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Hi All,

Attached are questions for the record for Secretary Duffy from the Committee on Transportation and Infrastructure's July 16, 2025, hearing. The Committee requests written responses no later than September 1, 2025, so that they may be made a part of the record. If you have any questions, please let me know.

Best,

**Tyler Micheletti**  
**Director of Operations and Administration**

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COMMITTEE ON  
**TRANSPORTATION  
& INFRASTRUCTURE**

SAM GRAVES, CHAIRMAN

**Questions Submitted for the Record**  
**Submitted by Ranking Member Rick Larsen**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. The Pipelines and Hazardous Materials Safety Administration has shown a significant decrease in safety actions since January of this year: 68 percent lower than in President Trump’s first term. In your confirmation hearing, you pledged to make safety the top goal of the Department of Transportation.
  - a. How does this decrease in safety actions further the goal of promoting safety?
  - b. Do you think that the pipeline industry should be allowed to set their own safety standards?
  
2. It’s no secret that the passenger rail system in the United States lags behind that of many other countries. A large reason why is because those countries make significant public investments in passenger rail infrastructure.
  - a. Are you aware of any intercity passenger rail systems that haven’t relied on government investments in capital projects?
  - b. Does the traveling public deserve a world-class passenger rail system?
  - c. Do you support the investments necessary for us to catch up to China as former presidential advisor Elon Musk suggested we should do?

**Questions Submitted for the Record**  
**Submitted by the Honorable Brian Babin**  
**Full Committee on Transportation & Infrastructure on**  
**“Oversight of the Department of Transportation’s Policies and Programs and Fiscal Year**  
**2026 Budget Request”**  
**Wednesday, July 9, 2025**

**Questions for The Honorable Sean Duffy, Secretary of the U.S. Department of Transportation:**

1. In the Federal Aviation Administration Reauthorization Act of 2024, Congress directed the Agency to transition the piston-engine general aviation aircraft fleet to unleaded aviation gasoline, which is approved for all piston-engine aircraft types and piston-engine models, by 2030 through the Eliminate Aviation Gasoline Lead Emissions Initiative (EAGLE) program. Previously, EAGLE indicated testing on a fuel would be completed by 2024. Recent updates indicate testing may continue through 2026.
  - a. What steps will the FAA take to expedite fleet-wide authorization for unleaded aviation gasoline to meet the bipartisan Congressional deadline?”

**Questions Submitted for the Record**  
**Submitted by the Honorable Salud Carbajal**  
**Committee on Transportation and Infrastructure**  
**Full Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for the Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. I was proud to secure \$50 million in the FAA reauthorization, with Rep. Ezell, to advance the integration of the national air space. With the rise of advanced air mobility and commercial space launches, how is the Department ensuring the safe and efficient integration of these new entrants into the national airspace?
2. Airlines are deferring aircraft deliveries because of cost increases from tariffs. Some airlines have already slashed schedules for travel over the next several months. The U.S. airline industry needs greater clarity; aerospace manufacturing is an area where we, America, are dominant, so let’s do more. Do you support actions action that can broadly reinstate tariff policies that enable the U.S. airline industry to grow and thrive?
3. The lack of safe and accessible truck parking has been a top concern for many the trucking industry for years. Recently, the Department highlighted truck parking infrastructure as a priority, which we were very pleased to see. Can you elaborate on what specific actions, funding mechanisms, or guidance this would include to meaningfully address the nation’s severe truck parking shortage?
4. H.R. 2514 - the Trucker Bathroom Access Act—is a simple, bipartisan solution to restore a basic human dignity to the men and women who keep our supply chain moving. Does DOT support legislative efforts like this that ensure drivers can access restroom facilities at shippers, receivers, and warehouses?

**Questions Submitted for the Record**  
**Submitted by the Honorable Andre Carson**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. Over a year ago, FAA finally announced that they were starting implementation of secondary cockpit barriers on new aircraft – the requirement I authored back in the FAA Reauthorization Act in 2018 and reaffirmed in the 2024 Reauthorization. These barriers were recommended by safety professionals after the horrific deaths on 9/11. We hardened cockpit doors, but at some point during flights, the doors are opened when pilots need coffee, a sandwich, or a trip to the lavatory. During this well-known period of vulnerability, flight attendants have been masterful in wielding beverage carts to protect the flight deck. I appreciate that labor groups, including pilots, have been some of the strongest advocates for these safety devices to keep the flight deck secure, and to keep crew and passengers safe too. But we shouldn’t have to rely on beverage carts. The slow implementation to fix a well-known security risk is shameful. We can do better.
  - a. Mr. Secretary, are you committed to fully implementing the law requiring secondary cockpit barriers?
  - b. Why is implementation taking so long?
  - c. Can you tell me what the percentage of implementation is so far?
    - i. Which models and which fleets have begun or completed installation?
  - d. The airline industry keeps fighting against these barriers and has recently requested a 2-year delay, which is totally unacceptable. Instead, a 1-year delay was granted. Please provide me with details specifying why this delay was granted.
  - e. Which airplane models have barriers certified for installation?
  - f. Which airplane models do not have barriers certified for installation?
  - g. How have the administration’s hiring freezes, firings and forced retirements impacted the certification of secondary cockpit barriers and how has this delayed implementation?
    - i. How many certification personnel have left FAA since January?
  - h. What is the training protocol to utilize secondary cockpit barriers? Please provide a written copy of this training protocol.
    - i. Also, how long will this training module take to complete for current flight crews?
    - ii. Can this be incorporated into other routine training requirements or is an additional type of training required?
  - i. What are “alternative compliance” measures for secondary cockpit barriers?
    - i. How and when are they deployed?
  - j. What will you do to speed up and reach full implementation?

2. Mr. Secretary, the Department's suspension of National EV Infrastructure funds was described last month by a federal judge as "likely violating the separation-of-powers doctrine" and you've been ordered to release these funds. Mr. Secretary, do you intend to appeal this ruling or can this Committee rely on you to enforce the laws passed by Congress, and specifically, programs authorized by this Committee?
  - a. Also, please provide a complete list of all NEVI grants and funding that has been delayed, frozen or terminated to day.
  - b. Please include the location and recipients.
  - c. Please provide a full list of this funding that was disbursed (with the location and recipient).
  - d. Is there a process to appeal such short-sighted decisions?
  - e. How many terminated funding projects were appealed, and how many funded after an appeal.
  
3. This Committee has worked hard to improve aviation safety and our workforce. Yet, since January we've seen a disturbing increase in accidents – mid-air collisions, crashes and terrible problems with take-off's and landings. Twenty-four accidents or near-accidents, and 111 deaths since January. My concern today is figuring out how the administration's cuts to personnel and funding are impacting aviation safety.
  - a. How is DoT measuring human factors like personnel stress and low morale on safety?
  - b. What delays or disruptions are these freezes and firings having on safety?
  - c. How distracting or demoralizing are these stressful attacks on the workers trying to keep our skies safe?
  - d. How are airport personnel and contractors handling the unnecessary pressure of threats of getting fired when they're trying to safely manage airport operations?
  
4. Airport infrastructure and safety inspection workers perform amazing jobs, often times in challenging circumstances – in the towers, on the ground and in flight. They do the hard work every day to keep American skies the safest in the world. There is a long and unacceptable list of incomplete provisions from our last FAA bill that would be very helpful to these workers and keeping our flights running safely.
  - a. What is your timeline for completing the incomplete requirements?
  - b. How many designated personnel have you assigned to complete these requirements?
  
5. The 2024 FAA reauthorization required the FAA to maximize the hiring of air traffic controllers and to expand the deployment of surface surveillance technology at all large and medium hub airports to prevent near misses.
  - a. With such an uptick this year of accidents and near misses, please tell us about how this safety surveillance technology is being implemented?
  - b. What's the percentage of installation and utilization at this point?
  - c. How have the administration's personnel and funding cuts slowed down or interfered with implementation?
  
6. The FAA authorization bill established protections and better training for airport worker safety, including ground crews, ramp workers, and stiffer penalties for assaults on flight crew or gate agents. Your testimony indicates that implementation is not going well and, in fact,

FAA has missed many deadlines imposed by Congress. A GAO report listed 27,000 ramp accidents or incidents worldwide.

- a. Mr. Secretary, how many worker injuries have occurred since January?
  - b. Why is implementation on worker safety so slow?
  - c. Where is the implementation falling short and how can it be improved?
  - d. How have the administration's funding cuts, freezes and firings delayed implementation?
7. After the horrific mid-air collision at DCA and the tragic loss of 67 lives, the NTSB made recommendations to halt some of the military and helicopter traffic around DCA because of the intolerable safety risks.
- a. Are you aware of any other high-risk areas that need review and possible air traffic or operational changes?
  - b. In addition to separating this traffic and prohibiting military training near active commercial operations, are there any general "best practices" that should be implemented to avoid the risk of another accident?
8. In terms of transitions from the military, what more should we be thinking about for opportunities from military aviation and aviation maintenance expertise that could play a role in addressing the civilian aviation workforce issues that we're facing right now?
- a. What improvements in current practices or programs might help?
9. Regarding our critical transportation infrastructure, including aviation and airport operations, can you describe some of the most important cybersecurity challenges that need to be addressed?
- a. How concerned are you about the past FAA computer outages (like the NOTAMS – Notice of Air Missions – systems that have gone down)?
  - b. How are these issues impacted by insufficient staffing?
  - c. How can we better utilize our technical staff expertise with cutting-edge technology to mitigate cyber threats?
  - d. What are the top cybersecurity priorities that we should focus on and why?
  - e. Are there specific ways that our Committee can provide assistance?
10. We're hearing more and more reports about unauthorized drone flights interfering with normal operations at facilities and events around the country.
- a. Can you tell me how you're managing these concerns?
  - b. What technology, tools and personnel protocols are you deploying to minimize problems from authorized drone flights?
  - c. Is more training or technology needed to help airport personnel prevent drone incursions or disruptions? If so, what does that look like?

**Questions Submitted for the Record**  
**Submitted by the Honorable Rick Crawford**  
**Full Committee Hearing on “Oversight of the Department of Transportation’s Polices and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Question for Sean P. Duffy, Secretary, Department of Transportation:**

1. The Infrastructure Investment and Jobs Act has allocated significant funding to accelerate the adoption of Advanced Digital Construction Management Systems used in highway and transit projects. Both the ADCMS and SMART grant programs are highly sought after by project sponsors.
  - a. As FTA and FHWA continue to deploy these technologies, how will you ensure that state DOTs and transit agencies, especially those with limited resources or technical expertise, can effectively implement digital infrastructure technologies to improve project delivery, cut costs, and boost safety, while also tackling potential challenges like workforce training and data interoperability?
  
2. When you served in Congress, you were a cosponsor of the Drive Safe Act, legislation that was the foundation of the Safe Driver Apprenticeship Pilot Program. This program is currently being administered by the DOT; however, the pilot program is set to expire on November 6, 2025.
  - a. With early safety data showing over 1.25 million miles driven and zero reportable crashes, do you support extending the SDAP program until Congress can establish a permanent framework in the next surface transportation reauthorization?
  - b. What is the Department doing to ensure career pathways remain open for 18- to 20-year-old qualified drivers if the SDAP program expires before Congress enacts a long-term solution.
  - c. Will you commit to extending the SDAP program administratively to give Congress time to act on a permanent solution?
  
3. As this committee works to prioritize workforce development in the upcoming surface reauthorization, how does DOT plan to support and promote workforce provisions included in the recently enacted *One Big Beautiful Bill* that allow 529 savings plans and Pell Grant dollars to be used for post-secondary trade education – such as a truck driver training program or becoming certified as a diesel technician?

**Questions Submitted for the Record**  
**Submitted by the Honorable Sharice Davids**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. In a letter you sent to the nation’s governors on July 1, 2025, you state that the Department is “getting back to the basics – using data to guide decision-making and prioritize investments...” I agree that we need complete, consistent, and accurate data in order to make well-informed decisions and measure system performance. Congress and the Federal Highway Administration (FHWA) have long recognized the need to improve the Highway Performance Monitoring System (HPMS), which plays a critical role in assessing highway conditions, informing strategic planning, and distributing Federal-aid highway funds. The Federal Highway Administration’s HPMS 2018 Reassessment Report recommended leveraging third-party data sources to create a more robust data ecosystem.
  - a. With that in mind, could you share how FHWA intends to modernize HPMS, including how the agency plans to incorporate innovative technologies and third-party data to enhance efficiency and reduce the reporting burden on State DOTs?
2. Kansas City is the smallest U.S World Cup host city, with a metro population of 2.2 million. KC2026 anticipates welcoming up to 650,000 visitors during the World Cup, nearly a 30 percent surge in regional population during the tournament. The Kansas City region has long provided public transit service to a bistate region but lacks support to institute a truly robust public transportation system, which poses unique challenges for safely and efficiently moving fans, workers, residents, and visitors during a global event of this scale. As many as three FIFA team base camps may be located in the Kansas City region, increasing demand for transit options across the metropolitan area, both around the host stadium and FanFest. Public transit is essential for World Cup success and the experience for Americans and our international guests. Beyond moving people, transit helps support local businesses, amplify economic impact, enhance public safety and crowd management, and reduce environmental impact.
  - a. Will the Federal Transit Administration (FTA) make additional operating funds available to transit agencies across the country to support critical need for increased public transportation that the World Cup will necessitate?
  - b. Do you support a temporary change to the local match amount required by FTA for operating funding from the existing 50/50 split (50 percent federal, 50 percent local) to something more akin to the funding split for capital projects (80 percent fed, 20 percent local)?
  - c. Can you please describe any additional steps FTA is considering to support transit agencies across the nation to be able to adequately meet the challenges posed by the World Cup?
  - d. Would FTA consider suspending the prohibition of charter service during the period of the World Cup?

3. With new NEVI guidance delayed since Spring, several projects in my home state were set to break ground but are now in limbo due to administrative delays. Can you commit to releasing regular, standardized public updates on NEVI-funded project implementation by state?
4. As you are likely aware, cargo theft is increasingly an issue throughout the supply chain, especially for trucking and rail shippers. The average cost of each stolen shipment can exceed \$280,000, but these thefts result in millions of dollars in financial losses to large and small manufacturers, retailers and shippers, both in lost product and the intentional and unintentional sale of stolen goods through legitimate markets.
  - a. To what extent is the U.S. Department of Transportation aware of these increased rates of theft across the transportation supply chain network?
  - b. Can you elaborate on how the Department is coordinating with relevant agencies and affected stakeholders to ensure continued cargo theft doesn't continue to affect consumer costs?
5. Secretary Duffy, I'm sure you're aware that accessible truck parking has been a top concern for many the trucking industry for years. I know the Department highlighted truck parking infrastructure as a priority. Can you please elaborate on what specific actions, funding mechanisms, or guidance from your perspective would meaningfully address the nation's truck parking shortage?
6. I'd like to highlight an issue I've brought up with your predecessors. The Bipartisan Infrastructure Law allocated \$1 billion per year for the maintenance, acquisition, and installation of aviation navigation aids for small- and medium-sized airports that depend on these technologies to safely manage air traffic. These NAVAIDS are operating well beyond their expected useful life, parts are becoming difficult to source, and it's time these systems are updated in towers all over the country.
  - a. Will you commit to continue to work with me and the rest of the House Transportation and Infrastructure Committee, as well as Federal Aviation Administration leadership, to ensure these systems are acquired and installed in a timely manner?
7. An area in which I know you and I would like to see the FAA meet the challenge of modernization is the promotion and coordination of new and emerging technologies in aviation, like Advanced Air Mobility. The Advanced Air Mobility Coordination and Leadership Act was passed into law (Public Law 117-203, Oct. 17, 2022) to support integration of new AAM entrants by directing an interagency working group at DOT to plan and coordinate domestic government efforts. This law required this working group to release a report (1) detailing findings from the review and examination performed; and (2) providing the AAM National Strategy, including a plan and associated recommendations.
  - a. Secretary Duffy, can you tell the Committee the date certain by which this framework will be released from this group as mandated by law so we can work together to provide some certainty for a new industry and ensure the U.S. is an international leader in this space?
8. Secretary Duffy, as I'm sure you're aware, the idea of sustainability in aviation means many things from environmental sustainability to financial sustainability for some of the largest industries in our country, including our agricultural producers that provide feedstocks from places like Kansas. As Co-Chair of the Congressional Sustainable Aviation Caucus, I'd like to highlight that Sustainable Aviation Fuel (SAF) adoption is a priority for aviation's long-term emissions goals and serves as a key component of aviation's business future, but access and production remain limited.

- a. How is the Department working to accelerate SAF availability and affordability, especially for small- and medium-sized airports that serve general and business aviation?
- b. In what ways is the Department coordinating with other agencies on the promotion and integration of SAF?

**Questions Submitted for the Record**  
**Submitted by the Honorable Mike Ezell**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. Mr. Secretary Duffy, Congress has authorized you to engage a Vessel Construction Manager (VCM) to oversee the construction of up to 10 new sealift vessels for the National Defense Reserve Fleet. Additionally, Congress has provided \$12 million for the purposes of engaging said VCM. Given the urgent need to recapitalize the aging surge sealift fleet and the persistent challenges in maintaining readiness, what specific steps is the Department of Transportation taking to leverage the VCM authority to accelerate the design, contracting, and delivery of new sealift vessels in U.S. shipyards?
  
2. Secretary Duffy, a recent IG report from the DoD, published on June 20<sup>th</sup> 2025, titled “Evaluation of U.S. Navy Efforts to Recapitalize Surge Sealift Vessels” highlights significant delays and limitations in recapitalizing the surge sealift fleet, including the lack of new vessel construction to date. In your view, how can the Department of Transportation, through an experienced Vessel Construction Manager, streamline acquisition processes, ensure cost-effective contracting, and coordinate with the Navy and U.S. Transportation Command to maximize efficiency and minimize delays in delivering new sealift capacity?
  - a. Do you need any legislative or statutory changes that would empower you and the Maritime Administration to fulfill this critical national security requirement?
  
3. Secretary Duffy, recently you visited the Philly Shipyard and saw the remarkable progress on the National Security Multi Mission Vessels (NSMVs) being constructed for our five state maritime academies. Your predecessor failed to highlight the incredible and innovative contracting strategy initiated in President Trump’s first term, using a Vessel Construction Manager (VCM) to get the NSMVs built on time and on budget. What is your plan to make sure that the Administration highlights and builds upon the success of the NSMV program and VCM acquisition strategy?

**Questions Submitted for the Record  
Submitted by the Honorable Vince Fong  
Committee Hearing on “Oversight of the Department of Transportation’s Policies and  
Programs and Fiscal Year 2026 Budget Request”  
Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. The “supersonic” Executive Order directs the Administrator of the FAA to repeal 14 CFR 91.819 and 91.821. What is the FAA’s timeline for repealing these regulations?
2. The “drone dominance Executive Order” directs the Secretary of Transportation, acting through the Administrator of the FAA, to “immediately explore options to ensure that UAS flights beginning and ending in United States airspace, or United States-owned facilities in the high seas, can operate without being subject to the onerous requirements applicable to manned aircraft engaging in international navigation as referenced in the Convention on International Civil Aviation.”
  - a. Please describe the process and timeline that the FAA will undertake to comply with the Order and take immediate action to ensure drones starting and ending their R&D test flights on U.S. land are able to operate more than 12nm offshore.
3. Building on the incredible innovations underway in the commercial hypersonic community, NASA established the Making Advancements in Commercial Hypersonics (MACH) Program as directed by the Joint Explanatory Statement accompanying Public Law 118-42.
  - a. Can you please provide an update on steps NASA has taken and plans to take in establishing this program, including a timeline on when you anticipate future actions will take place?
  - b. How much funding was allocated in FY25 for the MACH Program?
4. Secretary Duffy, as new players enter the National Airspace System (NAS), it’s imperative that their integration be accomplished while maintaining the highest level of safety for all users of the NAS. Given the clear and documented safety benefits of electronic conspicuity and airspace awareness, what work is the Department doing to identify, regulate, and make known alternative, low-cost, technologies that manned aircraft can utilize to broadcast location and successfully detect and avoid (DAA) other aircraft operating at low altitudes?
5. During the prior Administration when the Department was led by Secretary Buttigieg, DOT imposed a dramatic expansion of regulations on numerous industries, perhaps most notably on airlines. Rather than focusing on safety and upgrading our nation’s air traffic control system, Secretary Buttigieg focused on trying to score cheap political points through

burdensome red tape. These regulations were oftentimes implemented through press releases and forced air carriers to comply by creating illegal dashboards. They created consumer confusion, increased costs, and added administrative burden.

- a. What are the Department's plans to address the expanded regulatory burden on aviation, including airlines?
  - b. Are there any specific regulations you are focusing on rolling back?
6. As we look at your Department's current and FY26 priorities, how is the Department looking to promote the use of AI in our transportation system and what role do you think it has moving forward?
7. Secretary Duffy, you highlighted in your confirmation hearing opportunities to encourage safe deployment of new technologies that will make our roadways safer. Innovators in California are doing just that. A recent example I've seen where we can embrace innovation for safety is another option to alert vehicles when a truck is pulled over. Currently, drivers are required to walk along a highway shoulder to hand place triangles. Besides the obvious dangers of walking alongside highway speeds, the triangles can be toppled by other drivers or fall over, which severely limits their intended purpose. Having the option to utilize a cab-mounted warning beacon would prevent the need for a driver to exit their vehicle while providing a reliable way to notify passing vehicles. This is a safer option for both the driver and others on the road.
- a. What is your view on updating the Department's rules to allow for a safer option like this?

**Questions Submitted for the Record**  
**Submitted by the Honorable Valerie P. Foushee**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. China has recently announced its support for over 100 low-carbon advanced industrial demonstration projects as it moves to outcompete the U.S. in developing these technologies. Secretary Duffy, this comes in the wake of the *One Big Beautiful Bill Act* gutting \$1.8 billion through the Federal Highway Administration’s Low Carbon Transportation Materials grant program that would have provided over 38 State Departments of Transportation, including in my home state of North Carolina, with funding to purchase American-made clean construction materials for roads, bridges, highways, among other transportation maintenance. Today, U.S. cement and concrete producers have a once in a generation opportunity to lead the world in deploying American-made clean products, while reducing our reliance on foreign imports of these materials and most importantly, creating U.S. jobs. But they need our support. And that is why I was proud to introduce the bipartisan *IMPACT Act & IMPACT Act 2.0* with Representative Max Miller of Ohio to strengthen local manufacturing, support American innovation and competitiveness, and foster economic growth across this country. One of the provisions in our legislation authorizes state departments of transportation to leverage Advance Purchase Commitments so that American manufacturers can remain competitive and have greater access to the markets they need to scale up their operations.
  - a. Would you support this bipartisan idea and can you explain why or why not?

**Questions Submitted for the Record**  
**Submitted by the Honorable John Garamendi**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. President Trump’s “Restoring U.S. Maritime Dominance” executive order lays out a vision, echoed in the SHIPS for America Act, which I co-lead with Rep. Trent Kelly and Senators Todd Young and Mark Kelly, of America as a maritime power. Taking actions to bring this vision into reality is essential for the United States economic and national security.
  - a. Would you agree that the ability to build ships in the U.S., man ships with U.S. mariners, and transport goods and people on U.S. flagged ships is vital for the United States?
  - b. Will you commit to prioritizing maritime transportation in the Department?
2. President Trump’s “Restoring U.S. Maritime Dominance” executive order requires your leadership or coordination, as the Secretary of Transportation, on 16 actions. Of these, you are tasked with leading six critical actions (sections 10, 12, 14, and 17, copied below for reference). These include plans for a shipbuilding financial incentives program, a report on maritime industry needs, actions and plans to improve the facilities and staffing of the U.S. Merchant Marine Academy, and plans to increase the fleet of U.S. flagged vessels operating in international commerce
  - a. Could you please provide a status update on these six actions you are tasked with leading?
  - b. When can Congress expect to see each of these reports?

**Questions Submitted for the Record**  
**Submitted by the Honorable Robert Garcia**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. I was pleased to see the Southeast Gateway Line was included in USDOT’s FY26 New Starts Report. The area to be served by the Southeast Gateway Line is home to 1.4 million residents and serves as a key employment hub with approximately 618,500 jobs. By 2042, the population is expected to grow to 1.6 million, with employment increasing to 746,000. The project is expected to create 89,800 jobs and generate \$5 billion per year in economic activity.
  - a. You have spoken of your desire to get projects moving faster. I am eager to see this project move into engineering. Is that something you think USDOT can approve before the end of FY25?
2. A few months ago, my Republican PORTS Caucus co-chair, Randy Weber, and I sent a letter to your office about the distribution of critical maritime funding. We’re grateful for your response and for specifically mentioning your efforts to expedite review and obligation of maritime-focused grants. Right now, my district is still waiting on critical, obligated funding to be released to the Long Beach Container Terminal at the Port of Long Beach. This funding is also needed to unlock millions more in private investment to complete a billion-dollar modernization project and prevent the kinds of supply chain bottlenecks that led to enormous backlogs during Covid. I’d also just like to emphasize this funding has been legally authorized by Congress and further delays have serious consequences for the costs and viability of essential projects across the country.
  - a. Is your department and your team at FHWA willing to work with my office and our stakeholders to get this agreement executed and funding distributed to the port?
3. Another huge priority for me and my district is the 2028 Olympics in Los Angeles which is expected to be the single largest sporting event in world history. It’s a once-in-a-generation opportunity to show off everything that’s great about our country—but LA needs the same strong federal support as Salt Lake City in 2002 and Atlanta in 1996 to make these games a success. For security reasons, most spectators will not be able to drive to the events. So, LA Metro is working on a plan to get spectators and workers to the event venues safely and efficiently while still ensuring residents can safely and quickly get everywhere they need to go and avoiding disruption to our ports and supply chains.
  - a. I know your team has been engaging with LA Metro to support this planning. Can we count on your continued support for the 2028 Olympics? And will you work with LA Metro to provide the specialized relief from the federal spare and charter rules necessary to make these Games a success?
4. In March, Members of this Committee wrote to the FAA with concerns about the conflicts-of-interest with SpaceX employees consulting at the FAA. In the FAA’s response this month, the agency finally admitted that conflicts-of-interest existed and that SpaceX insiders were inexplicably given waivers. The response did not address how DOT would safeguard the

integrity of the system moving forward though. As the Administration stands on the precipice of spending billions of taxpayer dollars on your new Air Traffic Control proposal, we must have transparency.

- a. Why were these personnel given waivers, how is SpaceX competitor information being protected, and how is FAA ensuring that SpaceX will not have an unfair advantage in awarding government contracts?

**Questions Submitted for the Record  
Submitted by the Honorable Val Hoyle  
Committee Hearing on “Oversight of the Department of Transportation’s Policies and  
Programs and Fiscal Year 2026 Budget Request”  
Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. Secretary Duffy, how does the Department intend to calculate marriage and birth rates as it considers allocating federal funds?
  - a. What data, data sources, and timeframes will the Department use?
  - b. What unit of population or geographic area will be used—States, metropolitan statistical areas, cities, Census tracts, or something else?
  - c. For birth rates, will you use the Centers for Disease Control and Prevention’s National Vital Statistics System or another source?
  - d. When do you expect the Department to release information for stakeholders on how to calculate that data?
  
2. Secretary Duffy, how is the Department working to ensure that grant recipients do not lose access to critical federal funding due to administrative delays? For example, the Corvallis Transit System’s FY22 Low or No Emission Vehicle Program award remains unobligated.
  - a. What is causing this delay, and what steps are being taken to ensure this and other projects in Oregon are not at risk before funds expire?

**Questions Submitted for the Record**  
**Submitted by the Honorable Jared Huffman**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. During your testimony to the Committee, you said that “the Merchant Marine Academy has been underfunded for too long.” Why does the Trump Administration’s FY26 Budget Request propose a \$33 million cut to the Merchant Marine Academy compared to the FY25 enacted levels?
2. During your testimony you stressed the need to support and provide sufficient services to the Midshipmen. What services to the Midshipmen will be cut due to this budget reduction for the Academy?
3. During your testimony before the committee, you mentioned that the “Christ on the Water” painting belonging to the U.S. Merchant Marine Academy was going to be restored and returned to its place of prominence in the Academy’s Wiley Hall Elliot See Room. This is after the painting was already professionally conserved and cleaned in 2023. Could you clarify how the restoration is being funded, and whether consideration was given to prioritizing those resources for urgently needed facility improvements at the Academy?
4. In February 2025, you issued a Department of Transportation Order requiring that DOT grants, loans, and contracts give preference to communities with marriage and birth rates higher than the national average.
  - a. Can you explain the policy justification, data analysis, or legal basis for using marriage and birth rates as criteria for federal transportation funding decisions?
  - b. How does this align with DOT’s statutory mission and constitutional principles of equal protection and nondiscrimination?
5. Prioritizing marriage and birth rates could potentially disadvantage urban areas, marginalized communities, and regions experiencing demographic shifts for reasons unrelated to project merit.
  - a. What safeguards are in place to ensure this policy does not result in discriminatory impacts or the redirection of critical infrastructure funds away from communities with high needs but lower marriage or birth rates?
  - b. Have any civil rights reviews or legal risk assessments been conducted related to this policy?

**Questions Submitted for the Record  
Submitted by the Honorable Doug LaMalfa  
Transportation and Infrastructure Committee  
Hearing on “Oversight of the Department of Transportation’s Policies and Program and  
Fiscal Year 2026 Budget Request”  
Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. Vehicle owners face a growing challenge: they lack a clear pathway to ensure their Advanced Driver Assistance Systems (ADAS) are calibrated and functioning correctly throughout their vehicles' lifecycle. Even routine repairs and common modifications can alter sensor and camera capabilities, impacting the functionality of ADAS, such as automatic emergency braking. Vehicle owners – and the automotive professionals they hire to work on their vehicles – ought be able to access their vehicle information necessary to recalibrate the ADAS systems back to functionality. Below are questions surrounding the needs of vehicle owners and service providers to ensure they can confirm the proper functionality and accurate calibration of ADAS features throughout the lifecycle of motor vehicles, including after mechanical repairs, collision repairs, and aftermarket modifications:
  - a. Should automakers create a standardized visual diagnostic indicator to notify vehicle owners and those working on a vehicle of detected hardware and software faults that cause the ADAS to not operate as intended by the vehicle manufacturer?
  - b. Given that millions of Americans modify and customize their vehicles, should NHTSA establish allowable changes to a vehicle’s static geometry (i.e. ride height, wheel and tire size, and suspension adjustments) to ensure that ADAS functionality remains intact?
  - c. What can NHTSA do to ensure vehicle owners and automotive professionals have access to critical safety information, including ride height tolerance limits and permissible changes to a vehicle’s overall physical dimensions?

**Questions Submitted for the Record**  
**Submitted by the Honorable Laura Gillen**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. Earlier this year, the National Railroad Passenger Corporation, Amtrak concluded the first step in the Federal Railroad Administration process for approval of a project to provide direct service to Long Island via Hicksville and Ronkonkoma. Will you provide my office with an estimated timeline for the project’s completion?
2. Will you provide Amtrak, and the MTA Long Island Railroad with the federal support necessary to help complete this project?
3. On July 28, the Inspector General of your Department initiated an audit of the FAA’s 2024 decision to relocate twelve air traffic controllers overseeing the Newark airspace from TRACON N90 on Long Island to Philadelphia. This reckless decision not only uprooted civil servants from their lives on Long Island, but also put the safety of our airspace at risk. Twice in the last six months, controllers overseeing Newark airspace experienced 90-second outages, leaving them unable to see or talk to planes in the area, and led to major delays and cancellations leaving passengers stranded.
  - a. Will you commit to adopting the Inspector General's findings and recommendations in full, including relocating controllers to N90 if necessary?

**Questions Submitted for the Record**  
**Submitted by the Honorable Addison McDowell**  
**Committee on Transportation and Infrastructure**  
**Full Committee Hearing on “Oversight of the Department of Transportation’s Policies and Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. Congressional Republicans this congress have prioritized legislation that increases transparency in government programs in order to make sure that we are spending taxpayer dollars efficiently, but we want to avoid creating so many reporting requirements that they become a barrier to deploying grant funding. Does DOT monitor how much money is spent on grant administration, and, if so, how is DOT helping ensure that reporting requirements for federal highway safety grants and other transportation programs provide adequate oversight of taxpayer dollars without adding to state and local governments’ administrative costs of implementing DOT grant programs?
2. North Carolina hosted National Work Zone Awareness Week this year, and we appreciated the video and spotlight that you did on the topic. As you know, work zone fatalities are up to almost 1,000 deaths per year. How is the Federal Highway Administration supporting state transportation departments’ work zone safety efforts?
3. In May, you released a plan to overhaul the nation’s air traffic control system and bring desperately needed infrastructure and security upgrades, including investments in runway safety and hardware and software surveillance. The One Big Beautiful Bill Act that Congressional Republicans passed earlier this month contained \$12.52 billion dollars for updating ATC systems. Besides funding, how can Congress be a good partner as the Department carries out its three-year plan?
4. Just a few months ago, the President and CEO of Raleigh-Durham Airport in my home state of North Carolina testified as to the length of time it has taken to complete construction on the airport’s main runway. Project delays increase costs and are primarily caused by the length of time it takes to complete an environmental assessment. As you implement your plan for ATC modernization, is DOT talking about ways to cut down on permitting delays in order to reduce disruptions to air travel like the disruptions we saw at Newark over the past couple of months?
  - a. More specifically, last year’s FAA Reauthorization law included provisions aimed at speeding up airport infrastructure projects by reducing regulatory overreach in land use approvals. Can you please provide an update on simplifying airport land use approvals? When will our local airports be able to see the full benefits of these new provisions in law?

5. How does FHWA's policy regarding roadside signs and advertising under 23 USC 131 balance the practical infrastructure benefits of existing vegetation (such as slope stabilization, stormwater control, etc.) and the need to keep roadside signage visible both for safety reasons and for the optional promotion of advertisers?

**Questions Submitted for the Record**  
**Submitted by the Honorable Seth Moulton**  
**Full Committee Hearing on “Oversight of the Department of Transportation’s Policies and Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. On July 15, I received your response to a letter I sent with 46 colleagues in March to then-Acting FAA Administrator Chris Rocheleau regarding reports of pressure from SpaceX to improperly influence the FAA’s National Airspace System modernization contract. Unfortunately, the response did not fully address the questions outlined in my original letter.
  - a. Please produce copies of the three conflict of interest waivers mentioned in the Starlink response letter dated July 15, 2025 by September 30, 2025.
  - b. What was the justification for each of these waivers, what was the justification given for the selection of these three candidates, and why did the FAA choose not to seek expertise from individuals without such conflicts of interest?
  - c. Did SpaceX employees at the FAA obtain insight into FAA policies and procedures that could benefit them if they were to later bid on FAA contracts?
  - d. What specific mitigation measures did the FAA implement to ensure these individuals and SpaceX did not gain insight that gives it unfair advantage in current or future bidding processes at the FAA?
  - e. What specific mitigation measures did the FAA implement to ensure these individuals and SpaceX did not gain access to the proprietary information entrusted to the FAA by SpaceX’s competitors, including—
    - i. Entities who turned over proprietary information to comply with FAA launch licensing requirements; and
    - ii. Entities who turned over proprietary information to bid for or execute FAA contracts?
  - f. What measures has the FAA put in place to prevent any undue influence arising from Mr. Musk’s leadership of companies with FAA contracts?
  - g. Did Mr. Musk or any affiliated entities, including SpaceX, have access to FAA source-selection sensitive or proprietary data during the procurement process?

- h. Are any employees from the Department of Government Efficiency (DOGE) currently serving as consultants on the FENS program or related telecommunications initiatives?
- i. Have any employees of a company owned or run by Mr. Musk been given FAA logins and credentials, and, if so, how many employees are from each of the companies? For what purposes were these credentials obtained?

**Questions Submitted for the Record**  
**Submitted by the Honorable Burgess Owens**  
**Committee on Transportation and Infrastructure**  
**Full Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Program and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for Secretary Sean Duffy, U.S. Secretary of Transportation:**

1. Secretary Duffy, the Automated Surface Observing System (ASOS), with over 900 stations nationwide, plays a critical role in ensuring aviation safety by delivering real-time data to air traffic controllers. Your Department has made meaningful progress through the ASOS Service Life Extension Program (SLEP). How does the Department plan to build on this progress to ensure continued deployment of upgraded ASOS systems and integration into broader air traffic control modernization efforts?
  - a. How are ASOS modernization efforts being coordinated with broader initiatives to upgrade the National Airspace System, such as NextGen and air traffic control automation?
  
2. Secretary Duffy, ASOS systems are essential to supplying real-time weather data to air traffic controllers, improving both safety and efficiency. With the ASOS SLEP moving forward, how is the Department aligning this effort with its air traffic control modernization strategy?
  - a. What benchmarks or performance metrics is the Department using to evaluate ASOS SLEP deployment effectiveness?
  
3. Secretary Duffy, there are opportunities to advance ASOS modernization through public-private partnerships. U.S. companies like Campbell Scientific Inc. have indicated readiness to serve as program operators, helping alleviate federal resource burdens. How is the Department working to incorporate the private sector into ASOS deployment and maintenance?
  - a. What specific steps can DOT take to streamline procurement and engagement with qualified domestic partners for ASOS system support?
  
4. Secretary Duffy, given the foundational role ASOS plays in supporting aviation safety and national weather forecasting, does the Department’s FY2026 budget request include dedicated funding to fully support ASOS SLEP?

- a. How might this funding be used to enhance collaboration with private partners to deliver timely, cost-effective ASOS system upgrades?
  
5. Secretary Duffy, Utah continues to be one of the fastest growing states in the U.S. As a result, Utah has prioritized all modes of transportation to address traffic congestion challenges—including public transit. Utah has been thoughtful about pursuing public transit projects in collaborative long-range planning and other land-use decisions. As a result, Utah is seeking to implement transit options while it grows rather than after roadways are already crippled by traffic. Is high growth an important consideration for this Administration when determining public transit infrastructure grant awards?
  
6. Secretary Duffy, thank you for your recent visit to Utah and for taking a ride on Utah's FrontRunner commuter rail system. As you know, this system is the backbone of Utah's transit system, which runs the length of the Wasatch Front. The Utah Department of Transportation, with significant state and local funding, is seeking to double track key segments of the FrontRunner. This project will increase frequency, reliability, and is projected to double the current ridership of the system. Utah knows that with continued growth, critical transit investments like the FrontRunner will be essential to ensuring Utahns continue to enjoy access to essential services and a high quality of life, and as Utah is preparing to host another Olympic Games in 2034. Can we continue to count on this Administration's support for this vital transportation infrastructure project and funding for this project through the Capital Investment Grant Program?
  
7. Secretary Duffy, thank you for recently visiting Utah and meeting with local transportation stakeholders and for taking a ride on our FrontRunner commuter rail system. As you saw firsthand, Utah's Wasatch Front is a vibrant, rapidly growing region. Nearly 80% of Utahns live along this 100-mile stretch from Brigham City to Provo. Utah continues to be one of the fastest growing states in the US, with our population expected to nearly double again by 2050. This growth brings great economic opportunities but does not come without significant challenges to our already taxed transportation infrastructure and for the overall quality of life of our residents. Utah is also excitedly preparing to host another Winter Olympic Games in 2034. Utah's transportation partners have jointly developed Utah's Unified Transportation Plan to strategically plan for growth by collaboratively developing long-range transportation planning that helps to address persistent issues like traffic congestion, air quality, housing availability, and access to jobs, school, healthcare, and recreation. Federal funding through USDOT and FHWA support this critically important transportation planning work. I am a strong proponent of continued federal investment in the work of Metropolitan Planning Organizations (MPOs) to develop and implement long-range transportation plans. Can you please speak to your agency's priorities for crucial programs like the Metropolitan Planning (PL) Program?

8. Secretary Duffy, with the reduction in workforce at DOT from early retirements and buyouts, we need to make sure federal funds are not in limbo because there is less staff available to review and approve the funds. I'm hoping you can identify some deregulatory items Congress can do to help you move the projects faster. For example, can DOT transportation agencies approve their own categorical exclusions, the lowest level of NEPA review? Some states already do that for highway projects, but why not let transportation agencies do that for rail and transit projects?
  
9. Secretary Duffy, the IIJA requires public transit agencies that serve large, urbanized areas to form a Safety Committee consisting of an equal number of management and front-line transit workers who are tasked with approving an Agency Safety Plan. Under current FTA regulations, large public transit agencies receiving Federal funding must establish Safety Committees as part of their Federally required safety management systems. However, existing law provides no mechanism for resolving disputes within these Committees, potentially creating compliance challenges and delaying implementation of Federally mandated safety improvements. On May 13, 2024, the American Public Transportation Association (APTA) filed a Petition for Reconsideration of FTA's final rule on Public Transportation Agency Safety Plans to address this critical gap in Federal transit safety regulations by urging clear executive authority within public transit agencies for rider and operator safety. FTA has yet to respond to APTA's petition. Would you commit to ensuring that the FTA review APTA's Petition for Reconsideration?

**Questions Submitted for the Record**  
**Submitted by the Honorable Chris Pappas**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. Drunk driving remains one of the deadliest and most preventable causes of traffic fatalities, accounting for nearly one-third of all crash-related deaths in the United States. Research by the Centers for Disease Control and Prevention (CDC) has shown that ignition interlock devices (IIDs) are highly effective in reducing repeat offenses among individuals convicted of driving under the influence. The CDC has also highlighted the success of comprehensive state laws requiring IIDs for all offenders such as in my home state of New Hampshire. In addition, a [2023 study by the Governors Highway Safety Association \(GHSA\)](#) validated that stronger IID laws can help drive long-term behavior change, enhance public safety, and support rehabilitation by allowing individuals to demonstrate personal accountability over time. That’s why I’m proud to lead the bipartisan End DWI Act, alongside fellow committee member Rep. Tracey Mann (R-KS), which would establish a national ignition interlock standard by incentivizing states to adopt proven, evidence-based strategies to reduce impaired driving.
  - a. What is your assessment of the effectiveness of ignition interlock systems, and how do they align with the Department’s National Roadway Safety Strategy?
  - b. What specific steps is the Department taking — or considering — to promote broader adoption of IIDs, especially policies that mandate their use for all DUI offenders?

**Questions Submitted for the Record  
Submitted by the Honorable Nellie Pou  
Committee on Transportation and Infrastructure  
Full Committee Hearing on “Oversight of the Department of Transportation’s Policies and  
Programs and Fiscal Year 2026 Budget Request”  
Wednesday, July 16, 2025**

**Questions for the Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. How specifically will you ensure that outdated wiring, like what led to flight disruptions at Newark Liberty International Airport earlier this year, will be replaced nationwide to avoid similar communications failures?
2. What is the status of FAA’s work to implement provisions of the 2024 FAA Reauthorization exploring ways to improve air service in congested airspaces?
3. How is FAA working with controllers and relevant unions to ensure no disruptions to service or harmful impacts to the workforce as part of your efforts to build new air traffic control centers and replace towers and TRACONs?
4. Will you commit to protecting FAA workers against staff reductions or mass firings?
5. Newark Liberty International Airport has continually experienced issues with air traffic technology and staffing, in addition to severe weather, infrastructure delays, and runway construction. What steps can FAA or Congress take to support more reliable plane traffic at Newark Airport?

**Questions Submitted for the Record**  
**Submitted by the Honorable Hillary Scholten**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. DOT has announced future rulemaking efforts to streamline and hasten decision times for autonomous vehicle exemption requests through the part 555 process. The quicker we can get these applications approved, the quicker we can build plants, hire workers, and deploy innovative transportation. We need that type of support in my home state of Michigan so we can retain existing manufacturing jobs while also attracting new investments for the next wave of innovation. Mr. Secretary-can you preview what a streamlined approach to considering Part 555 petitions might look like, and could you explain the approach the Department is taking?
2. The Rapid is the main public transportation provider back home in West Michigan and serves over 6 million rides each year to people in urban, suburban, and rural communities throughout Kent County. Transit isn’t just for big coastal cities; it’s an essential part of my community’s culture, economy, and transportation network. Mr. Secretary—with staff reductions at the FTA to the tune of 33 percent since January, how can Congress ensure that the Agency has the bandwidth to process grants and make these federal dollars easier for grantees to navigate to ultimately bolster our transportation system?
3. To ensure that our skies are as safe as possible, we need a robust pipeline of hardworking aviation professionals, including aviation mechanics. It’s my understanding that four schools that were previously granted funds in 2018 through the FAA’s Aircraft Maintenance Technician Schools program were told in January of this year that they would need to reapply for their funding. Despite resubmitting their applications, these schools that are seeking to teach our next generation of aviation mechanics have yet to hear back about the federal dollars they already won. Mr. Secretary—can you please provide an update on when the FAA will award funding to aviation mechanic schools to ensure the best and brightest are keeping our airspace safe?

**Questions Submitted for the Record**  
**Submitted by the Honorable Greg Stanton**  
**Committee on Transportation and Infrastructure**  
**Subcommittee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for the Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. Thanks to recent legislation, you have a significant \$12.5 billion investment in the FAA to improve air traffic control technology. This includes funding for replacing telecommunications infrastructure, radar systems, consolidating terminal radar approach control facilities (TRACONs) and constructing a new air route traffic control center (ARTCC). Thank you. I’m specifically interested in the \$1 billion that was recently allocated to consolidate TRACONs.

Phoenix Sky Harbor in my state of Arizona has an old TRACON building that has been out of use since 2007. If the TRACON building is removed, Sky Harbor can immediately use the area for aircraft parking and operate remote gates to accommodate flights deplaning airside.

Space is a prime commodity at Sky Harbor, one of the busiest airports in the world, and the funding to move this TRACON will make airport operations more efficient for the millions of passengers that pass through the airport each year.

- a. What is your plan to prioritize investing in ground facilities and consolidating TRACONs?
2. Given the fluid environment around construction materials and costs, the ability to move quickly on airport infrastructure projects is key to managing expenses
  - a. How is the FAA working to streamline processes, particularly those around environmental reviews, that can be some of the longest elements in a construction timeline?
3. The Department of Transportation published a final rule titled Ensuring Safe Accommodations for Air Travelers with Disabilities Using Wheelchairs (Docket No. DOT-OST-2022-0144), which was published on December 16, 2024. Critically, the rule tracks congressional direction. Congress acted because the status quo for passengers with disabilities was unacceptable. Passengers who use wheelchairs, scooters, and other assistive devices have too often faced systemic barriers to safe air travel ranging from damaged mobility devices to unsafe transfers, inadequate training, and a lack of timely assistance. These experiences have had serious consequences, including loss of independence, injury, and in some tragic cases, death.
  - a. When do you plan to enforce the final rule?

4. The Disadvantaged Business Enterprise (DBE) program ensures that women- and minority-owned businesses have an opportunity to bid for transportation and infrastructure contracts and is an economic engine for communities across the country, supporting American employers who create good-paying jobs for workers of all levels, contribute to their local economy, and invest back into their communities. In Arizona, 174 DBE-certified businesses currently operate and compete for contracts. These firms create an estimated 1,740 good-paying jobs in their communities.

DBEs are often trusted, local specialty contractors, providing stable jobs for working families and reinvesting in the places they call home. At Phoenix Sky Harbor, in 2024, Airport Concession Disadvantaged Business Enterprise (ACDBE) brought in more than \$300 million in revenue.

- a. How do you plan to safeguard this economic generator and ensure small businesses, including women- and minority-owned businesses, have a fair chance to compete for projects made possible through funding U.S. DOT distributes?

**Questions Submitted for the Record  
Submitted by the Honorable Dina Titus  
Committee Hearing on “Oversight of the Department of Transportation’s Policies and  
Programs and Fiscal Year 2026 Budget Request”  
Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. All too often, I hear from folks with disabilities who face challenges getting around, whether it is using public transportation to run errands or flying to another destination for a holiday. We can and must do better by our friends and neighbors who face mobility challenges. Making all modes of transportation more accessible is one of my top priorities on this Committee, and I am proud of the work I have accomplished over the years to help reduce barriers. For example, last Congress I championed provisions that established aircraft accessibility standards and streamlined the complaint reporting process. The Biden Administration began implementing these critical provisions, and I look forward to working with you and your colleagues at the Federal Aviation Administration to ensure that we do not lose this important progress. This Congress, the focus of our Committee is surface transportation. As I am sure you know, under the Americans with Disabilities Act (ADA), people with disabilities have a right to equal access to public transportation. Paratransit offers a safety net for people who cannot use regular fixed-route bus services. I have heard from paratransit riders about the need to modernize and improve this vital service. Riders often face long wait times and it can take many hours to run a simple errand, like picking up a prescription or dropping off the kids at school. 2 All that outdated, inflexible scheduling and those needless delays also mean paratransit service can be much more efficient and cost effective. Think about how allowing a quick stop along a trip could save everyone time and money, especially for the taxpayer. Just do the math; there are over 1.6 million paratransit trips each year in Southern Nevada alone, and 223 million across the United States. I recently reintroduced the Disability Access to Transportation Act (DATA) with Representative Van Drew (R-NJ) to improve and modernize paratransit services. This bipartisan legislation establishes a one-stop pilot program to help paratransit riders avoid excessive wait times between multiple trips, streamlines the process for submitting accessibility complaints, and assists local communities with identifying gaps in transportation accessibility. As this Committee works on the next surface transportation reauthorization bill, I urge my colleagues to include this critical legislation.
  - a. Under your leadership Mr. Secretary, how is the Department of Transportation ensuring that people with disabilities can utilize all modes of transportation?
2. Any smart investment in our infrastructure must take resiliency into account. Resilience planning and funding not only keep communities safer during natural disasters, but this up-front investment can save taxpayers money in the long run by reducing lifecycle maintenance

costs. With the most recent tragedy in Texas, we saw the importance of hardening our infrastructure against floods. In Las Vegas, we are grappling with the impacts of extreme heat on our lives and livelihoods. For our infrastructure, extreme heat can soften asphalt and make concrete expand, crack, and buckle. It can also lead to problems with our bus services, which many of my constituents rely on to get around day-to-day. As part of the Bipartisan Infrastructure Law, Congress created the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT). This program provides critical funding to states to ensure surface transportation resilience to natural hazards including sea level rise, flooding, extreme weather events, and other natural disasters. These grants help states plan for natural disasters, including creating evacuation routes, and harden infrastructure so it can better withstand disasters. This program is being used across Nevada to prepare our infrastructure for extreme weather events.

- a. Do you agree with me that it is important to make our infrastructure resilient to natural hazards, such as floods and extreme heat?
  - b. Under the Trump Administration, has the Department of Transportation paused the implementation of any grants to support resiliency and help communities prepare for natural disasters?
3. As you know, contract towers handle roughly a third of U.S. air traffic operations, including at airports vital to regional and general aviation. I want to be sure that these towers are adequately staffed.
- a. Can you provide an update on whether contract towers are currently meeting FAA minimum staffing requirements and what actions the FAA is taking to ensure these facilities are adequately staffed during the busy summer travel season?
  - b. Additionally, the FAA has been evaluating Airborne Position Reference Tools (APRT) for some time now. The goal of these APRTs is to increase controllers' airborne situational awareness at airports that lack radar. Can you speak to the timeline for full approval and deployment of these tools?
4. Despite the deadlines under the 2024 FAA Reauthorization and the recent drone executive orders, the Department of Transportation has yet to issue a beyond visual line of sight (BVLOS) proposed rule.
- a. What are the barriers preventing the Administration from issuing this long overdue rule?
  - b. It is my understanding that federal security partners continue to raise concerns about the proposed rule. Can you elaborate on their concerns and how the Department of Transportation is working to resolve them?
5. Las Vegas is a hub for business aviation, innovation, and high-volume event-driven traffic. Business aviation operators in my district are often early adopters of technologies that enhance both safety and efficiency.
- a. How is the Department of Transportation working to streamline the certification and approval process for next-generation avionics and aircraft technologies so that unnecessary regulatory bottlenecks do not delay innovation?

6. Las Vegas regularly faces extreme weather, making reliable transit critical for the safety of passengers. More buses on the road reduce wait times and limit riders' exposure to dangerous temperatures, lowering the risk of heat-related illnesses. Extreme heat and extreme weather also increases vehicle repair and maintenance needs, requiring more spare vehicles to keep service consistent.
  - a. Has the Department of Transportation considered increasing the spare ratio for transit buses to ensure greater reliability in transit and to improve transportation efficiency?

**Questions Submitted for the Record**  
**Submitted by the Honorable Jefferson Van Drew**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation:**

1. Mr. Secretary, you have highlighted an alarming trend on transit systems and that is the rising amount of violence towards riders and those that work on these systems. Can you explain your strategy to reduce violence on transit systems?

**Questions Submitted for the Record**  
**Submitted by the Honorable Daniel Webster**  
**Committee Hearing on “Oversight of the Department of Transportation’s Policies and**  
**Programs and Fiscal Year 2026 Budget Request”**  
**Wednesday, July 16, 2025**

**Questions for The Honorable Sean Duffy, Secretary, U.S. Department of Transportation**  
**Witness:**

1. Secretary Duffy, as the nation prepares to implement infrastructure for the latest emerging transportation technology for Advanced Air Mobility (AAM), what is the anticipated timeline for the FAA to certify an Electrical Vertical Takeoff and Landing aircraft and subsequently develop recommendations for a designated funding source to help airports across the country to build a network for advancements in AAM?
2. Now that the Unleashing American Drone Dominance Executive Order is in place, what is the anticipated timeline to establish the Electric Vertical Takeoff and Landing Pilot Program as referenced in Section 6 of the Executive Order?
3. Airports are experiencing challenges with the FAA’s project review and approval process, what are the plans to work with the airport community to gather recommendations on how to streamline and accelerate the delivery of safety-critical projects in a timely manner?
4. Section 1032 of the FAA Authorization Act prohibits the use of funds as it relates to research and development with China.
  - a. Do you know if there have been any cases that have prompted the FAA to invoke this section? If so, what specifically?
5. Secretary Duffy, earlier this Congress I reintroduced the bipartisan *Collision Avoidance Systems Act*, H.R. 1361, which currently has 40 cosponsors. As you know, this legislation seeks to provide regulatory clarity for the use of pulsating brake lights to help reduce rear-end collisions. Many in the industry see this as a simple, effective way to enhance visibility and improve roadway safety for vehicles, especially with increased driver distractions.
  - a. Will you commit to working with me and this Committee to ensure that we don’t jeopardize the benefits of this aftermarket technology to help improve roadway safety, especially since other countries have adopted related technology to help reduce roadway crashes and injuries?
6. The Biden Administration stopped approving railroad Automated Track Inspection safety waivers, despite evidence of its superior ability to identify and address track defects. This led to litigation in which the U.S. Fifth Circuit Court of Appeal ruled one such denial was “arbitrary and capricious, an abuse of discretion, and not otherwise in accordance with the law.” The Court further found that FRA’s “paucity of reasoning (in

denying the waiver) is especially glaring in the face of the agency’s statutory mandate to prioritize safety.”

- a. As Secretary, will you commit to ensuring that agency decisions on whether to approve or deny railroad waiver applications are made solely in accordance with the law and on the basis of objective and quantifiable scientific and technical evidence?
  - b. As Congress begins the process of considering the Surface Transportation Reauthorization, would you commit to working with legislators, stakeholders and the public to better ensure the FRA’s safety regulatory activities are transparent, data and science-based, and in accordance with FRA’s mission to “enable the safe, reliable and efficient movement of people and goods?”
7. The Federal Railroad Administration’s safety regulation framework is prescriptive in design, requiring operators to conduct specific tasks at specific frequencies to achieve regulatory compliance. This made sense years ago when technology was limited. Since new technologies and practices can improve both the safety and efficiency of railroads but railroads are required to seek waivers from FRA to implement them in the most efficient manner.
  - a. Other Federal regulatory agencies and DOT transportation modes have moved from prescriptive regulations to performance-based regulations. These establish safety standards while offering the regulated community the flexibility to use the best means and methods to achieve them. Should FRA’s regulatory framework be modernized to a performance-based model?
  - b. Do you believe that a performance-based regulatory framework would better promote and enable new rail industry innovations?
8. The Committee frequently hears from railroads, particularly small business operations, about the challenges they face with Section 106 of the Historic Preservation Act for infrastructure work on their existing rights of way. Highway rights of way are exempt from this law’s requirements. In 2015, as part of the FAST Act, the Congress directed the Federal Railroad Administration and the Advisory Council on Historic Preservation to issue a exemption for these rights of way like the exemption provided to the highway system but this has not occurred.
  - a. Can I get your commitment to work with Advisory Council on Historic Preservation to ensure their compliance with the FAST Act requirements?
9. In letters to the legislature in 2023 and 2024, the California High-Speed Rail Peer Review Group – which was created by State law to advise on the Authority’s plans -- noted many of the same problems identified by DOT in its 315 page report supporting the decision to cancel the Biden Administration’s cooperative agreements with the CAHSRA. The 2023 letter also noted that construction of the Central Valley Segment between Merced and

Bakersfield can only be justified “in the context of a commitment to building the full system,” which as DOT noted faces a nearly \$100 billion funding gap. As importantly, these letters noted “the tradeoffs between investment in high-speed rail and alternative State needs” and “given what we know of the project today, and given the financial demands facing the state, the Legislature may want to commission an independent review of the economic review of the economic and financial justification of the project, including its ability to operate without subsidy, before recommitting to the full system.”

- a. Does DOT stand-by its decision to cancel the Biden Administration’s funding for this project?
  - b. If California decides to proceed with this project, regardless of its enormous costs and questionable benefits, what impact would that have on the State’s ability to invest in other infrastructure important to both intrastate and interstate commerce?
10. Mr. Secretary, I know you agree that achieving “American Energy Dominance” will have many benefits for our nation, particularly lower prices for consumers and net independence from foreign energy. Enabling this outcome will require the federal government to have the right regulatory policies to safely and efficiently transport this bounty from producers to consumers. In 2023, the House T&I Committee passed on a bipartisan basis, the Promoting Innovation in Pipeline Efficiency and Safety Act. This bill would that make important updates and reforms to the Pipeline Safety and Hazardous Materials Administration’s regulatory programs.
- a. Understanding you may not yet have had the opportunity to learn all of the details of this bill, do you agree that federal regulatory programs should establish a safety standard, but allow operators the flexibility to employ innovative technologies and practices to achieve those standards?
  - b. The Pipelines and Hazardous Materials Administration must follow statutory cost-benefit analysis. Should this be required for other DOT modes and agencies?
11. Last year, the Committee passed on a bipartisan basis the Promoting Innovation in Pipeline Safety and Efficiency Act. Among the bill’s provisions are requirements prohibiting the Pipelines and Hazardous Materials Safety Administration from imposing terms and conditions on operator’s applications for Special Permits that have nothing to do with the regulatory variance being sought.
- a. I applaud the DOT’s July 1<sup>st</sup> announcement that it will pursue rulemaking to better ensure Special Permit conditions are directly related to the regulatory variance being sought. Nevertheless, do you believe it is important for Congress to establish this policy in statute so your work cannot be undone by a future Administration?
  - b. Could you provide the Committee with other examples of where DOT is using its rulemaking as part of the Administration’s deregulatory agenda?

12. Not all new regulations are created equally. Some new regulations can be deregulatory in nature if they reduce unnecessary costs and burdens but continue to achieve a positive safety outcome.
- a. How will DOT prioritize its rulemakings in line with the President's Executive Order requiring the identification of 10 regulations to eliminate every new regulation proposed?
  - b. Do you believe that new regulations should focus on the most efficient and cost-effective means of achieving a regulatory outcome?