convenient time.

To confirm your attendance, please contact Katie Kouba by email at katie_kouba@tillis.senate.gov or by phone at (b)(6) Thank you for your consideration, and I hope your schedule will allow you to participate in this exciting event.

Sincerely,

Thom Tillis
U.S. Senator

Richard Hudson
U.S. House of Representatives

From: Millett, Heather
Sent: Thu, 12 Jun 2025 17:57:17 +0000
To: Matesic, Hannah (OST)
Cc: Douthat, Toby; Frank, Jessie
Subject: Edwards Call - Sec. Duffy/BUILD Grant
Attachments: Above the Mud Executive Summary.pdf, Above the Mud Full Application.pdf, Hendersonville RAISE Grant LoS - FINAL.pdf

Hi Hannah,

Rep. Edwards is requesting a call with the appropriate USDOT staff and/or Secretary Duffy to reiterate his support and underscore the importance of the City of Hendersonville's Above the Mud BUILD grant application ahead of the first round of awards that are expected to be made later this month.

Would you be able to help us get this conversation on the calendar as soon as possible?

Best,
Heather

Heather Millett
Legislative Director

CONGRESSMAN
CHUCK EDWARDS
REPRESENTING NORTH CAROLINA'S 11TH DISTRICT

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CHUCK EDWARDS
11TH DISTRICT, NORTH CAROLINA

WASHINGTON OFFICE
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Congress of the United States
House of Representatives
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HOUSE COMMITTEE ON APPROPRIATIONS

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STATE, FOREIGN OPERATIONS, AND RELATED PROGRAMS SUBCOMMITTEE

COMMITTEE ON BUDGET

January 22, 2025

The Honorable Secretary Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue SW
Washington, D.C. 20590

Secretary Duffy,

I am writing to express my strong support for the City of Hendersonville's application for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant through the U.S. Department of Transportation. This funding is critical to advancing Hendersonville's Above the Mud project, which aims to enhance multimodal infrastructure, stimulate small-town economic development, promote tourism, and address the devastating impacts of Hurricane Helene and recurring flooding in western North Carolina.

Hendersonville's Above the Mud project presents a transformative opportunity for Hendersonville and the region by:

1. Extending the 19-mile Ecusta Trail, a regional corridor under construction that is expected to generate significant rural economic impact by drawing residents and tourists safely into Downtown.
2. Rebuilding a trail segment damaged by recurring flooding and Hurricane Helene, while also reconnecting underserved neighborhoods, improving safety and access, and fostering equity.
3. Creating a multimodal transportation loop that connects the city-owned Oklawaha Greenway with three major regional trail systems, positioning Hendersonville as a regional hub for tourism and economic activity.

The project also includes vital improvements to an aging three-block stretch of South Main Street near the Ecusta Trail, transforming it into a regional activity hub and festival street that will directly connect downtown Hendersonville with the broader trail network. This initiative will support job creation and improve quality of life for residents while attracting visitors and investment to the region.

Hurricane Helene and subsequent flooding have highlighted the urgent need for resilient infrastructure in Western North Carolina. The Above the Mud project addresses these challenges while creating opportunities for sustainable growth, economic resilience, and enhanced connectivity. Hendersonville's vision for a robust, multimodal network serves as a model of collaboration and forward-thinking urban planning.

On behalf of Western North Carolina, thank you for your continued partnership and dedication to building strong communities. As you consider the City of Hendersonville's application, know I stand in support of their efforts. Please do not hesitate to contact my office if I may provide any additional information.

Sincerely,

Chuck Edwards
Member of Congress

From: Beck, Audrey (Thune)
Sent: Mon, 7 Jul 2025 20:23:11 +0000
To: Matesic, Hannah (OST)
Subject: Email intro & Quick question

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hey Hannah,
Chance Costello in our office gave me your contact! I wanted to reach out and introduce myself. I am running point on transportation for Senator Thune's personal office now. I was wondering if I could call you quickly tomorrow and talk through something.
Thank you so much,
Audrey

Audrey Beck
Legislative Assistant | Office of U.S. Senator John Thune
511 Dirksen Senate Office Building | Washington, DC 20510
Office: (b)(6) | Fax: (202) 228-5429
Follow Senator Thune:

From: Matesic, Hannah (OST)
Sent: Thu, 8 May 2025 16:31:11 +0000
To: Matesic, Hannah (OST)
Bcc: Rajat Mathur; Clarke, Mike (Appropriations); doug.disrud@mail.house.gov; Eckert, Josephine (Appropriations); Pierson, Avery; Andrew.Giacini@mail.house.gov; kelsey_daniels@appro.senate.gov; christina.monroe@mail.house.gov; jaclyn.kilroy@mail.house.gov; Ruddy, Jack; hunter.presti@mail.house.gov; Devine, Julie; nicole_christus@commerce.senate.gov; Miller, Andrew (Commerce); Melissa_Porter@commerce.senate.gov; Simpson, Alexander (Commerce); Kathy.Dedrick@mail.house.gov; Weiss, Adam; ashleigh_weismiller@moran.senate.gov; abby.wenk@mail.house.gov; justin.harclerode@mail.house.gov; Priebe, Jack (OST); Fritz, Trish (OST); Schmoll, Joseph (OST)
Subject: EMBARGOED: U.S. Transportation Secretary Sean P. Duffy Unveils Plan to Build Brand New, State-of-the-Art Air Traffic Control System
Attachments: Brand New Air Traffic Control System Plan.pdf, FAA Brand New ATC Control System.pdf

Thanks so much for joining the staff briefing this morning. Following up, please find press release below and additional materials attached regarding the Secretary's plan to build a brand new, state-of-the-art air traffic control system.

ALL MATERIALS ARE UNDER STRICT EMBARGO UNTIL 1:30 p.m.

This afternoon's event can be live streamed here.

Please let me know if you have any additional questions.

Thanks!
Hannah

Thursday, May 8, 2025

Contact: pressoffice@dot.gov

U.S. Transportation Secretary Sean P. Duffy Unveils Plan to Build Brand New, State-of-the-Art Air Traffic Control System

Plan Supported by Broad Coalition Never Before Seen in Aviation History

WASHINGTON. D.C. — U.S. Department of Transportation (DOT) Secretary Sean P. Duffy today unveiled a plan to build a brand new, state-of-the-art air traffic control system that will be the envy of the world. By replacing the current, antiquated system, the FAA will enhance safety in the sky, reduce delays, and unlock the future of air travel. This plan also ensures hard-working air traffic controllers have a system they can rely on and one they deserve.

"Under President Trump, America is building again. Today we are seizing a once-in-a-generation opportunity to build a brand new, state-of-the-art air traffic control system," said **U.S. Transportation Secretary Sean P. Duffy**. *"Decades of neglect have left us with an outdated system that is showing its age. Building this new system is an economic and national security necessity, and the time to fix it is now. The unprecedented coalition of support we've assembled – from labor to industry – is indicative of just how important it is to this administration to get done what no one else could. The American people are counting on us, and we won't let them down."*

Brand New Air Traffic Control System

The plan addresses critical safety needs to deliver Americans a state-of-the-art air traffic control system. The FAA will replace core infrastructure including radar, software, hardware and telecommunications networks to manage modern travel. We have a system that is built for the past, we are proposing a system built for the future. The agency will equip facilities with better technology to reduce outages, improve efficiency, and reinforce safety.

The plan is comprised of four infrastructure components:

1. Communications
2. Surveillance
3. Automation
4. Facilities

Critical actions include:

- Replacing antiquated telecommunications: with new fiber, wireless and satellite technologies at over 4,600 sites, 25,000 new radios and 475 new voice switches.
- Replacing 618 radars which have gone past their life cycle.
- Addressing runway safety by increasing the number of airports with Surface Awareness Initiative (SAI) to 200.
- Building six new air traffic control centers for the first time since the 1960s and replacing towers and TRACONs.
- Installing new modern hardware and software for all air traffic facilities to create a common platform system throughout towers, TRACONs and centers.
- Addressing the challenges that face Alaska by adding 174 new weather stations.

Click here to read the summary.

Click here to read the full proposal.

BRAND NEW AIR TRAFFIC CONTROL SYSTEM

AMERICA IS BUILDING AGAIN

Introduction

The Federal Aviation Administration (FAA) faces a rapidly growing, complex and demanding aviation sector, with commercial air travel returning to pre-COVID levels and new entrants, including drones, advanced air mobility, and commercial space, increasing. As the National Airspace System (NAS) users increase, the FAA's air traffic system is based on outdated technologies that are unable to meet the demands. These outdated systems are showing their age – which leads to delays and inefficiencies. The lack of funding for major investments in key air traffic infrastructure, such as radars, telecommunications, and facilities, is now putting the aviation sector at risk. To be clear, the NAS is safe. However, maintaining that safety will come at the expense of efficiencies as the FAA will be forced to throttle down air traffic as outdated systems suffer from outages. This paper outlines a critical 3-year framework to reinvest in the National Airspace System to support an emergency supplemental funding increase to safeguard this important national asset.

The outage of a critical air traffic control system made international news in January 2023 when it caused the first nationwide ground stop since 9/11. The NOTAM system that failed, causing thousands of flight delays and cancellations, is just one of many crucial air traffic systems that, along with hundreds of facilities and thousands of pieces of infrastructure equipment, make up the NAS. Many of these systems, facilities, and equipment are decades old, antiquated, or obsolete and have outlived their useful service lives. While the FAA has highlighted the need to replace these critical legacy systems, facilities, and equipment before, the risk is greater now more than ever. Modernization of the NAS can no longer take 10+ years to complete; it must be done now.

Without modernization efforts – including upgraded technology, improved air traffic management, and enhanced safety measures – the risk of system failures, disruptions, and security vulnerabilities will only increase. The FAA's investments in infrastructure and technology are not just improvements; they are all critical to ensuring the reliability and safety of the aviation industry in the coming decades. The agency needs greater technology investment to better accommodate increasing commercial space launch and re-entry activity and unmanned aircraft systems activity, while ensuring the US aviation system remains the safest in the world for the flying public, and globally competitive against aggressive foreign competition. A slow-paced modernization poses a higher risk because it extends the lifespan of unreliable, inefficient systems, amplifying safety, economic, and security vulnerabilities in the era of growing air traffic and cyber threats. Rapid, safe, well-managed modernization, despite short-term challenges, is less risky as it aligns with growing aviation demands and global standards. This investment will enhance operational efficiency, reduce flight delays, improve safety outcomes, and support the growing demand in commercial aviation and emerging entrants.

While tackling these challenges will not be easy, either politically or financially, now is the time to make the FAA's funding needs a priority.

Over the past 15 years, the annual appropriation to the Facilities and Equipment (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 year. 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. Given the current conditions of the FAA's infrastructure, we can no longer wait for funding levels to slowly catch up to the need. We need an immediate infusion of funding to address critical infrastructure needs.

State-of-the-Art ATC System

The FAA proposes supplemental funding in a comprehensive three-year framework. This framework seeks to transform the United States air traffic control system from its current antiquated state to a modern system capable of meeting the demands of today and the future. This proposal will build a new, state-of-the-art, air traffic control system in three years that will enhance the safety and efficiency of our nation's airspace. These investments are crucial for several reasons:

Invest in system replacement for a more resilient NAS: Without this funding, risk to the agency's critical safety and efficiency systems will continue to increase (reference GAO Report on Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems GAO-24-107001 September 23, 2024) as systems and infrastructure deterioration continues, which would have far-reaching consequences. This funding needed includes investments critical to replacing the FAA's communications and surveillance infrastructure. With the additional funding, the agency can plan for a systematic approach to move telecommunications from outdated copper lines to fiber and replace its outdated airborne and surface radar systems to ensure the airspace remains at the forefront of technological capabilities and safety standards.

So, accelerating the modernization of the agency's telecommunications system, including air-to-ground radio communication and data, to provide a faster and more reliable network, is paramount.

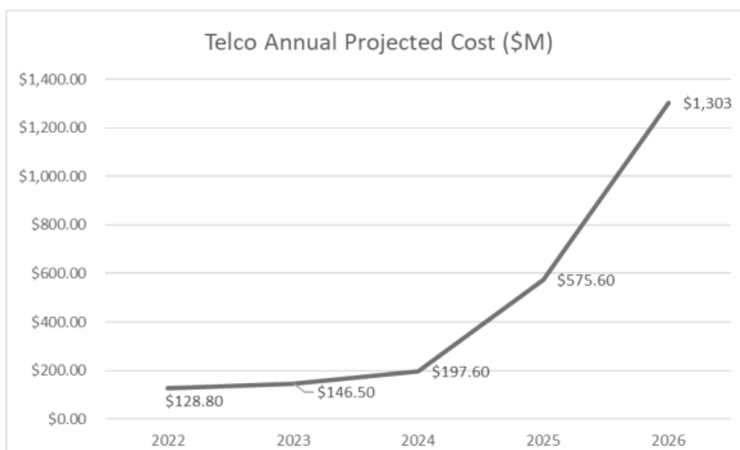
Tools to Support Air Traffic Controllers: The agency must make critical investments to provide the modern tools necessary for controllers to address increasing complexities and traffic in the NAS. The critical voice switch replacement program will be fully supported, providing controllers with a more flexible, VoIP-based communication system. In addition, surface surveillance tools, including those with more complex safety logic, would be deployed with additional funding, improving safety at over 200 airport surfaces at those airports that currently do not have surface surveillance systems. Improving surveillance of airport surfaces was a key outcome of the safety summit that occurred after the near runway misses, including in Austin, Texas. Finally, deploying additional technology to the Caribbean and Alaska to provide accurate real-time surveillance and weather information for air traffic control and pilots, will ensure safe and efficient flights for these critical locations.

New Innovative Investments: Industry has long requested that the FAA accelerate investments to improve efficiencies in the NAS. Additional funding would allow for Terminal Flight Data Manager (TFDM) to be deployed at additional airport sites. The tool deploys electronic flight strips, which will sunset the antiquated paper strips. Moreover, the increased funding level for capital programs will enable the FAA to modernize current systems that utilize archaic technology – such as floppy disks and compact discs used in the OASIS systems in Alaska and in the numerous Information Display Systems (IDS) used across the NAS. Advancing the current Traffic Flow Management System to a more high-tech system (Flow Management and Data) will enable integrated capabilities that provide reliable consistent operational system-wide views, greater operational decision-making, and more system usability that provides more efficient use of the NAS. Sunsetting these outdated technologies for more advanced technologies allows the FAA to enable superior enhancements for the future. Finally, to ensure the FAA maintains global leadership and ultramodern safety technology, the agency will focus on updating the current automation platforms from the 1990s with a common automation platform for the Enroute and Terminal operating environments within the NAS. This strategic program is aimed at optimizing operational efficiency, reducing operating costs, and enhancing system adaptability and interoperability.

In addition to higher funding levels, this framework proposes that the agency create a new budget account to address these capital needs. This would bring greater transparency and allow the agency to easily track and monitor the cost of these updates over the coming years.

Telecommunications

The FAA's urgent transition from Time-Division Multiplexing (TDM) to Internet Protocol (IP) on its FAA Telecommunications Infrastructure (FTI) network is essential to safeguard the National Airspace System, which underpins $1.6 trillion in annual economic activity and supports 10 million aviation-related jobs. The current FTI network dates to 2002 and is heavily dependent on obsolete 1960s TDM technology across over 30,000 services at 4,600 sites. This network faces an accelerated phase-out of this antiquated technology by telecommunications providers, with a major carrier's July 2024 notice indicating that 33% of NAS services are at risk of discontinuance up to two years earlier than anticipated, coupled with new monthly obsolescence fees and no guarantees of performance or support. This situation, echoed by other providers, jeopardizes critical communications for air traffic control, risking delays, safety issues, and significant economic impacts. To mitigate these threats, the FAA is accelerating the adoption of IP-based technologies, including fiber connections, wireless solutions, and satellite systems, while upgrading over 80 FAA systems, voice switches, and radios to native IP interfaces to ensure reliability, enhance cybersecurity, and to improve scalability. Without adequate funding, however, the FAA faces substantial challenges in completing this transition in time to avert potential service outages, which could severely disrupt the NAS's pivotal role in U.S. aviation, national security and economic prosperity.



Under the FAA's current projected program plan, based on historical F&E appropriations, the full TDM transition to IP would not be completed until 2038, incurring hundreds of millions of dollars in expenses.

Radio Communications

Voice communication is critical to air traffic control (ATC) in the United States because it serves as the primary, real-time method for controllers to issue instructions, coordinate aircraft movements, and ensure safety across the NAS. It enables precise, immediate exchanges between controllers and pilots, conveying clearances, weather updates, and emergency directives that automation alone cannot fully replicate, especially in dynamic or non-routine situations. Radios and voice switches, along with telecommunications, enable this critical service.

The FAA must transition its radios to newer equipment 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. Legacy radios, some over 30 years old, rely on outdated analog technology, leading to frequent outages, high maintenance costs due to scarce parts, and incompatibility with modern digital standards like VoIP. Newer equipment, being deployed as part of the FAA's NEXCOM program, offers improved clarity, reliability, and spectrum efficiency, critical for managing increasing air traffic. These digital systems enhance cybersecurity, reduce risks that were highlighted in GAO reports on FAA's vulnerable IT, and enable integration with advanced automation for real-time data sharing. This transition, targeting the replacement of over 25,000 radios, is vital for maintaining controller-pilot communication, reducing delays, and aligning with global aviation standards.

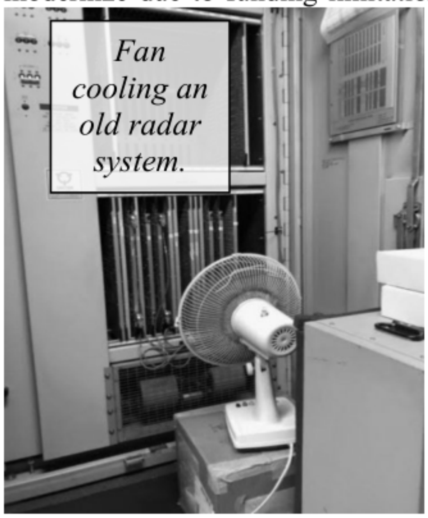
The FAA also urgently needs to replace its legacy voice switches, some nearly 30 years old, due to their obsolescence, high maintenance costs, and critical vulnerabilities that threaten the safety and efficiency of the NAS. These aging systems, with nearly 800 switches across en route, terminal, and air traffic control tower facilities, rely on outdated analog technology, making them prone to failure. They lack the flexibility to support modern air traffic demands, such as dynamic re-sectorization or integration with technologies like VoIP and are increasingly difficult to maintain due to scarce spare parts and retiring skilled personnel. The FAA's VoICE program, transitioning to digital VoIP-enabled switches, aims to rapidly enhance reliability, resilience, and controller efficiency, aligning with modernization goals to ensure safe air travel.

However, under the FAA's current projected program plan based on historical F&E appropriations, radio communications programs (including voice switch) would not be completed until 2037 at the earliest.

<u>Surveillance</u>

The FAA maintains hundreds of surveillance systems across the nation, including airborne and surface systems. These systems, deployed over many decades beginning in the 1970s, are critical tools used by air traffic controllers to manage air traffic safely and efficiently. FAA surveillance systems provide safety-critical information to air traffic controllers, including an aircraft's position and identity as well as weather information. FAA airborne radar systems provide a backup to Automatic Dependent Surveillance–Broadcast information, providing essential information in the event of GPS degradation.

As the 618 FAA airborne radar systems exceed their intended lifespan, outages increase in frequency and duration, and service restoration becomes more difficult as antiquated components become increasingly difficult to obtain. The absence of critical aircraft position and identity information increases the risk of airborne collision and results in increased separation requirements, reducing operational efficiency. As radar systems components reach their end of life, the FAA modernizes, but has been unable to fully modernize due to funding limitations. This has led to over twelve different configurations of airborne surveillance in the NAS. This variety of configurations creates complexity in training technicians, logistics, sparing, and support. This modernization effort will move from twelve different configurations to, at most, 2 of the cutting-edge radars.



Fan cooling an old radar system.

Surface Movement Radar, critical to ASDE-X and ASSC surface safety systems, directly impacts airport efficiency and safety. Any degradation reduces throughput, causing significant operational delays. Upgrading this radar technology at the 44 airports must be prioritized to sustain high-volume airport operations and ensure safety for airports. ASDE-X and ASSC provide real-time accurate safety information for air traffic controllers.

While the ASDE-X and ASSC are deployed to 44 of the most complex airports, there are over 400 airports that do not have any surface tools for air traffic controllers. Implementing real-time surface movement awareness technology is vital in the prevention of runway incursions, significantly enhancing safety at many airports. The FAA rapidly deployed the Surface Awareness Initiative (SAI) system following a close call between a FedEx aircraft on final approach and a Southwest Airlines jet preparing for takeoff at Austin-Bergstrom International Airport (AUS), Austin, Texas on October 11, 2023. The deployment of SAI is in accordance with National Transportation Safety Board Safety Recommendation A-24-010 as an outcome of the Austin, TX event. Immediate deployment of this system can reduce the risk of incidents/accidents and potentially save lives. Through this initiative the FAA would deploy the lifesaving SAI technology to 200 more airports.

Investing in ADS-B in the Caribbean is vital for the FAA to enhance aviation safety and efficiency in a region with limited radar coverage, busy international flight corridors, and challenging geography. ADS-B's satellite-based tracking provides precise, real-time aircraft surveillance over remote oceanic areas, enabling safer routing, reduced aircraft separation, and improved search and rescue capabilities. It's cost-effective, requiring smaller, cheaper ground stations than radar, and supports general aviation, tourism-driven economies, and emerging technologies like drones. By aligning with global ICAO standards, ADS-B ensures interoperability, boosts air traffic capacity, and prepares the Caribbean for future aviation demands, all while supporting the FAA's modernization goals. Airborne surveillance in the Caribbean is currently unreliable due to challenging terrain and frequent adverse weather. This region is a high-volume, complex airspace where increased ADS-B coverage would significantly improve both safety and operational efficiency for pilots and controllers navigating these corridors.

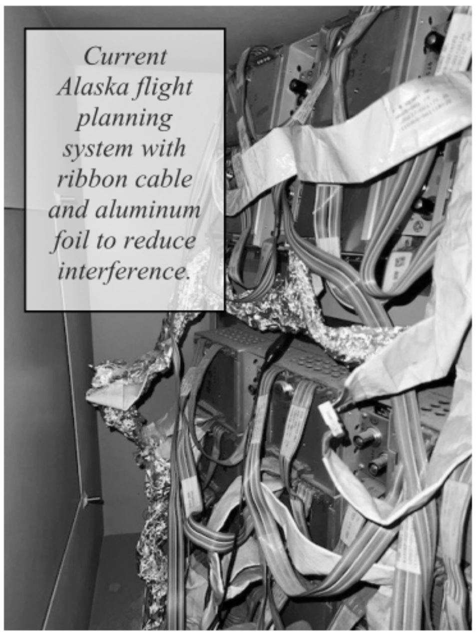
However, under the FAA's current projected program plan based on historical F&E appropriations, surface surveillance and SAI programs would not be completed until 2033.

Automation Programs

Traffic Flow Management (TFM) is critical for ensuring safe, efficient air traffic movement by minimizing delays and congestion through strategic coordination and use of Traffic Management Initiatives. The current Traffic Flow Management System (TFMS), which supports balancing National Airspace System capacity with growing flight demand, is based on 1960s technology and is struggling with performance, reliability, scalability, and maintainability issues. Despite recent technical refreshes, TFMS cannot meet increasing user expectations or operational needs as it suffers from fragmented data integration and lacks a comprehensive failover strategy. To address these critical shortcomings, the FAA is developing the Flow

Management Data and Services (FMDS) program, which will deliver a modern, scalable, and integrated platform with improved reliability, usability, and operational continuity—ensuring TFM can effectively support the evolving demands of the NAS well into the future.

The NAS would greatly benefit from the implementation of Alaska Automation Capability (AAC) for Flight Service in Alaska to modernize and enhance the efficiency, safety, and reliability of flight services in a state with unique challenges like vast wilderness, limited infrastructure, and harsh weather. AAC, will replace and modernize the aging, unsecure automation systems like OASIS, integrate advanced automation for weather graphics, flight plan processing, and emergency services, addressing the limitations of outdated manual processes and systems with security vulnerabilities. Additionally, the aging voice switches, which provide the only radio coverage in many regions of Alaska, are failing with no replacement available prior to 2035. All existing Alaska Flight Service systems are currently maintained in sustainment-only mode. Without immediate modernization, essential aviation-dependent services in Alaska face increasing risks of failure, threatening public safety and economic stability. In Alaska, 82% of communities lack road access and rely heavily on aviation in ways foreign to most in CONUS. AAC supports critical services like pilot briefings, NOTAMs, and search-and-rescue coordination in areas with minimal cellphone or internet coverage. By providing real-time data and streamlined interfaces, AAC reduces controller workload, improves response times, and enhances safety for general aviation and commercial operations in Alaska's non-radar environments, aligning with the FAA's Alaska Flight Service Initiative goals.



Current Alaska flight planning system with ribbon cable and aluminum foil to reduce interference.

Immediate funding would allow for the FAA to address the Don Young Alaska Aviation Safety Initiative (DYAASI) specified in FAA's 2024 Reauthorization Act (P.L. 188-63), while modernizing Flight Service systems, which is a Congressional identified critical need. AAC would leverage an already deployed modern Flight Service capability in CONUS and include appropriate modifications to meet Alaska requirements through a common platform.

Automated Weather Observing Systems (AWOS) and Visual Weather Observing Systems (VWOS) are critical for Alaska aviation, providing real-time, accurate weather data in remote areas with harsh, rapidly changing conditions, enabling safer flight planning and operations. Weather cameras complement these systems by offering visual confirmation of conditions at airports and key routes, helping pilots assess visibility and hazards like fog or snow. Together, they enhance situational awareness, reduce weather-related accidents, and support Alaska's vast general aviation and commercial operations in areas with limited radar and infrastructure. Accurate, real-time weather information is indispensable for safe aviation operations in Alaska, where many communities depend solely on-air transportation. Failure to maintain and modernize AWOS, VWOS, and weather cameras can lead to severe disruptions, risking the timely delivery of critical supplies, healthcare, and emergency services. Immediate investment in these systems is necessary to ensure continuous and safe connectivity for remote Alaskan communities.

As traffic demands on the NAS continue to increase, the need to efficiently manage volume becomes more important. Terminal Flight Data Manager (TFDM) will help air traffic controllers manage the increasing load at busy airports through a number of assistive technologies. Electronic Flight Data (EFD) exchange and Electronic Flight Strips (EFS) will be installed in air traffic control towers across the US to replace paper flight strips. TFDM terminal data will be available to flight operators and other stakeholders to provide real-time schedules of all airplanes arriving and departing, which will improve traffic flow. TFDM will also integrate with other FAA traffic flow management systems to ensure alignment of all traffic flow management initiatives enabling efficient operations. TFDM will replace multiple systems in the NAS through the integration of their functionality into the system. This will achieve technology modernization, sharing of data, and lower maintenance costs. Through this initiative, TFDM will deploy electronic flight strips to 89 airports.

Paper flight strips

The FAA must replace its legacy Information Display Systems (IDS) due to their outdated technology, which struggles to meet modern air traffic demands, poses cybersecurity concerns, and incurs high maintenance costs. These systems, some dating back to the 1980s, rely on obsolete hardware such as floppy disks and software, leading to inefficiencies, limited scalability, and vulnerabilities to cyberattacks, as highlighted by experts noting pathways for hackers in outdated IT infrastructure. E-IDS will provide multiple safety benefits to the American public, including increased productivity for air traffic controllers, user efficiency, and NAS safety by displaying, entering, and distributing Notice to Airmen and access to Special Activity Airspace schedule and status. This system will enhance safety in the NAS with Pilot Reports collection and distribution across the system and to other NAS users. Improving NAS resiliency by supporting faster recovery during adverse events and providing required operational position information to any other properly configured position in the NAS will support Air Traffic Management service providers in maintaining continuity of operations. By replacing multiple legacy IDS with E-IDS, as a single system, reduces the need for costly compensating controls and supports compliance with evolving aviation standards, aligning with the FAA's modernization needs.

The FAA must develop a common automation platform to replace the Standard Terminal Automation Replacement System (STARS) and En Route Automation Modernization (ERAM) to address the inefficiencies, high costs, and integration challenges posed by these disparate, aging systems, which struggle to support the growing complexity of the NAS. A unified platform would streamline air traffic control by standardizing interfaces, consolidating data processing for terminal and en route operations, and enhancing interoperability with newer technologies. The current NAS automation systems are infrastructure is siloed, inflexible, and increasingly costly to maintain as it ages. Each program independently procures and manages its own hardware and IT tools, resulting in redundant efforts, inconsistent platforms, and higher operational costs. Legacy systems also create data integration challenges, require inefficient one-off fixes, and make it difficult to adapt to evolving aviation needs. Modernizing to a standardized, scalable platform would

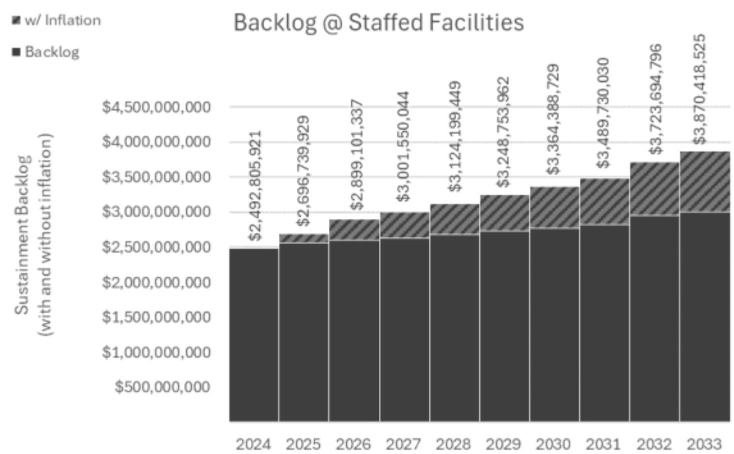
Current FAA Terminal Facility

reduce the total cost of ownership, simplify integration of new technologies, accelerate deployment of new capabilities, improve cybersecurity, and eliminate vendor lock-in—ultimately enabling the FAA to respond more efficiently to operational changes and support future aviation growth.

However, under the FAA's current projected program plan based on historical F&E appropriations, these critical automation systems would not be implemented until 2040.

Facilities

Increased funding for Air Traffic Control facilities is also imperative to prevent the growth of our air traffic control facilities' sustainment backlog. Many ATC facilities, including Towers, TRACONs, and en route centers, are deteriorating at alarming rates. Failing infrastructure such as HVAC systems, pest issues, leaking roofs, and asbestos hazards, are compromising safety. Swift action to replace these facilities will prevent potentially catastrophic service interruptions, safeguard personnel health, and uphold the operational integrity of the entire NAS. With this support, the agency can effectively manage the backlog and ensure the operational integrity of these vital assets. Additionally, addressing the replacement of air traffic control facilities is paramount. Currently, the FAA replaces, on average, one control tower per year among the 377 FAA-owned towers in the agency's inventory, resulting in a staggering 300-year timeline for full replacement. The agency's aim is to significantly expedite this process, reducing the replacement timeline to a far more practical 80 years, which translates to replacing 4 to 5 towers annually. The FAA would also initiate planning and land acquisition for the replacement of the FAA's 21 Enroute air traffic control facilities (ARTCCs), which are approximately 61 years old on average. The FAA's 21 ARTCCs were placed throughout the NAS because of the legacy technology limitations. These limitations are no longer an obstacle and therefore the FAA can consolidate and reduce the number of ARTCCs, which would save FAA operations funding.



Conclusion

It is imperative that the United States invest in the safety, efficiency, and growth of our nation's antiquated aviation infrastructure immediately. Industry has voiced concern and recommended providing "immediate robust, emergency funding for ATC critical infrastructure investment in facilities and technology" (Reference "Modern Skies Coalition - Text to Enhance NAS Safety and Efficiency - 25.04.14" addressed to Senators Ted Cruz (R-TX) and Jerry Moran (R-KS), Committee on Commerce, Science and Transportation, US Senate). The United States must invest in its infrastructure to become the gold standard again and lead with the best ATC system in global aviation. This funding, in addition to creating tens of thousands of jobs across the United States, will provide a safe, stable, efficient, and modern infrastructure to support air travel for years to come. Any dollar invested in U.S. airspace is a prudent investment: Aerospace generates 5 percent of US GDP, the equivalent of $1.25 trillion, and accounts for over 2 million jobs. Aviation represents a larger sector of the US economy than the automotive industry. It is one of the nation's most important national security, economic, and geostrategic assets. It is critical the United States acts now to invest and modernize a National Airspace System that supports the future and moves beyond the 1960s.

Brand New Air Traffic Control System

Overview

The Federal Aviation Administration (FAA) faces a rapidly growing, complex and demanding aviation sector, with commercial air travel returning to pre-COVID levels and new entrants, including drones, advanced air mobility, and commercial space. The air traffic control system is based on outdated technologies that are unable to meet these demands. The system is showing its age – which leads to delays and inefficiencies.

This proposal seeks to transform the United States' air traffic control system from its antiquated system to a modern system capable of meeting the demands of today and the future. This proposal will build a new, state of the art, air traffic control system that will enhance the safety and efficiency of our national airspace.

Communications

Telecommunications (Timeline: 2025-2028)

- Description: Full replacement of the existing TDM network with IP.
  - 4,000 new high speed network connections on fiber, satellite, and wireless and over 30,000 services – covers the entire US.

Radios (Timeline: 2025-2027)

- Description: Replacement of TDM Radios to full Voice IP.
  - ~25,000 new radios.

Voice Switch (Timeline: 2025-2028)

- Description: Full replacement of the small tower voice switch, medium, TRACON, En-Route, Air-Ground converter and Ground-Ground converter

Surveillance

Airborne (Timeline: 2025-2027)

- Description: Full replacement of the cooperative (beacon) and non-cooperative surveillance. Moving from 12 different configurations to 2.
    - Replacement of 618 Radars.

Surface (Timeline: 2025-2028)

- Description: Replacement of the current Surface Movement Radar.

Surface Awareness Initiative (Timeline: 2025-2027)

- Description: Deployment to 200 airports for surface awareness.

ADS-B in the Caribbean

- Description: Deploy ADS-B ground stations into the Caribbean to be able to improve the availability of the Caribbean traffic

Automation Programs

Flow Management and Data Services (Timeline: 2025-2028)

- Description: Rearchitect the antiquated slow Traffic Flow Management System (TFMS)

Alaska Automation Capability (Timeline: 2025-2028)

- Description: Move the Alaska Flight Service system to be like the continental U.S. (CONUS)

Terminal Flight Data Manager (Timeline: 2025-2028)

- Description: Deploy additional flight strips to 89 towers

DataComm (Timeline: 2025-2027)

- Description: Accelerate the Deployment of full services DataComm which enables texts to pilot vs current voice

Enhanced Information Display System (Timeline: 2025-2027)

- Description: Accelerate the deployment of replacing the antiquated Information Display Systems (IDS) that were deployed in the 90s (with floppy and CDs)

Common Automation Platform (Timeline: 2025-2028)

- Description: Move from 3 Automation systems to 2 common automation platforms (enroute and terminal)

Facilities

ARTCCs: (Timeline: FY25-FY28)

- Description: Building 6 new state-of-the-art Air Traffic Control Centers for the first time since 1960s, focusing on co-location hard-to-staff and needed facilities.

Tower/TRACON (Timeline: FY25-28)

- Description: Deploy 15 new Towers and 15 co-located TRACONs

Alaska

- 50 AWOS locations
- 60 VWOS locations
- 64 sites weather cameras

New York Area: Best Equipped/Better Served and Multiple Aircraft Ramp System

- Description: To have a better flow of air traffic into the most complex airspace, the FAA is looking to pilot best equipped best served to JFK and LGA, where starting in December 2025 to fly into these two airports between 3-8pm the aircraft must be equipped with MARS.

From: Tomlinson, Adam (EPW)
Sent: Mon, 14 Apr 2025 14:03:15 +0000
To: Meachum, Pete (OST)
Cc: Dudis, Dan (EPW); Perlstein, Andrew (EPW); Barrett, Murphie (EPW); Moore Lund, Caryn (EPW); Matesic, Hannah (OST)
Subject: EPW Committee Request for Discretionary Grant Status Updates

Pete –

Thanks again for facilitating Secretary Duffy's April 2 appearance at the EPW committee. At the hearing, Secretary Duffy told the committee of the 3,269 grant awards that were announced before he took office and did not have signed grant agreements. Chairman Capito and Ranking Member Whitehouse share the Secretary's desire to see grant agreements executed for announced projects in an expeditious manner. Our committee would like to receive regular updates on the grant agreements that are signed in order to track the progress in clearing this backlog. Please let us know how many and which of the 3,269 announced grant awards now have signed grant agreements. Additionally, we would like to receive an update from the Department on a biweekly basis going forward that includes the total number of grant agreements signed for the 3,269 projects and which projects grant agreements have been executed for.

Please let us know if you have any questions.

Thanks

Adam and Dan

Adam Tomlinson
Republican Staff Director
Chairman Shelley Moore Capito
U.S. Senate Committee on Environment and Public Works
(b)(6)

From: Moore Lund, Caryn (EPW)
Sent: Wed, 23 Jul 2025 23:20:38 +0000
To: Matesic, Hannah (OST)
Cc: Barrett, Murphie (EPW)
Subject: EPW GOP grants request

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Hannah,

Below are the questions we have regarding the announced and unsigned grants. Happy to meet with OST or FHWA SMEs on these:

Question 1) Of the 3,269 grants with unsigned grant agreements the Secretary has referenced, how many are within FHWA's purview?

Question 2) Of the FHWA grants in question, how many are from programs authorized by:
2a) IIJA (number of grants and total dollar amount)?
2b) IRA (number of grants and total dollar amount)?
2c) Unauthorized programs funded through the appropriations legislation (number of grants and total dollar amount)?

Question 3) Of the announced grants with unsigned FHWA grant agreements, what number require further action by FHWA to be signed?

Question 4) Of the announced grants with unsigned FHWA grant agreements, what number of grants require an action by the grant recipient in order to be signed?

Question 5) Of the announced grants with unsigned FHWA grant agreements, please provide a percentage breakdown of recipients by the following categories: State DOTs, Metropolitan Planning Organizations, Counties, Cities, Tribes, Ports, multi-jurisdictional entities, community groups, and other.

Question 6) Of the announced grants with unsigned FHWA grant agreements, please provide a breakdown of unsigned grants by award fiscal year.

Question 7) Of the announced grants with unsigned FHWA grants agreements, what percentage derive from programs with an administrative takedown or administrative funding?

Question 8) Of the announced grants with unsigned FHWA grants agreements, what percentage do not have administrative funding?

From: Moore Lund, Caryn (EPW)
Sent: Thu, 30 Jan 2025 21:51:14 +0000
To: Priebe, Jonathan (OST); Fritz, Trish (OST); Schmoll, Joseph (OST); Dean, Heather (FHWA); Lomax, Brian (FHWA); FHWA.Congress; Guendert, Zan (FHWA); French, Maureen (FHWA)
Cc: Kenyon, Brady (Cramer)
Subject: EPW Majority: Options for Grand Forks Project

Hi OST and Highways Team,

ARailroad Crossing Elimination project in Grand Forks has had some cost escalations since receiving their RCE grant in 2023. They have found further local funds, but are looking for an additional $15 million to make up the difference. FRA grants seem unlikely, but would you be able to connect virtually with Brady from Sen. Cramer’s office and me to help us identify if there are other FHWA or OST sources of funds that could help bridge the gap?

Please let me know if you have a window next week to discuss.

Thanks,
CML

Caryn Moore Lund
Senior Professional Staff Member
Committee on Environment & Public Works
U.S. Senate
Direct: (b)(6)

From: Moore Lund, Caryn (EPW)
Sent: Mon, 21 Apr 2025 14:58:54 +0000
To: Matesic, Hannah (OST); Fritz, Trish (OST)
Cc: Barrett, Murphie (EPW)
Subject: EPW Majority: Shared Services Briefing

Hi Guys,

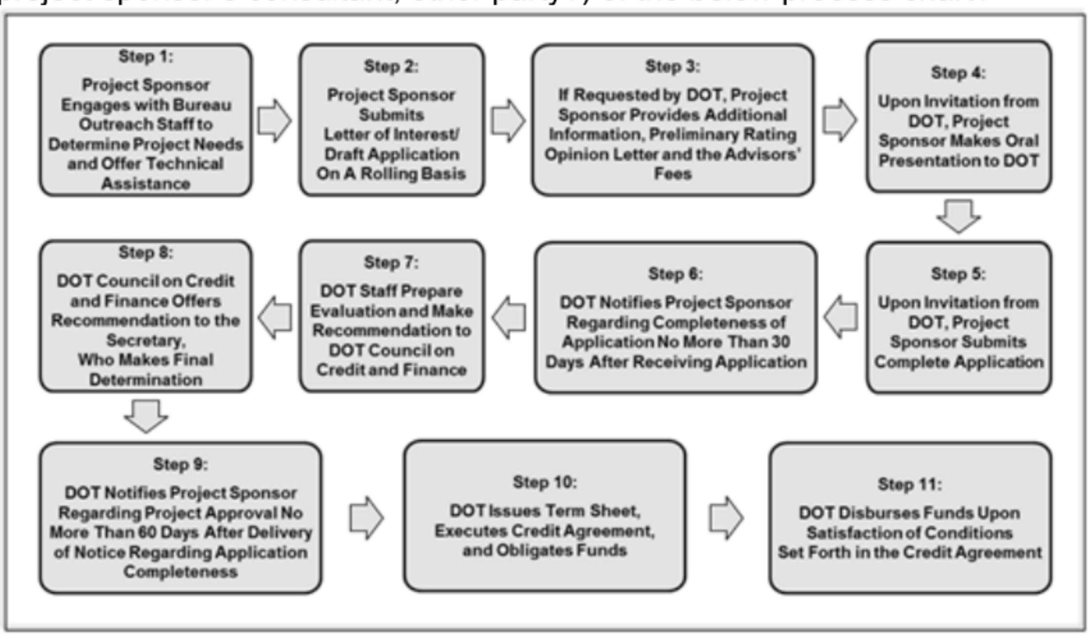
We are hearing lots of rumors about reorganizations and mandated shared services, including FHWA offices and HTF-funded accounts – hence our interest. I understand that there is probably a lot that is in process, and you may not be able to answer all our questions at this time, but we would like to start the conversation this week. We could do between 11-12 on Thursday, 4/24 and anytime 11-1 on Friday, 4/25. Please let me know if there is a window in there that works for you. Thanks!

Caryn Moore Lund
Senior Professional Staff Member
Committee on Environment & Public Works
U.S. Senate
Direct: (b)(6)

From: Moore Lund, Caryn (EPW)
Sent: Thu, 26 Jun 2025 17:26:15 +0000
To: Fritz, Trish (OST); Matesic, Hannah (OST)
Cc: Barrett, Murphie (EPW); Rupp, Dominique (EPW)
Subject: EPW Majority: TIFIA Update Briefing Request

Hi OST Team,

With the end of the quarter nearing, we respectfully request a briefing with the TIFIA leadership team on the tifia pipeline and balance. Could you please share an updated version of this table, and have materials or be prepared to cover the forthcoming projects and their subsidy costs? Could you also give us a refresher on the process below, specifically who does what in each step (BAB staff, consultant, project sponsor, project sponsor's consultant, other party?) of the below process chart?



We can do the following times:
-Anytime between 10am-12pm on Wednesday, July 2
-1:30-2:30 Monday, July 7
-2-3pm on Tuesday, July 8

We can host you here, or do virtual. Thanks!

Caryn Moore Lund
Senior Professional Staff Member
Committee on Environment & Public Works
U.S. Senate
Direct: (b)(6)

From: Moore Lund, Caryn (EPW)
Sent: Thu, 21 Aug 2025 13:13:42 +0000
To: Fritz, Trish (OST); Matesic, Hannah (OST); Buskard, Brian (OST)
Cc: Barrett, Murphie (EPW)
Subject: EWP Majority: RAISE GRANT for Potomac Highlands Rural Transit
Attachments: Raise Description.pdf

Hi OST Team,

Can you please give me a status update on this 2023 RAISE grant to WVDOT for the Potomac Highways Hydrogen Fuel Initiative by EOW? Project Description attached.

Please let us know the status.

Best,

CML

Caryn Moore Lund
Senior Professional Staff Member
Committee on Environment & Public Works
U.S. Senate
Direct: (b)(6)

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