

From: Pinkerton, Sharon
Sent: Thu, 20 Mar 2025 00:23:33 +0000
To: Meachum, Pete (OST); Siegrist, Ben (OST); Rocheleau, Chris <FAA>; McKenna, Liam <FAA>; Perez, Simone <FAA>; Bradbury, Steven (OST)
Subject: ATC Modernization Communications

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.

FYSA

Subject: ATC Modernization Communications

All--

This morning, Secretary Duffy appeared on *Fox & Friends* and said that the DOT will announce a "brand new" air traffic control system in the "next couple of days." He added, "Our system is 25–30 years old, We use copper wires, floppy disks. It's atrocious, the system we use. It's safe, but we are seeing the cracks of age. So, we are going to build a brand new state-of-the-art system." You can watch the full clip of Secretary Duffy's remarks [here](#).

A4A subsequently amplified tweets posted by Fox & Friends, Secretary Duffy and the White House Deputy Press Secretary (see below). We are geotargeting the White House, DOT and Capitol Hill. Additionally, we are working through consultants to ensure that conservative influencers are supporting and segmenting the Secretary's efforts on social media.

We will be running ads in a special infrastructure edition of the Washington Times next week, which will show a stack of floppy disks and say, "The days of floppy disks must end". The ads also call on Congress to move quickly to approve emergency funding for ATC. The ads will be shared on social media and will geotarget key locations and audiences. You'll see a picture of the ad below.

Nick

← Post



Airlines for America ✓

@AirlinesDotOrg



Thank you @SecDuffy for your dedication to modernizing our air traffic control systems! It's no secret we need to replace the antiquated technology that runs our ATC system, and we appreciate @POTUS leadership and @USDOT urgently working to get this done.



FOX & Friends ✓ @foxandfriends · 4h

TOP TECH: @SecDuffy on the administration's push to boost air travel safety!



11:24 AM · Mar 19, 2025 · 558 Views



Airlines for America @AirlinesDotOrg · 1h



Thanks @SecDuffy @POTUS for your leadership! We agree—the days of floppy disks must end! NOW is the time to modernize ATC. “We are going to have a brand-new system. Our system is 25-30 years old. We use copper wires, floppy disks. It’s safe, but we’re seeing the cracks of age.”



Secretary Sean Duffy @SecDuffy · 2h

We’re seeing the cracks of age in our air traffic control system. That’s why we’re going to go from copper wires to fiber, add new terminals for controllers, and give them sensors on runways to see better.

@USDOT is working with the best to get this revamp done in record ...
Show more



Airlines for America @AirlinesDotOrg



We agree—the days of paper strips and floppy disks must end! Thanks @POTUS @SecDuffy for working swiftly to modernize our air traffic control system and to prioritize aviation safety.



Kush Desai @KushDesai47 · 3h

Most people haven’t even seen a floppy disk in real life in 20+ years but it’s still a critical piece of tech for our air traffic control systems.

A complete overhaul is vastly overdue, and @SecDuffy is delivering.
[x.com/rapidresponse4...](https://x.com/rapidresponse4)

11:32 AM · Mar 19, 2025 · 284 Views

THE FUTURE OF FLIGHT IS NOT FLOPPY DISKS



The days of floppy disks must end!

Congress should act with urgency to approve emergency funding to modernize our air traffic control system.

Learn more at airlines.org



Airlines for America[®]

For all who fly — it is reassuring to see @SecDuffy leading right out of the gate on air travel safety. I boarded my flight to NY today knowing I am in good hands. What a change from the last four years!



Mehek Cookeus (@MehekCooke)
x.com

The difference is striking. @SecDuffy already excelling where @PeteButtigieg failed. He has the plan to upgrade air traffic control in place, announcement in days. Congress should lead with him on this.



Ken Blackwell (@kenblackwell)
x.com

Outstanding. @SecDuffy wasting no time – he notes speed is essential – in upgrading our air traffic control system.



Steve Forbes (@SteveForbesCEO)
x.com

From: LaRotonda, Nick (OST)
Sent: Wed, 7 May 2025 22:23:26 +0000
To: spinkerton; ncalio airlines.org
Subject: ATC Run of Show
Attachments: ATC Run of Show.pdf

Please see attached run of show. Thank you for all of your help!

Nick LaRotonda

Director of Advance

Office of Secretary of Transportation

U.S. Department of Transportation

E-mail – Nicholas.LaRotonda@dot.gov

Cell – (b)(6)





U.S. Department of Transportation
Air Traffic Control Press Conference

Thursday, May 8th, 2025, 1:30 PM

Run of Show

1:30 pm	Secretary Sean Duffy
1:45 pm	Chris Rocheleau (FAA Acting Administrator)
1:50 pm	Senator Ted Cruz
1:55 pm	Congressman Sam Graves
2:00 pm	Nick Calio (President and CEO of A4A)
2:05 pm	<u>Airline CEOs</u> Scott Kirby (United) Robert Isom (American Airlines) Ed Bastian (Delta) Joanna Geraghty (JetBlue) Bob Jordan (Southwest)
2:15 pm	<u>Modern Skies Coalition Leadership</u> Jason Ambrosi (Air Line Pilots Association, International) Robin Hayes (Airbus) Darren Pleasance (Aircraft Owners and Pilots Association) Todd Hauptli (American Association of Airport Executives) Jim Viola (General Aviation Manufacturers Association) Dean Iacopelli (National Air Traffic Controllers Association) Ed Bolen (National Business Aviation Association) Faye Malarkey Black (Regional Airline Association) Chris Raymond (The Boeing Company)
2:35 pm	Event Concludes

From: Pinkerton, Sharon
Sent: Fri, 18 Jul 2025 15:21:09 +0000
To: McCormack, Ryan (OST)
Subject: ATC Staffing
Attachments: RequestforWaiverExtensionThroughSummer2027Season.pdf, image001.png, ATC staffing.pdf, ZNY N90 CPC Snapshot.pptx

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.

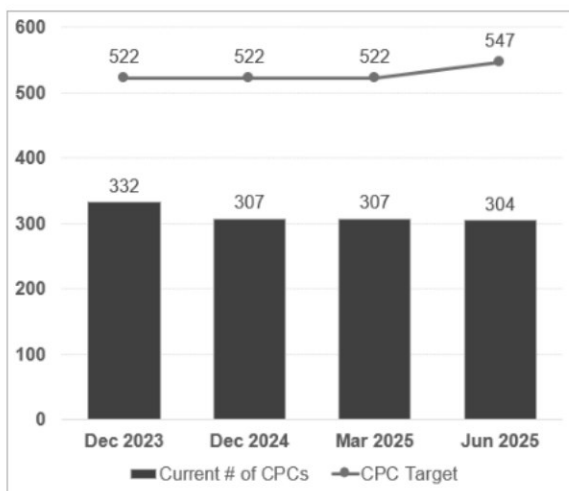
Ryan - just
Sharing some updated (June) data on NY CPCs. I know that there's controversy about the "target" so ignore that, the numbers speak for themselves.

Sent from my iPhone

Begin forwarded message:

No improvement in controller staffing in New York

Certified Professional Controller (CPC) Staffing Levels at N90 and ZNY



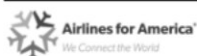
Source: FAA

New York is the largest aviation market in the country

No progress in improving NYC controller staffing

As of June 2025, there were 304 controllers at FAA's N90 and ZNY facilities – the CPC target is 547

- *Current staffing is at 56% of target compared to 59% at the end of CY 2024*





Airlines for America®

We Connect the World

April 21, 2025

Mr. Loren Smith
Deputy Assistant Secretary for Policy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Mr. Tim Arel
Chief Operating Officer
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Mr. Greg Cote
Acting General Counsel
Principal Deputy General Counsel
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Mr. Liam McKenna
Acting Deputy Administrator
Chief Counsel
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

A4A member carriers request an extension of the current relief through the end of the Summer 2027 season and for additional relief to protect the traveling public from operational disruptions.

On behalf of our member carriers¹, Airlines for America (A4A) respectfully requests a two-year extension of the limited, conditional waiver of the minimum usage requirement that applies to Operating Authorizations or "slots" at John F. Kennedy International Airport (JFK), New York LaGuardia Airport (LGA), and Ronald Reagan Washington National Airport (DCA) and for an extension of the limited policy for prioritizing returned operations at Newark Liberty International Airport (EWR) for purposes of establishing a carrier's operational baseline in the next corresponding season, (collectively, the "slot waiver" or "relief") due to post-pandemic effects on air traffic controller (ATC) staffing at the New York Terminal Radar Approach Control (TRACON) facility (N90), the New York Air Route Traffic Control Center (ARTCC)(ZNY), and related New York City area airspace (NYC Airspace) staffing shortages.

We strongly support President Trump and Secretary Duffy's focus on revitalizing our ATC system, which is the most critical step the government can take to improve air travel. We commend Secretary Duffy for taking swift action to address the ATC staffing shortage through several initiatives including a "supercharge" of hiring, a 30% increase in pay for controllers who attend the Federal Aviation Administration (FAA) Academy for training, reducing the current 8-step hiring process to shave more than four months off and developing incentives for controllers eligible to retire to stay on the job. As the Secretary has noted, this shortage has been an issue for more than a decade. Accordingly, it will take time to resolve given the length of time it takes to ensure the necessary qualifications and training for air traffic controllers.

We also appreciate the steps taken by the FAA following our constructive collaboration. The importance of the NYC Airspace cannot be overstated, both in terms of its economic impact and its impact on the entire National Airspace System (NAS). The FAA reports that approximately 75% of all delays in the National Airspace System occur because of delays in the NYC Airspace. Delays and cancellations in the

¹ Airlines for America (A4A) members are Alaska Air Group, Inc.; American Airlines Group, Inc.; Atlas Air Worldwide Holdings, Inc.; Delta Air Lines, Inc.; FedEx Corp.; Hawaiian Airlines; JetBlue Airways Corp.; Southwest Airlines Co.; United Airlines Holdings, Inc.; and United Parcel Service Co. Air Canada is an associate member.

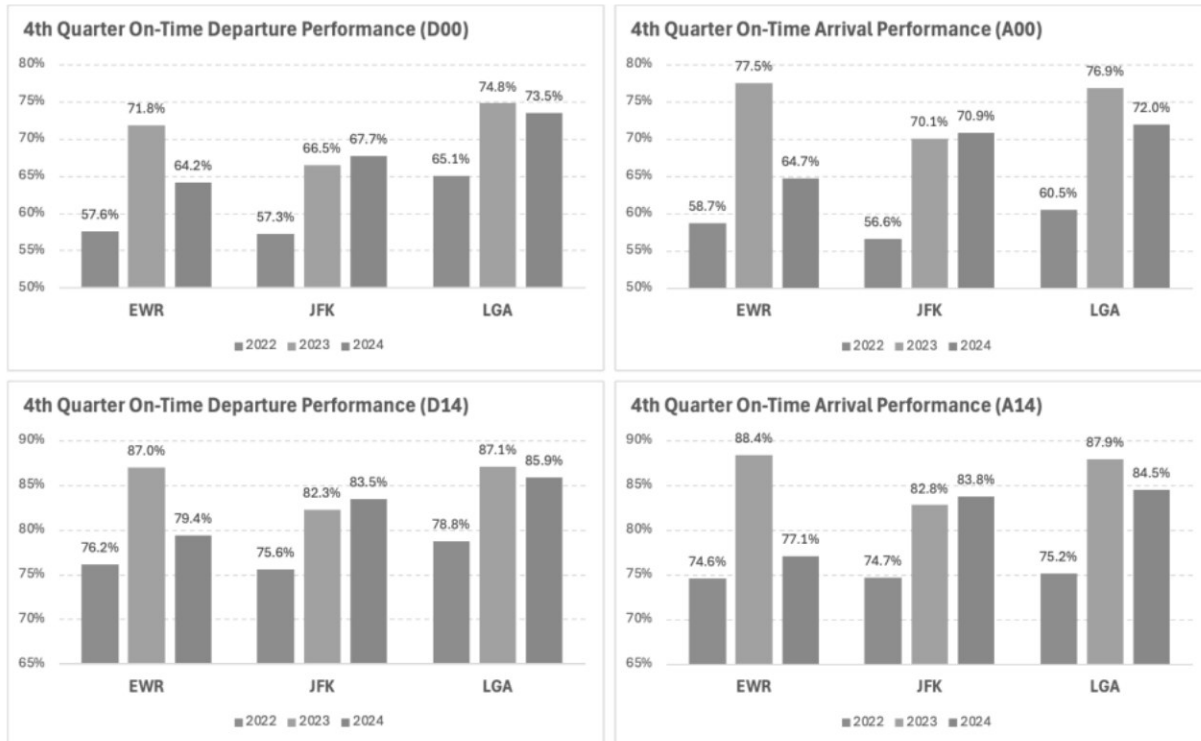
NYC Airspace ripple across the entire NAS so it is critical to ensure this part of the system is healthy. In 2019, the FAA estimated that the annual cost of delays to the U.S. economy and passengers was \$33 billion, reinforcing the need to address these issues.

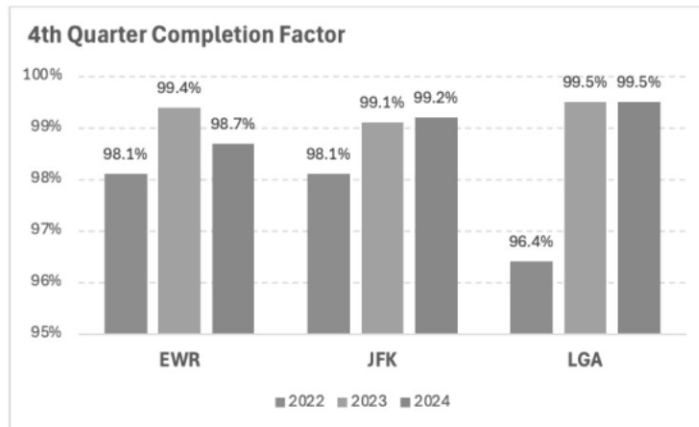
The FAA's current slot waiver permitted flexible and strategic planning by airlines and resulted in a noticeably better travel experience for consumers. We believe that a variety of circumstances (as outlined below) necessitate an extension of this relief through the end of the Summer 2027 season (October 30, 2027).

The FAA's current slot waiver successfully created a better travel experience for consumers.

Operational reliability has materially improved since the slot waiver took effect in the fall of 2023.

As depicted in the charts below, consumers have benefitted from a more reliable operation at the three major New York City airports (EWR, JFK, LGA) in both the 4th quarters of 2024 and 2023 when compared to the pre-waiver 4th quarter 2022 period, as measured by on-time departure and arrival performance and scheduled flight completion factors. Airlines made meaningful and challenging decisions to cut their schedules during congested peak times which contributed to better operational reliability for the flying public.





Source: Anuvu

Not only has operational reliability improved, but passengers also benefited from A4A carriers flying larger aircraft to the three New York City airports to accommodate rising demand and offset the impact of their voluntary flight reductions. The average scheduled aircraft size flown by A4A carriers in the first half of 2025 is 139 seats, a 1.5% increase over the prior year, a 6% increase from the first half of 2022 and an 11% increase from the first half of 2019. This is not only good for customers but also better for the environment as larger planes produce less emissions per passenger.

The underlying conditions creating the need for a waiver still exist as staffing shortages persist.

Under the leadership of Secretary Duffy and the Trump Administration, significant strides have already been made to address controller staffing shortages. The Administration's efforts to expand the Collegiate Training Initiative (CTI) program will augment the training at the FAA's Academy to facilitate training beyond the current capacity of 1,800 controllers. These important hiring and training initiatives are exactly what is needed to help close the gap of an almost 3,000 certified professional controller (CPC) shortage. However, given that these important programs are still in the process of being operationalized, it will take far more time to hire and train controllers for the impacted NYC Airspace.

Regarding the specific ATC staffing challenges impacting the NYC Airspace, the FAA's own staffing data through March 2025 illustrates that current controller levels at N90 and ZNY fall well short of the FAA's goal for facilities to be at least 85% staffed from target levels. While the FAA made some progress in 2024, we anticipate an ongoing challenge to adequately staff controller positions that manage NYC Airspace through the end of the Summer 2027 season based on FAA's trending staffing data.

The FAA facility staffing data shows the following:

- FAA lost 23 CPCs at N90 since the end of 2023 (March 2025 versus Dec. 2023), and they are still short 118 CPCs below the agency's defined target. In 2022 and 2023, FAA averaged seven new CPCs per year at N90 – at this run rate, it will take roughly seventeen more years for FAA to reach its target level.
- FAA lost two CPCs at ZNY since the end of 2023 (March 2025 versus Dec. 2023) and is still short 97 CPCs today below the agency's defined target – ZNY staffing levels have steadily declined for years and will require a complete change in direction if FAA is to reach its staffing goals.
- When looking at N90 and ZNY combined, the FAA currently has 307 CPCs having lost 25 CPCs since the end of 2023 – the current CPC shortfall at N90 and ZNY is 215: at a run rate of 13 new CPCs per annum, it will take an additional 16.5 years to close this gap.

- Assuming it takes three to four years on average to train a new CPC at these two facilities, it will take 645 to 860 total training years for FAA to add 215 CPCs and reach its targeted staff levels at N90 and ZNY.

Certified Professional Controller (CPC) Staffing Levels at N90 and ZNY

	Dec 2023	Dec 2024	Mar 2025
N90	226	226	226
ZNY	296	296	296
CPC Target	522	522	522
N90	131	108	108
ZNY	201	199	199
Current Number of CPCs Onboard	332	307	307
N90	58%	48%	48%
ZNY	68%	67%	67%
Current % CPC to Target	64%	59%	59%

The current and foreseeable staffing levels are neither adequate to give consumers the travel experience they deserve, nor are they able to maximize the efficiency of the NYC Airspace. While we expect the CTI initiative, the request for increased funding for the FAA Academy and increased hiring to help improve this outlook long term, we believe inadequate staffing will remain an immediate critical impediment to the efficient management of the NYC Airspace, with significant adverse effects on the NAS, through the end of the Summer 2027 season.

We applaud the FAA's initiative to move ATC oversight of Newark airspace to the Philadelphia TRACON (PHL). Given the enormous undertaking with multi-faceted challenges, it will take years before staffing levels are stable, further underscoring the need for slot relief.

In previous orders, the FAA noted that limited N90 staffing would likely cause operational disruption if carriers did not reduce their operations in the NYC Airspace. The FAA also noted that this staffing will likely remain an issue for some time. The controllers who moved from N90 to PHL are committed to a two-year tour of duty, indicating FAA's awareness that this transition will take time. A4A and our carriers have been impressed by and commend the FAA's management of this complex move and recognize the move is a long-term solution to a long-term problem. The NYC Airspace is the most complex airspace in the world and, as we anticipated, the FAA encountered both human factors challenges and technology outages that have exacerbated staffing shortages. As of today, the FAA has not yet met their CPC staffing target, and while training appears to be making progress, no trainees have been fully certified to date. In addition, some of the current CPCs will be eligible to retire, creating additional staffing pressure. We also understand that 17 of the controllers who were transferred from N90 will have the option of returning to N90 in August 2026. Combined, these issues are expected to and warrant a multi-season extension of the slot relief until the end of the Summer 2027 season.

FAA should restore limited retroactive relief and prevent backfill.

In addition to extension of the current relief, the FAA should restore carriers' ability to request retroactive relief if the impacts of controller staffing shortages are even more severe than anticipated and/or the impacts of severe weather are greater than anticipated. This relief is equitable for airlines that have small slot portfolios who may only have one flight in a particular hour. These airlines, including many international carriers, may not be in a position to proactively return slots due to their limited capacity but

are still impacted by the severe ATC challenges outlined in this letter. These carriers do not heavily utilize N90 airspace and should be provided with relief in a manner that maintains competition for consumers.

We appreciate the FAA's continued commitment to support the efficacy of the waiver by ensuring that returned slots and movements cannot be utilized by other airlines to backfill or augment their schedules.

Time is needed to give carriers stability and the ability to plan.

As you know, airlines plan and publish their schedules nine to twelve months in advance. The sooner FAA acts on this request, the more certainty carriers will be able to provide to customers regarding schedules. Also, we are required by Collective Bargaining Agreements to provide ample notice to our crews regarding scheduling. We are already less than a month before the IATA schedule submission deadline for the Winter 2025/26 season with complete uncertainty as to the level of service that can be operated. We urgently need clarity as soon as possible so our carriers can plan accordingly. This will benefit both our customers and our crews whose schedules are finalized months in advance. Based on the information available today, it is clear that the N90 and ZNY staffing issues will require at least another two years for FAA to be sufficiently staffed in order to maintain operational reliability for consumers.

Conclusion

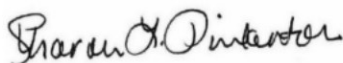
Please know that carriers do not enjoy asking for this extension of reduced flying. It is in our interest and the consumers' interest to maintain or increase our levels of flying. For this reason, we are deeply appreciative and supportive of Secretary Duffy's initiatives to build a world-class ATC system that is fully staffed with qualified and well-trained controllers. Airlines have increased staffing and are flying larger aircraft to accommodate passenger demand. While schedule reductions are a lost opportunity to meet customer demand, the only thing worse for passengers would be for carriers to fly full schedules when it is clear the NAS cannot accommodate that demand. The resulting operational volatility would only serve to disrupt airline employees and the travelling public.

We are respectfully requesting two years of relief because ATC staffing shortages and the continuing work to ensure the move of N90 airspace is successful are not within the airlines' control as outlined above. This *tailored and temporary* relief will provide the needed ability for airlines to plan reliable schedules for our passengers and crew, in addition to giving the FAA the time needed to implement the necessary staffing solutions.

Stability and certainty are critical in light of the numerous challenges facing the entire aviation industry. Accordingly, we respectfully request that the FAA grant the requested relief as soon as practicable, preferably by May 26, 2025, so that carriers can make the complex aircraft and crew scheduling decisions necessary to serve the flying public. Now is not the time to introduce additional operational volatility into the system.

We welcome the opportunity to further discuss this request and are committed to collaborating with DOT and the FAA on how best to serve the traveling public considering the acute challenges in managing the NYC Airspace.

Sincerely,



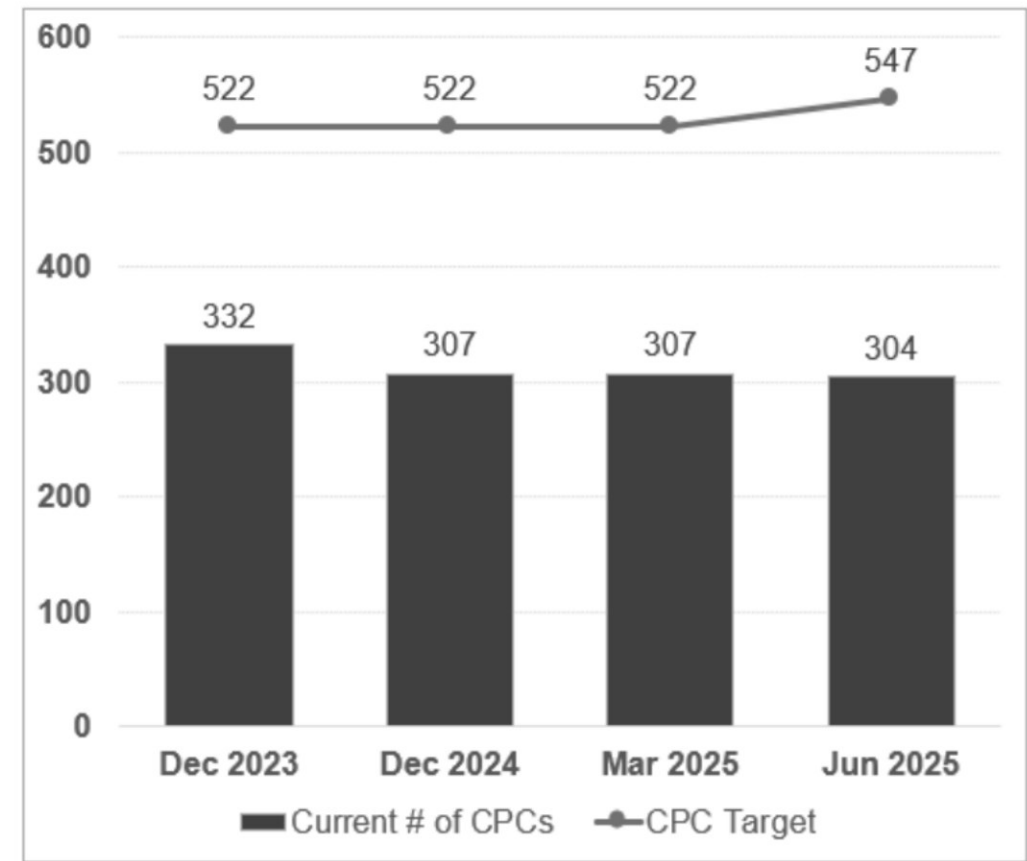
Sharon Pinkerton
Senior Vice President,
Legislative and Regulatory Policy



Patricia Vercelli
Senior Vice President,
Chief Legal Officer

No improvement in controller staffing in New York

Certified Professional Controller (CPC) Staffing Levels at N90 and ZNY



Source: FAA

New York is the largest aviation market in the country

No progress in improving NYC controller staffing

As of June 2025, there were 304 controllers at FAA’s N90 and ZNY facilities – the CPC target is 547

- *Current staffing is at 56% of target compared to 59% at the end of CY 2024*



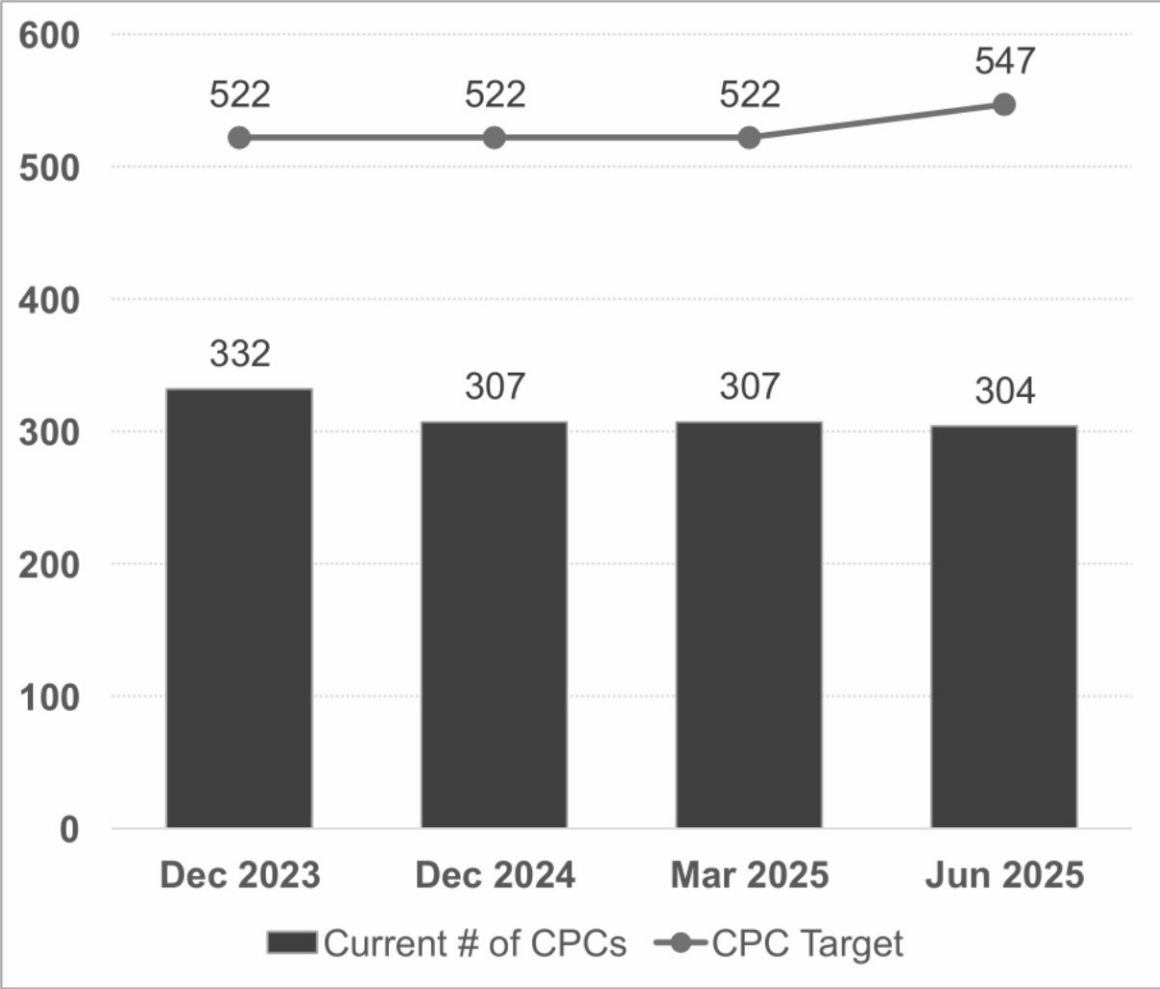
SELECTED TOWERS				Percent of Target			ATCs in Training Expected to Cert
Code	Name	Target	Current	Jun-2025	Jun-2026	B/(W) Pts.	
MCO	Orlando Tower	35	23	65.7%	110.1%	44.4	11.9
EWR	Newark Tower	37	24	64.9%	76.5%	11.6	5.7
BOS	Boston Tower	33	24	72.7%	81.4%	8.7	4.1
LAX	Los Angeles Tower	56	37	66.1%	73.9%	7.8	6.0
JFK	Kennedy Tower	33	26	78.8%	76.8%	(2.0)	2.5
ORD	Chicago O'Hare Tower	73	57	78.1%	82.9%	4.8	5.6
FLL	Fort Lauderdale Tower	26	26	100.0%	104.4%	4.4	1.8
LGA	La Guardia Tower	37	30	81.1%	75.3%	(5.7)	3.9

TRACONS				Percent of Target			ATCs in Training Expected to Cert
Code	Name	Target	Current	Jun-2025	Jun-2026	B/(W) Pts.	
N90	New York TRACON	226	108	47.8%	47.5%	(0.3)	23.8
ZSU	San Juan	65	39	60.0%	60.3%	0.3	10.0
JCF	Joshua TRACON	26	16	61.5%	74.2%	12.6	2.5
A90	Boston TRACON	79	52	65.8%	73.2%	7.4	8.9
U90	Tucson TRACON	24	12	50.0%	60.0%	10.0	2.8
A11	Anchorage TRACON	24	17	70.8%	76.8%	5.9	1.6
PHL	Philadelphia Tower	114	82	71.9%	86.2%	14.3	22.6
D10	Dallas-Fort Worth TRACON	111	70	63.1%	63.1%	0.0	8.4
S46	Seattle TRACON	52	31	59.6%	74.2%	14.6	8.5
S56	Salt Lake City TRACON	45	34	75.6%	84.3%	8.8	5.2
C90	Chicago TRACON	102	74	72.5%	84.0%	11.5	19.5
A80	Atlanta TRACON	110	73	66.4%	76.9%	10.6	12.2
NCT	Northern California TRACON	174	121	69.5%	69.7%	0.2	10.6
I90	Houston TRACON	96	73	76.0%	83.0%	6.9	11.6
SCT	Southern California TRACON	232	180	77.6%	79.8%	2.2	14.1
P50	Phoenix TRACON	58	49	84.5%	95.8%	11.3	12.0
F11	Central Florida TRACON	60	36	60.0%	69.7%	9.7	7.0
HCF	Honolulu Control Facility	93	68	73.1%	75.7%	2.5	12.4
Y90	Yankee TRACON	26	20	76.9%	75.2%	(1.7)	1.5
L30	Las Vegas TRACON	56	33	58.9%	51.3%	(7.7)	2.6
D01	Denver TRACON	93	73	78.5%	86.3%	7.8	7.3
D21	Detroit TRACON	58	48	82.8%	82.3%	(0.5)	7.2
R90	Omaha TRACON	24	21	87.5%	94.3%	6.8	2.0
M98	Minneapolis TRACON	54	47	87.0%	88.6%	1.5	7.9
PCT	Potomac TRACON	173	146	84.4%	87.9%	3.5	15.8
M03	Memphis TRACON	41	25	61.0%	62.9%	2.0	3.8
P31	Pensacola TRACON	35	32	91.4%	107.8%	16.3	4.6
P80	Portland TRACON	26	22	84.6%	81.3%	(3.3)	4.1
T75	St. Louis TRACON	39	35	89.7%	86.6%	(3.1)	4.1

EN ROUTE CENTERS				Percent of Target			Current ATCS in Training Expected to Cert
Code	Name	Target	Current	Jun-2025	Jun-2026	B/(W) Pts.	
ZNY	New York ARTCC	321	196	61.1%	51.7%	(9.4)	40.6
ZOA	Oakland ARTCC	216	165	76.4%	82.8%	6.5	37.1
ZMA	Miami ARTCC	298	206	69.1%	81.2%	12.1	62.2
ZAB	Albuquerque ARTCC	234	152	65.0%	75.1%	10.2	43.4
ZAN	Anchorage ARTCC	106	79	74.5%	79.1%	4.6	18.4
ZLA	Los Angeles ARTCC	282	197	69.9%	78.4%	8.5	53.6
ZSE	Seattle ARTCC	166	135	81.3%	89.7%	8.4	34.3
ZJX	Jacksonville ARTCC	298	229	76.8%	86.8%	10.0	50.3
ZTL	Atlanta ARTCC	343	286	83.4%	94.1%	10.7	84.3
ZAU	Chicago ARTCC	321	265	82.6%	90.7%	8.1	79.2
ZBW	Boston ARTCC	207	167	80.7%	90.0%	9.3	46.7
ZDV	Denver ARTCC	294	211	71.8%	82.3%	10.6	52.1
ZID	Indianapolis ARTCC	298	247	82.9%	89.5%	6.7	55.9
ZDC	Washington ARTCC	312	259	83.0%	89.9%	6.9	65.0
ZME	Memphis ARTCC	288	225	78.1%	75.0%	(3.2)	33.9
ZFW	Fort Worth ARTCC	295	241	81.7%	93.7%	12.0	68.8
ZLC	Salt Lake City ARTCC	169	127	75.1%	83.5%	8.4	31.7
ZOB	Cleveland ARTCC	345	272	78.8%	79.6%	0.7	43.1
ZKC	Kansas City ARTCC	241	206	85.5%	87.6%	2.1	39.7
ZMP	Minneapolis ARTCC	248	229	92.3%	92.4%	0.1	38.5
ZHU	Houston ARTCC	302	246	81.5%	86.1%	4.6	45.7

No improvement in controller staffing in New York

Certified Professional Controller (CPC) Staffing Levels at N90 and ZNY



Source: FAA

New York is the largest aviation market in the country

No progress in improving NYC controller staffing

As of June 2025, there were 304 controllers at FAA’s N90 and ZNY facilities – the CPC target is 547

- Current staffing is at 56% of target compared to 59% at the end of CY 2024*

From: Stietenroth, Anna Claire
Sent: Thu, 12 Jun 2025 19:38:16 +0000
To: Matesic, Hannah (OST)
Cc: Stone, Alex
Subject: Atlanta Beltline Letter of Support Request
Attachments: Atlanta Beltline USDOT RAISE Grant Request Talking Points.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,

So sorry to bother you again but one more quick project to note that is of high importance to my boss and the State of Georgia.

In June 2023, the City of Atlanta and Atlanta Beltline received a \$25 million USDOT FY23 RAISE grant to construct a key part of the Beltline – the Northeast Trail in Buckhead, which will connect to PATH 400 and other regional trails as well as a regional MARTA transit station. It has been awaiting final signature from FHWA since February 27, 2025.

The Atlanta Beltline is a 22-mile transportation corridor that redevelops abandoned freight rail lines into multi-use trails with adjacent robust economic development and future transit. More than 11 miles of trail has been completed to date with another six miles scheduled for completion before the City hosts 2026 FIFA World Cup matches. The Atlanta Beltline is an economic engine for both the City and the region, providing a 10 to 1 return on investment around its trail loop, catalyzing more than \$9 billion in private investment within a half mile of the corridor from approximately \$900 million in public and private funding. The Atlanta Beltline is also a robust job creator; as of 2023, it has helped create 29,400 permanent jobs and 62,860 one-year construction jobs.

The project has also been awarded \$17 million in FY25 federal transportation formula funds by the Atlanta Regional Commission. The RAISE grant agreement has been signed by Georgia Department of Transportation Commissioner McMurtry and Atlanta Mayor Dickens and has been awaiting execution by FHWA since February.

We request that this grant agreement be executed as expeditiously as possible. Do you happen to have an update on its status, by chance? Thank you!

Best,



Anna Claire Stietenroth
Senior Legislative Assistant
Congressman Brian Jack (GA-03)

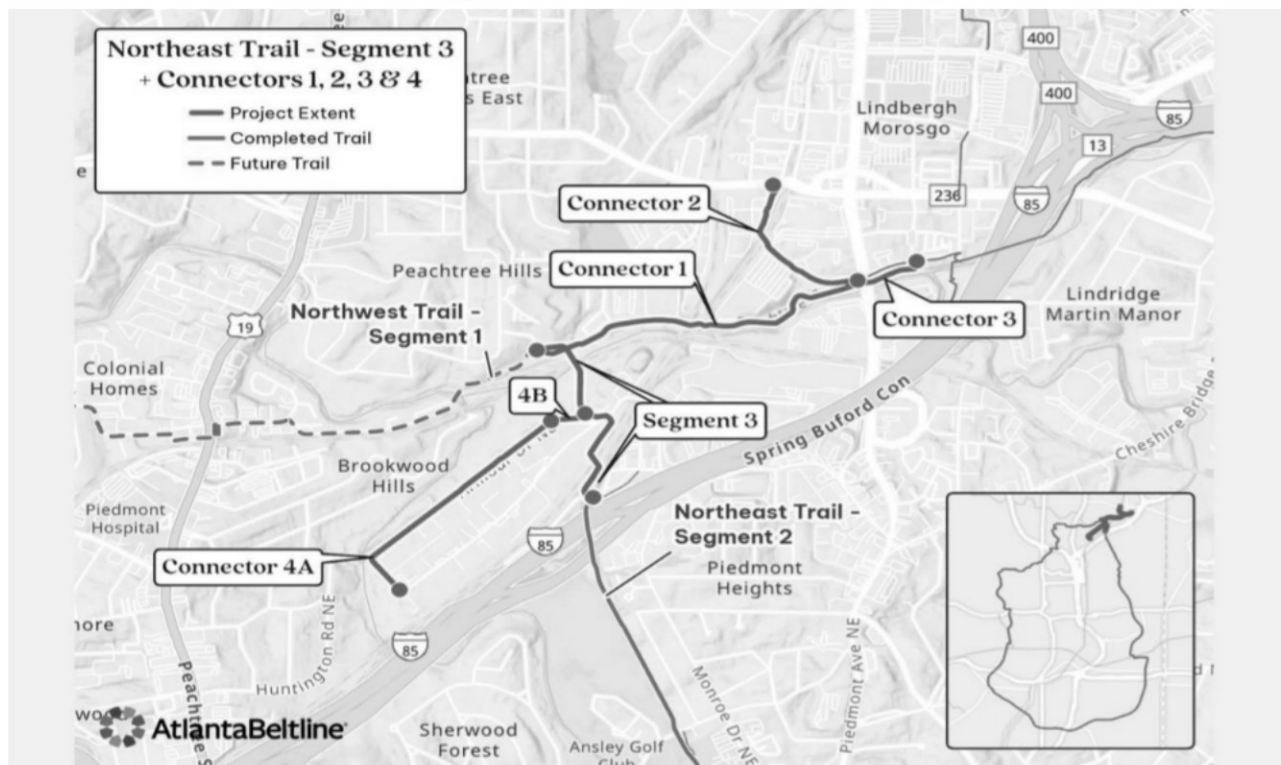
(b)(6)



USDOT FY23 RAISE GRANT NORTHEAST TRAIL TALKING POINTS

- The Atlanta Beltline is a 22-mile transportation corridor located in the City of Atlanta that redevelops abandoned freight rail lines into multi-use trails with adjacent robust economic development and future transit.
- The Beltline has seen a 10 to 1 return on investment around the loop, catalyzing more than \$9 billion in private investment within a half mile of the corridor from approximately \$900 million in public and private funding.
- The Atlanta Beltline is a robust job creator. Since 2023, it has helped create 29,400 permanent jobs and 62,860 one-year construction jobs.
- A key part of the Beltline, the Northeast Trail in Buckhead will connect to PATH 400 and other regional trails as well as MARTA Lindbergh Center.
- The City of Atlanta and Atlanta Beltline received a FY23 \$25 million USDOT RAISE discretionary grant to bring this key segment to life. The trail segment has also been awarded \$17M in federal transportation formula funds from the Atlanta Regional Commission that must be obligated before the end of June. Construction is also supported by significant philanthropic support from the Robert W. Woodruff Foundation and the Cox Foundation.
- The grant agreement has been signed by GDOT and Mayor Dickens and was submitted to FHWA in February. To keep the project on schedule for completion, the RAISE grant agreement must be fully executed expeditiously.
- We have had a great relationship with GDOT and FHWA Georgia throughout this process. We are right at the finish line and just need USDOT Secretary Duffy to give the green light to Georgia FHWA execute the grant agreement as-is as quickly as possible.
- ASK: Secretary Duffy to allow the FHWA GA Division Administrator to sign the grant agreement as-is to keep the project on schedule. Failure to do so jeopardizes \$17 million in federal formula funds and the future of the project.

Northeast Trail Segment 3 and Connector Trails Project Map



Future Northeast Trail Segment 3 Underneath MARTA South of Armour Yards



From: Stietenroth, Anna Claire
Sent: Fri, 16 May 2025 22:36:17 +0000
To: Matesic, Hannah (OST)
Cc: Stone, Alex
Subject: Atlanta Regional Commission Flint River Gateway Project (GA-03)

You don't often get email from annaclaire.stietenroth@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,

I hope you are well! I wanted to quickly flag an issue that was brought to our attention in hopes you and your team may be able to assist.

As you may know, DOT awarded a federal grant of \$64.9 million to ARC, Clayton County, and the cities of College Park, East Point, and Hapeville for the development of the Flint River Gateway Trails. The trail network, which will branch into parts of Georgia's Third Congressional District, aims to connect communities that have long been divided by major infrastructure projects like highways, railways, and the airport, in a way that offers greater economic opportunities and improved access to good jobs and essential services, such as health care.

As the DOT continues to review grant projects, we would so appreciate your consideration to fully fund this project, which we believe will have a transformational impact not only on Georgia's Third Congressional District, but on the state of Georgia as a whole.

Please let me know if you have any questions or would like to connect on this further. Thank you!

Best,



Anna Claire Stietenroth
Senior Legislative Assistant
Congressman Brian Jack (GA-03)

(b)(6)

From: Boumsidia, Sophie (Blunt Rochester)
Sent: Tue, 27 May 2025 17:43:00 +0000
To: Priebe, Jack (OST)
Subject: Automatic reply: Reminder: Join Us at The Great American Road Trip Expo - May 29, 2025

You don't often get email from sophie_boumsidia@bluntrochester.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.

Thank you for contacting me. I am out of the office until May 29th. Please contact Kevin Diamond (Kevin_Diamond@bluntrochester.senate.gov) with any urgent requests or text my personal cell.

From: Butler, Britney
Sent: Mon, 4 Aug 2025 21:43:31 +0000
To: LaRotonda, Nick (OST)
Cc: Butler, Britney
Subject: Aug. 9 - Duluth Air Traffic Control Tower

You don't often get email from britney.butler@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.

Good Afternoon,

Thank you for the visit and we look forward to hearing from you regarding details around the tour/possible press time at the Duluth Air Traffic Control Tower on Saturday, August 9th at an estimated time of 9:30am/CT.

Thanks again!

Britney

Britney Butler

Director of Operations
Congressman Pete Stauber (MN-08)
145 Cannon House Office Building

Work: (b)(6)

Cell: (b)(6)

Britney.Butler@mail.house.gov

From: Weiss, Adam
Sent: Tue, 20 May 2025 15:38:14 +0000
To: Priebe, Jack (OST)
Subject: Automatic reply: Join Us at The Great American Road Trip Expo - May 29, 2025

You don't often get email from adam.weiss@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.

Thank you for your e-mail. I am currently out of the office (b)(6) until May 25, 2025. If this is an aviation related issue, please contact Brian Bell at Brian.Bell@mail.house.gov.

Very respectfully,
Adam Weiss

From: Morrison, Monica (OST)
Sent: Tue, 5 Aug 2025 14:47:10 +0000
To: Lauren_OBrien@young.senate.gov
Subject: Barr's team

Hi Lauren,

Could you give me a call at (b)(6)

From: Smith, Trevor
Sent: Thu, 20 Mar 2025 15:53:22 +0000
To: Matesic, Hannah (OST); Fritz, Trish (OST)
Cc: Hartl, Kellie; Speno, Olivia; Albiani, Katy; Smith6, Matthew
Subject: BUILD Grant - Reps. Fong and Valadao Support Letter
Attachments: Reps Fong and Valadao Support Letter for San Luis and Delta-Mendota BUILD Grant (March 2025)(Final).pdf

You don't often get email from trevor.smith@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 and Trish,

Attached is a letter from Reps. Fong and Valadao in support of San Luis and Delta Mendota Water Authority's BUILD Grant application.

Thank you for your consideration!

Best Regards,

Trevor



Trevor Smith | *Legislative Director*
Congressman Vince Fong (CA-20)
(o)(b)(6) (c)(b)(6)

Congress of the United States
Washington, DC 20515

March 20, 2025

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

Dear Secretary Duffy:

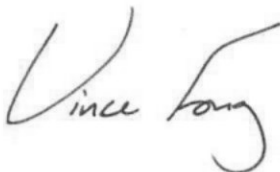
We write to express our support for the San Luis and Delta-Mendota Water Authority's (Water Authority) application for a Fiscal Year 2025 Better Utilizing Investments to Leverage Development (BUILD) planning grant of \$25 million. If awarded, this funding would support the planning and design of the State Route (SR) 152 Modification Project, a critical component of the larger B.F. Sisk Dam Raise and Reservoir Expansion planned in conjunction with the U.S. Bureau of Reclamation. Raising the B.F. Sisk Dam by ten feet will expand the San Luis Reservoir's capacity, submerging portions of SR-152 unless the highway is elevated. Without these modifications, a critical transportation corridor and key freight link connecting our districts in the Central Valley with Silicon Valley and the Central Coast would be disrupted.

The SR-152 Modification Project will not only prevent flooding of the highway due to the reservoir expansion, but it will also provide seismic and safety upgrades needed to protect this critical infrastructure. Raising the B.F. Sisk Dam will create over 130,000 acre-feet of off-stream water storage, ensuring a more reliable supply for the Water Authority's member agencies and the communities they serve. However, this essential water storage project cannot move forward without first planning for the necessary highway modifications to maintain safe and efficient transportation through the region.

We strongly support the San Luis and Delta-Mendota Water Authority's BUILD planning grant application. Approval of this project aligns with the program's mission by enhancing safety, improving infrastructure resilience, and supporting economic growth in a region vital to California's economy. If you have any questions, please do not hesitate to contact us.

Thank you for your attention to this important matter.

Sincerely,



VINCE FONG
Member of Congress



DAVID VALADAO
Member of Congress

From: Smith, Trevor
Sent: Thu, 20 Mar 2025 15:51:44 +0000
To: Matesic, Hannah (OST); Fritz, Trish (OST)
Cc: Hartl, Kellie; Speno, Olivia; Albiani, Katy; Smith6, Matthew
Subject: BUILD Grant - Reps. Fong and Valadao Support Letter
Attachments: Reps Fong and Valadao Support Letter for San Luis and Delta-Mendota BUILD Grant (March 2025)(Final).pdf

You don't often get email from trevor.smith@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 Heather and Trish,

Attached is a letter from Reps. Fong and Valadao in support of San Luis and Delta Mendota Water Authority's BUILD Grant application.

Thank you for your consideration!

Best Regards,

Trevor



Trevor Smith | *Legislative Director*
Congressman Vince Fong (CA-20)

(o)(b)(6) (c)(b)(6)

Congress of the United States
Washington, DC 20515

March 20, 2025

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

Dear Secretary Duffy:

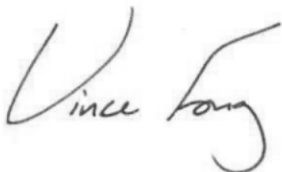
We write to express our support for the San Luis and Delta-Mendota Water Authority's (Water Authority) application for a Fiscal Year 2025 Better Utilizing Investments to Leverage Development (BUILD) planning grant of \$25 million. If awarded, this funding would support the planning and design of the State Route (SR) 152 Modification Project, a critical component of the larger B.F. Sisk Dam Raise and Reservoir Expansion planned in conjunction with the U.S. Bureau of Reclamation. Raising the B.F. Sisk Dam by ten feet will expand the San Luis Reservoir's capacity, submerging portions of SR-152 unless the highway is elevated. Without these modifications, a critical transportation corridor and key freight link connecting our districts in the Central Valley with Silicon Valley and the Central Coast would be disrupted.

The SR-152 Modification Project will not only prevent flooding of the highway due to the reservoir expansion, but it will also provide seismic and safety upgrades needed to protect this critical infrastructure. Raising the B.F. Sisk Dam will create over 130,000 acre-feet of off-stream water storage, ensuring a more reliable supply for the Water Authority's member agencies and the communities they serve. However, this essential water storage project cannot move forward without first planning for the necessary highway modifications to maintain safe and efficient transportation through the region.

We strongly support the San Luis and Delta-Mendota Water Authority's BUILD planning grant application. Approval of this project aligns with the program's mission by enhancing safety, improving infrastructure resilience, and supporting economic growth in a region vital to California's economy. If you have any questions, please do not hesitate to contact us.

Thank you for your attention to this important matter.

Sincerely,



VINCE FONG
Member of Congress



DAVID VALADAO
Member of Congress