

**From:** Disrud, Doug  
**Sent:** Wed, 29 Jan 2025 13:02:35 +0000  
**To:** Meachum, Pete (OST)  
**Subject:** Congrats and intro: THUD appropriations

[You don't often get email from [doug.disrud@mail.house.gov](mailto:doug.disrud@mail.house.gov). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hi Pete - Mike Clarke from Senate appropriations gave me your email. I'm with House THUD appropriations (Womack). Congratulations and look forward to working with you. If you need anything don't hesitate to call - (b)(6)

Will reach out again once you've had a chance to settle in.

Enjoy your new role!

**From:** Clarke, Mike (Appropriations)  
**Sent:** Mon, 31 Mar 2025 21:00:03 +0000  
**To:** Sellers, Corey (OST); Carlile, Saesha (OST); McCartney, Erin (OST); Ure, Devin (OST)  
**Cc:** Meachum, Pete (OST); Matesic, Hannah (OST); Fritz, Trish (OST); Eckert, Josephine (Appropriations); Monroe, Christina; doug.disrud@mail.house.gov  
**Subject:** DOT FY25 Operating Plan

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Hi Team Budget -

Hope all is well on your end! As you know, Section 1113 of the full-year CR requires Departments/Agencies to submit an operating plan for FY25 to THUD no later than 45 days after enactment. The THUD 4-corners look forward to receiving DOT's operating plan by no later than April 29<sup>th</sup>. We request that the operating plan include a similar level of detail to prior fiscal year operating plans, including at the PPA level.

Thanks!

Mike

**From:** Smith, Greg  
**Sent:** Mon, 5 May 2025 19:30:41 +0000  
**To:** Matesic, Hannah (OST)  
**Subject:** Coconino County letter about PROTECT Grant - U.S. Highway 89 Flood Mitigation Project  
**Attachments:** LOS Bill Williams Agreements - Congressman Crane.pdf

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Hi Hannah,

Hope this finds you well.

I wanted to reach out regarding the second half of the attached letter, detailing the U.S. Highway 89 Flood Mitigation Project. They were awarded a DOT PROTECT grant in 2024 but waiting for a final signature.

Would it be possible to have this looked at? Rep. Crane met with officials on this recently and asked me to reach out on his behalf.

Many thanks!

Best,  
Greg

**Greg Smith | Chief of Staff**  
Rep. Eli Crane (AZ-02)  
[Greg.Smith5@mail.house.gov](mailto:Greg.Smith5@mail.house.gov)





**COCONINO**  
COUNTY ARIZONA  
**BOARD OF SUPERVISORS**

April 28, 2025

The Honorable Eli Crane  
Congressman  
United States House of Representatives  
307 Cannon House Office Building  
Washington, DC 20515

**Patrice M. Horstman**  
District 1  
Vice-Chair

Dear Congressman Crane,

**Jeronimo Vasquez**  
District 2

The Coconino County Board of Supervisors would like to provide an update on two critical projects that are currently being held up by the Department of Government Efficiency. The Bill Williams Mountain Forest Restoration Project, a hazardous fuels reduction project that reduces the threat from wildfire and post-fire flooding to the City of Williams and the PROTECT Grant – U.S. Highway 89 Flood Mitigation Project that reduces post-wildfire flooding impacts to a critical highway in northern Arizona.

**Tammy Ontiveros**  
District 3

The Bill Williams Mountain Forest Restoration Project is a collaborative effort between the Coconino County Flood Control District, the Kaibab National Forest, and The Nature Conservancy. This hazardous fuel reduction project aims to treat 400 acres of steep, fire-prone terrain above the City of Williams. If left untreated, then a wildfire followed by monsoon rains could trigger catastrophic flooding, with potential regional economic damages estimated at \$800 million (in 2025 dollars).

**Judy Begay**  
District 4  
Chair

**Lena Fowler**  
District 5

The project is funded with \$2.8 million from the Flood Control District and \$5.2 million from the Kaibab National Forest and is being managed by The Nature Conservancy under a Master Stewardship Agreement. However, this agreement has been pending a signature from the federal government since January 20, 2025. Without immediate action, there is a significant risk of losing contractor availability during this logging season, which will delay the project significantly.

In addition to reducing wildfire and flood risks, the project supports the regional forest products industry, which depends on a steady supply of timber from forest restoration efforts. This industry provides over 300 direct jobs and 500 indirect jobs in Northern Arizona.

The U.S. Highway 89 Flood Mitigation Project is also awaiting a signature by the Federal Highway Administration. The project was awarded a DOT PROTECT Grant in 2024 but is still pending review. The critical need for this project resulted from the Pipeline Fire in 2022, which burned over 25,000 acres of steep sloped area on the San Francisco Peaks causing severe and repetitive post-wildfire flooding. U.S. Highway 89, which is the main transportation artery between Arizona, Utah and Colorado was closed 13 times. The closures and numerous interruptions resulted in serious impacts to not only commerce between the states, but also tourism given this is the access to Glen Canyon/Lake Powell National Recreational Area, Horseshoe Bend and the Wave as well as the Grand Canyon National Park. These destinations attract well in excess of 5 million visitors per year with over \$2 Billion in economic impact to Arizona alone.



 **COCONINO**  
COUNTY ARIZONA  
**BOARD OF SUPERVISORS**

Coconino County requests that you and your office take action to secure approval of the Bill Williams Mtn. Project agreement as well as approval of the PROTECT grant agreement. Please let us know if any other information is needed or if you have questions, then please contact Lucinda Andreani at [Landreani@coconino.az.gov](mailto:Landreani@coconino.az.gov).

Your action at this time is crucial to moving these critical public safety projects forward.

Thank you,

Sincerely,



Patrice Horstman, Chair  
District 1 Supervisor  
Coconino County Board of Supervisors



Jerónimo Vásquez, Vice Chair  
District 2 Supervisor  
Coconino County Board of Supervisors



Tammy Ontiveros  
District 3 Supervisor  
Coconino County Board of Supervisors



Judy Begay  
District 4 Supervisor  
Coconino County Board of Supervisors



Lena Fowler  
District 5 Supervisor  
Coconino County Board of Supervisors



**From:** Bodnar, Ilona (HSGAC)  
**Sent:** Wed, 26 Mar 2025 14:17:51 +0000  
**To:** OST Government Affairs; Priebe, Jack (OST); Fritz, Trish (OST)  
**Cc:** Banai, Moran (HSGAC); Park, Emily (HSGAC); Mulkins, Christopher (HSGAC); Kahn, Alan (HSGAC); Bodnar, Ilona (HSGAC)  
**Subject:** [RESPONSE REQUESTED: 4/11] Transportation Document and Info Request from Senate HSGAC Ranking Member  
**Attachments:** Doge\_DOT\_Duffy.pdf

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Good Morning,

Attached is a letter from Senate Homeland Security and Government Affairs Ranking Member Gary C. Peters to Secretary Duffy seeking information and documents related to DOGE's access to your agency's data and systems.

Please confirm receipt and note that Ranking Member Peters is requesting a response by April 11, 2025.

Thank you for your attention to this matter.

Ilona

Ilona Bodnar  
Fellow  
Senate Homeland Security & Governmental Affairs Committee  
Ranking Member Gary C. Peters  
Direct: (b)(6)

RAND PAUL, KENTUCKY, CHAIRMAN

RON JOHNSON, WISCONSIN  
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# United States Senate

COMMITTEE ON  
HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS  
WASHINGTON, DC 20510-6250

March 24, 2025

The Honorable Sean Duffy  
Secretary  
Department of Transportation  
1200 New Jersey Ave. SE  
Washington, D.C. 20590

Dear Secretary Duffy:

I write to request documents and information regarding access to government systems by the office known as the Department of Government Efficiency (DOGE). Since January 23, 2025, employees working on behalf of the U.S. Digital Service (USDS), which the Administration is referring to as DOGE, have gained access to systems and databases at multiple federal agencies. Federal agencies, as part of their authorized activities, collect, maintain, and utilize an enormous amount of sensitive data to carry out their missions. This data can include personally identifiable information (PII) collected from the public, federal and contractor employee data, law enforcement sensitive data, and confidential commercial information, including from critical infrastructure operators. Failure to appropriately control access to this data creates significant privacy and security risks and may violate federal law.

I write to request documents and information related to the work of USDS or DOGE, and the individuals – including officials, contractors, and volunteers – doing work on behalf of these agencies, to ensure compliance with all applicable security and privacy standards and laws. Please provide the following information and documents as soon as possible, but no later than April 11, 2025.

## Personnel

1. Provide a list of personnel operating under USDS or DOGE at Department of Transportation, including Department of Transportation personnel and personnel assigned to USDS or other agencies that are working at Department of Transportation on behalf of or otherwise supporting the activities of USDS or DOGE.
2. For each individual in (1), provide the following information:
  - a. Position title and description;
  - b. If applicable:

- i. Start and end date of employment;
  - ii. Hiring Authority;
  - iii. Employment classification;
- c. Functions and duties of that position (including the applicable authorizing statutes);
- d. Whether the individual has had a background check and if so, the level of background check;
- e. Whether the individual has a security clearance and if so, the level of security clearance; and
- f. Reporting structure of that individual within the agency (including the number of direct reports and supervisors).

#### Systems and Data

1. List all agency information systems that have been accessed by a person affiliated with USDS or DOGE whether that individual is based in the agency or not. For each system accessed, please identify:
  - a. The name of the USDS or DOGE-affiliated individual(s) who accessed the system and the type of access the individual(s) received;
    - i. For individuals who received access to the categories of information described below, please explain the individual's need to know associated with this access and how it was tailored.
  - b. Whether the system listed in response contains:
    - i. Personally identifiable information (PII);
    - ii. Sensitive PII;
    - iii. Protected health information;
    - iv. Confidential commercial information;

- v. Law enforcement sensitive data;
  - vi. Controlled Unclassified Information;
  - vii. Protected critical infrastructure information;
  - viii. Inspector General information; or
  - ix. Classified information.
- c. The data elements that individuals associated with USDS or DOGE requested access to, transferred, downloaded, modified, and/or combined with other data elements from agency or other federal systems.
  - i. Identify the agency systems or other federal systems, and data elements, that USDS or DOGE combined.
  - ii. Identify the mechanism used to transfer or download the data elements, including the security controls to ensure the confidentiality, integrity, and accessibility of the data.
- ci. For each system that includes PII, sensitive PII, and protected health information, provide the total number of individuals that had their information accessed by individuals affiliated with the USDS or DOGE, and provide a list of the PII and SPII in the system.
- cii. For each system that includes information collected from non-profit organizations and commercial entities, identify:
  - i. The total number of non-profit organizations and companies impacted and the types of information included in the system.
- ciii. For classified systems, identify:
  - i. The clearance level of the system; and
  - ii. Specific precautions the agency took to ensure that access was only granted to authorized individuals with a valid security clearance and a need to know.

2. If applicable, identify all data elements in Department of Transportation systems provided from outside of the agency, including other federal agencies, foreign governments, and state, local and Tribal partners, that may have been accessed, transferred, downloaded, modified, and/or combined by people affiliated with USDS or DOGE.
  - a. For each of these data elements, identify whether there is a data sharing agreement with the external entity.
  - b. For each data sharing agreement, was an analysis carried out to assess whether USDS or DOGE actions taken in regard to this data were within the terms of the agreement?
    - i. If yes, please provide that analysis.
3. List all Artificial Intelligence (AI) tools and models that individuals affiliated with USDS or DOGE have used on agency data. Please include:
  - a. All information on the procurement contract and use cases for the AI tools or models used.
  - b. All information on security and privacy assessments of the tools or models used.
  - c. Including all details on the security and privacy guidelines for the model
4. Provide documentation of any formal or informal agreements since January 20, 2025, to expand existing internal information sharing within the agency.
  - a. List all agency systems and data elements subject to these agreements and identify the component(s) that have been granted access to each since January 20, 2025.
  - b. Provide any assessments or analysis of the privacy impact of expanded internal information sharing since January 20, 2025.
  - c. Provide any legal analysis related to the authority to expand internal information sharing since January 20, 2025.

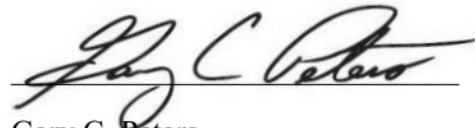
The Committee on Homeland Security and Governmental Affairs is authorized by Rule XXV (k)(2)(B) of the Standing Rules of the Senate to investigate matters that aid the Committee in “studying the efficiency, economy, and effectiveness of all agencies and departments of the

Government.”<sup>23</sup> Under Senate Resolution 94, Sec. 12(e), of the 118th Congress, the Committee is authorized to review “the possible existence of fraud, misfeasance, malfeasance, collusion, mismanagement, incompetence, corruption or unethical practices, waste, extravagance, conflicts of interest, and the improper expenditure of Government funds.”<sup>24</sup>

Please provide responsive documents and information as soon as possible, but no later than April 11, 2025.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in dark ink, appearing to read "Gary C. Peters", written over a horizontal line.

Gary C. Peters  
Ranking Member  
Committee on Homeland Security  
and Governmental Affairs

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<sup>23</sup> S. Rule XXV(k)(2)(B).

<sup>24</sup> S. Res. 94, Sec. 12(e).



**From:** Whittaker, Keaton  
**Sent:** Wed, 25 Jun 2025 17:32:22 +0000  
**To:** Matesic, Hannah (OST); Fritz, Trish (OST)  
**Subject:** Confirming Information on Essential Air Service

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Hi Hannah and Trish,

Hope you both are well! I'm looking for the total number of EAS routes currently in service. Would you be able to confirm that this is the [most up to date list](#) of EAS routes in operation?

Many thanks,  
Keaton

**Keaton Whittaker** *(he/him)*  
Legislative Assistant | Rep. Jill Tokuda (HI-02)  
1027 Longworth House Office Building  
Washington, D.C. 20515

(b)(6)

**JILL on the JOB**  
SUBSCRIBE TO MY NEWSLETTER



**From:** Todd, McKinzii  
**Sent:** Tue, 1 Apr 2025 14:40:38 +0000  
**To:** Matesic, Hannah (OST)  
**Subject:** Congressional Inquiry - KY-06

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Hannah,

I hope you are doing well. I am reaching out on behalf of the City of Lexington (Lexington-Fayette Urban County Government (LFUCG)) in Rep Barr's district in Kentucky. LFUCG has been notified that the following grants that were previously awarded are now under review.

- North Broadway / RJ Corman Bridge replacement project – RAISE / BUILD program – Kentucky Transportation Cabinet is the applicant on this one.
- New Circle Rd safe streets project – Safe Streets and Roads for All program – LFUCG applicant

Rep. Barr would like to have an update on the status of this review and the anticipated timeline if possible?

Please reach out if you need any further information.

Thank you,

**McKinzii Todd Poe**  
**Deputy District Director**  
Congressman Andy Barr (KY-06)  
Phone: (b)(6)  
Fax: (859) 219-3437  
2709 Old Rosebud Road  
Lexington, KY 40509

**From:** Office of Congresswoman Julie Johnson (imailagent)  
**Sent:** 10 Mar 2025 11:35:57 -0400  
**To:** Matesic, Hannah (OST)  
**Cc:** arianna.uddin@mail.house.gov  
**Subject:** Congressional Inquiry - Tallini (Intranet Quorum IMA00101507)  
**Attachments:** WF Attachment 5026156 Tallini Richard PARF.PDF

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**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

**Office of Congresswoman Julie Johnson**

March 10, 2025

Dear Ms. Matesic,

I hope this letter finds you well. I am writing on behalf of my constituent, (b)(6) who is inquiring about his FAA revocation with your agency.

A signed Privacy Act Release Form from (b)(6) is enclosed for your reference. This form grants my office the necessary authorization to act on their behalf and obtain information related to their case.

To assist my office in helping resolve this issue, I respectfully request that you review the constituent's case and provide any updates or necessary actions to address their concerns.

Please do not hesitate to reach out if any additional documentation or information is required from my office to proceed. We appreciate your prompt attention to this matter and your assistance in resolving the issue for our constituents.

Sincerely,

Congresswoman Julie Johnson

A handwritten signature in black ink that reads "Julie Johnson". The script is fluid and cursive, with the first letters of both first and last names being capitalized and prominent.

If replying, please do not alter the email subject line to ensure a timely delivery.



# Office of Representative Julie Johnson

## Digital Privacy Release Form

Complete the form below to request help with a Federal Agency. When complete, click Submit to send to our office for assistance.

Fields marked with \* are required

### Please Provide Applicable Identifying Information

#### Agency Involved

Department of Transportation

#### Prefix

#### First Name

#### MI Last Name

(b)(6)

#### Social Security Number

#### DOB

#### Email Address

#### Phone Number

(b)(6)

(b)(6)

(b)(6)

#### Address Line 1

#### Address Line 2

#### City

#### State

#### Zip Code

(b)(6)

Richardson

TX

75081

#### Agency Case Number

#### Mortgage Loan Number Rank

#### Military Rank

PI # 2120850

N/A

N/A

Have you contacted any other elected official regarding this case?

No

If Yes, Officials Name?

Please explain the problem and the resolution/outcome you are seeking:

The FAA has revoked my medical (b)(6)

(b)(6)

### Constituent Authorization

To be able to assist you, we must have a signed privacy release form that clearly outlines your problem and the remedy you are seeking. By checking the box below you are giving our office permission to look into the matter on your behalf. Please make sure to attach below any relevant identifying information and supporting documents which relate to your inquiry.

☒ I hereby request the assistance of the Office of Representative Julie Johnson to resolve the matter described below. I authorize the Office of Representative Julie Johnson to receive any information that they might need to provide this assistance. The information I have provided to the Office of Representative Julie Johnson is true and accurate to the best of my knowledge and belief. The assistance I have requested from the Office of Representative Julie Johnson is in no way an attempt to evade or violate any federal, state, or local law.

### Date/Time

3/6/2025 8:42:12 AM

### \* Signature

(b)(6)

**From:** Podliska, Rick  
**Sent:** Fri, 28 Feb 2025 16:27:11 +0000  
**To:** Matesic, Hannah (OST)  
**Subject:** Congressional Letter - Pulsating Brake Light Technology  
**Attachments:** DOT\_BrakeLight\_Feb2025.pdf

You don't often get email from rick.podliska@mail.house.gov. [Learn why this is important](#)

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Hello Hannah,

Please find attached a letter from Rep. Dan Webster to Secretary Sean Duffy about a long-standing regulatory issue concerning pulsating brake light technology. Let me know if you have any questions.

Sincerely,

Rick Podliska | Policy Advisor  
Congressman Daniel Webster (FL-11)  
2184 Rayburn House Office Building | (b)(6)

**DANIEL WEBSTER**  
*Serving Florida's 11th Congressional District*



DANIEL WEBSTER  
11TH DISTRICT, FLORIDA

COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE

COMMITTEE ON NATURAL  
RESOURCES

COMMITTEE ON SCIENCE,  
SPACE AND TECHNOLOGY

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-0911

February 28, 2025

WASHINGTON OFFICE:  
2184 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-1002  
(352) 241-9220 (FAX)

CLERMONT OFFICE:  
1200 OAKLEY SEAVER DRIVE, SUITE 203  
CLERMONT, FL 34711  
PHONE & FAX  
(352) 241-9220

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

Dear Secretary Duffy:

Congratulations on your confirmation as the Secretary of Transportation. Your bipartisan confirmation reflects the trust placed in you to address critical challenges in our nation's transportation systems, and I am confident in your ability to lead with integrity and vision.

As the lead sponsor of the bipartisan Collision Avoidance Systems Act (H.R. 1361), I write to emphasize what I believe is an urgent need for your leadership on a long-standing regulatory issue concerning pulsating brake light technology. This proven safety innovation, effectively used on millions of U.S. vehicles for over two decades, reduces rear-end collisions by more than 30 percent and has been approved by the Federal Motor Carrier Safety Administration for commercial vehicles. The legislation, which had 59 bipartisan cosponsors in the 118<sup>th</sup> Congress (H.R. 5455), seeks to align pulsating brake lights technology for passenger vehicles with global safety standards and laws in multiple states.

Despite these safety benefits and legislative efforts, the National Highway Traffic Safety Administration (NHTSA) has been planning to take enforcement action against hundreds of dealerships selling this safety device, including dealers in my district. This action threatens to shut down long-standing businesses in my district and nationwide that have responsibly provided this safety feature to drivers for over 20 years. Compliance warnings and the threat of significant fines have created legal uncertainty, financial risk, and unnecessary hardship for an industry committed to road safety. Additionally, NHTSA has delayed the congressionally mandated study on rear-end collision avoidance systems, originally directed in 2019, awarding it only in September 2024. This study is critical in providing a clear regulatory framework and resolving these challenges.

As you take on this new role, I hope you will consider prioritizing this issue and the following actions:

1. Suspend Enforcement Actions – Direct NHTSA to halt enforcement measures related to the installation and use of pulsating brake light technology until the congressionally mandated study is completed and reviewed.



2. Ensure Timely Completion of the Study – Confirm the study awarded to the Virginia Tech Transportation Institute is completed within the designated timeframe to ensure its findings inform regulatory decisions.
3. Promote Transparency and Accountability – Ensure NHTSA operates within its statutory obligations, provides clear communication, and works with Congress to address ongoing concerns.

I believe addressing this issue is critical to enhancing road safety, supporting American innovation, and ensuring fair regulatory practices. I appreciate your attention to this matter and look forward to your leadership in resolving it. Please know that I am ready to work with you to advance these shared goals and protect an industry committed to improving road safety.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Webster". The signature is fluid and cursive, with a large initial "D" and a stylized "W".

Daniel Webster  
Member of Congress

**From:** Ramsey, Jordyn  
**Sent:** Thu, 12 Jun 2025 16:14:38 +0000  
**To:** Behm, Mitchell <OIG>; Matesic, Hannah (OST)  
**Cc:** Gallagher, Katie  
**Subject:** Congressional Letter to DOT OIG Requesting Audit  
**Attachments:** 6.12.25 Letter to DOT OIG.pdf

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Good afternoon – Please see the attached letter from Representatives Gabe Amo (RI-01) and Ron Estes (KS-4) to Acting Inspector General Mitch Behm. The letter requests the Office of Inspector General at the United States Department of Transportation audit the Federal Aviation Administration's (FAA) oversight of airspace operations at and around Washington National Airport (DCA), and the FAA's procedures for managing military aircraft operating within civilian-controlled airspace.

Please confirm recipient and let us know if you have any questions.

We look forward to your response.

Thank you,

**Jordyn Laine Ramsey** | Legislative Assistant  
Office of Congressman Gabe Amo (RI-01)  
1119 Longworth HOB | (b)(6)

# Congress of the United States

Washington, DC 20510

June 12, 2025

The Honorable Mitch Behm  
Inspector General  
Office of Inspector General at the United States Department of Transportation

Dear Acting Inspector General Mitch Behm,

We respectfully request your office audit the Federal Aviation Administration's (FAA) oversight of airspace operations at and around Washington National Airport (DCA), and the FAA's procedures for managing military aircraft operating within civilian-controlled airspace. This request follows the January 29, 2025 collision at DCA that tragically led to the deaths of 67 people. Each of these individuals were more than a passenger or soldier, they were loved ones friends, parents, children, teammates and colleagues.

The FAA plays a critical role in regulating and managing the U.S. National Airspace System. We have one of the busiest and most complex aviation networks with over 45,000 flights operating in our country daily. That is why this crash raises serious questions about the effectiveness of FAA airspace management, communication processes, and deconfliction procedures in one of our nation's most sensitive and congested aviation corridors.

The FAA's core mission is to uphold the safety and efficiency of the nation's air transportation system.<sup>1</sup> The Government Accountability Office (GAO) recently urged the FAA to take immediate action to modernize its Air Traffic Control systems. Key GAO recommendations include addressing more than 50 unsustainable air traffic control systems, enhancing oversight and adherence to program management best practices, accelerating NextGen modernization, improving risk mitigation to reduce flight disruptions, and bolstering workforce and technical expertise. We urge the FAA to urgently implement these recommendations to effectively meet the evolving demands of air transportation.<sup>2</sup>

Given the complexity of operations within the Washington, D.C. highly restricted airspace, it is vital that the FAA's oversight mechanisms be thoroughly reviewed. Accordingly, we request your audit examine the following areas:<sup>3</sup>

1. An evaluation of current FAA procedures for managing air traffic to and from DCA, including airspace design, such as arrival and departure routes and flight restrictions;

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<sup>1</sup> [https://files.gao.gov/reports/GAO-25-108502/index.html?\\_gl=1\\*1wcrk80\\*\\_ga\\*MTEzOTAyMjc5LjE3NDc0Mjc3NTQ.\\*\\_ga\\_V393SNS3SR\\*cze3NDc0Mjc3NTMkbzEkZzAkdE3NDc0Mjc3NTMkajAkbDAkaDA](https://files.gao.gov/reports/GAO-25-108502/index.html?_gl=1*1wcrk80*_ga*MTEzOTAyMjc5LjE3NDc0Mjc3NTQ.*_ga_V393SNS3SR*cze3NDc0Mjc3NTMkbzEkZzAkdE3NDc0Mjc3NTMkajAkbDAkaDA)

<sup>2</sup> [Air Traffic Control: FAA Actions Urgently Needed to Modernize Systems | U.S. GAO](#)

<sup>3</sup> [Restricted Airspace | Federal Aviation Administration](#)

coordination between air traffic control facilities; and adherence to separation standards essential for safety in congested airspace.

2. An examination of the effectiveness of FAA's incident reporting and safety data systems in identifying and addressing recurring risks or systemic issues. We urge this audit to assess whether existing data systems from sources such as pilot and controller reports, radar tracking, and automated safety tools effectively identify "near misses", informing corrective actions, and improving safety in and around DCA airspace.
3. An assessment of how the FAA collaborates with the Department of Defense and military air traffic controllers to ensure the safe and efficient operation of military aircraft within the civilian-managed airspace of the National Capital Region.

Given the high stakes in managing the airspace surrounding our nation's capital, a comprehensive audit is necessary to ensure that FAA procedures effectively safeguard both civilian and military aviation operations.

Thank you for your attention to this matter. FAA oversight is crucial to airspace safety and requires a thorough review to mitigate risks and enhance air traffic management. We look forward to a timely update on the status of this audit request by July 12, 2025.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gabe Amo'.

Gabe Amo  
Member of Congress

A handwritten signature in black ink, appearing to read 'Ron Estes'.

Ron Estes  
Member of Congress

**From:** Antonucci, Haddon  
**Sent:** Fri, 7 Feb 2025 16:00:20 +0000  
**To:** Schmoll, Joseph (OST)  
**Cc:** Priebe, Jack (OST); Fritz, Trish (OST)  
**Subject:** Congressman Van Drew - FY26  
**Attachments:** Congressman Van Drew - DOT FY26.pdf

You don't often get email from haddon.antonucci@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 Morning,

We provided this letter to the FAA last week, but I wanted to make sure it was also directly provided to DOT. It is a budget letter from Rep. Van Drew on the FY26 President's budget for the FAA. It focuses on the William J. Hughes FAA Technical Center for Advanced Aerospace in our district. This facility is deeply involved in the validation of aviation safety technologies. With the Secretary's agenda on using technology to improve aviation safety, we think that he should be informed on how these FY26 investments are essential to accomplishing his mission.

Additionally, there is an ceremony in April to commemorate the codification of the Technical Center for Advanced Aerospace through the FAA Reauthorization law. We have an invitation to the Secretary matriculating through Nick LaRotonda, the Secretary's Director of Advance. Potentially April 21<sup>st</sup> Thought it was worth including in this email.

Sincerely,

Haddon Antonucci – Deputy Chief of Staff for Policy  
Congressman Jeff Van Drew (NJ-02)  
P: (b)(6) A: 2447 RHOB, Washington, D.C. 20515

---

**From:** Schmoll, Joseph (OST) <joseph.schmoll@dot.gov>  
**Sent:** Friday, January 31, 2025 5:01 PM  
**To:** Schmoll, Joseph (OST) <joseph.schmoll@dot.gov>  
**Cc:** Priebe, Jonathan (OST) <jonathan.priebe@dot.gov>; Fritz, Trish (OST) <trish.fritz@dot.gov>  
**Subject:** DOT Appointees

Good afternoon, please see attached press release.

As always, please do not hesitate to reach out.

Best regards,

Joseph Schmoll  
U.S. DOT / Office of the Secretary

(b)(6) (cell)

DR. JEFFERSON VAN DREW  
2ND DISTRICT, NEW JERSEY

WASHINGTON OFFICE  
2447 RAYBURN OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-6572

DISTRICT OFFICE  
1001 TILTON ROAD, SUITE 101  
NORTHFIELD, NJ 08225  
(609) 625-5008



HOUSE JUDICIARY COMMITTEE  
CHAIRMAN, SUBCOMMITTEE ON OVERSIGHT  
SUBCOMMITTEE ON IMMIGRATION, SECURITY,  
AND ENFORCEMENT

HOUSE TRANSPORTATION AND  
INFRASTRUCTURE COMMITTEE  
SUBCOMMITTEE ON AVIATION  
SUBCOMMITTEE ON COAST GUARD AND  
MARITIME TRANSPORTATION  
SUBCOMMITTEE ON HIGHWAY AND TRANSIT SAFETY

Congress of the United States  
House of Representatives  
Washington, DC 20515

February 7, 2025

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

Dear Secretary Duffy,

The **FAA William J. Hughes Technical Center for Advanced Aerospace** is a leading federal aviation research and validation facility in New Jersey that supports critical National Airspace System (NAS) functions. The Technical Center was recently written into U.S. Code Title 49 Section 106 through the FAA Reauthorization of 2024. This new statutory authority positions the Technical Center to lead the development of a new generation of aviation safety technology and the new entrant airspace integration mission. The below infrastructure, program and personnel investments are essential to solving our Nation's most pressing airspace challenges.

This preeminent research and development facility conducts essential work related to the validation of aviation safety technology. With the Secretary's focus on using technology to improve aviation safety, these investments are essential to accomplishing his long-term mission.

**Facilities and Equipment Account: (\$62 million)**

This level of facilities infrastructure funding is consistent with the amount currently provided for in the FY25 House Republican THUD budget. Investments must continue at this level to maintain this nationally leading airspace research and validation asset.

**1. NAS Priority 1 Facility - Disaster Resiliency of NAS Critical Systems (\$6 Million)**

This project focuses on upgrading Priority One Lab infrastructure to enhance the Critical Power Distribution system, provide necessary cooling for essential equipment, and ensure resilient data transmission.

**2. William J. Hughes Technical Center Civil Systems Sustainment (\$29 Million)**

The design and construction of a water supply system and underground utilities for all tenants at the Technical Center, including the Atlantic City Airport.

3. **William J. Hughes Technical Center Electrical Systems Sustainment (\$27 Million)**

The design and construction of a replacement electrical system to supply power to the Airport Operations Area, covering all airfield lighting and navigational aids.

**Research, Engineering and Development Account: (\$10 million)**

1. **Emerging Technologies Accelerator (\$10 Million)**

The program provides a pathway for development, demonstration, and transfer of technology that can lead to a tangible operational improvement to the aviation infrastructure. Objectives include progression of selected innovation proposals from initial consideration to technology transfer within three years.

At a hearing of the House Transportation and Infrastructure Aviation Subcommittee, Administrator Whitaker committed to advancing this item in the FY26 budget.

**Personnel Accounts: (+\$8,364,224)**

To meet its new statutory mission the FAA must reverse the trend of personnel attrition at the Technical Center. There are 56 total new positions which need to be approved and filled:

- Operations: +22 Positions (\$3,244,325)
- Facilities and Equipment: +29 Positions (\$4,159,707)
- Research, Engineering and Development: +5 Positions (\$960,191)

**Federal Aviation Administration (continued)**

Positions include Aerospace Engineers, Civil Engineers, Computer Engineers, Computer Scientists, Data Scientists, Electrical Engineers, General Engineers, IT Specialists, Program Managers, Safety and Occupational Health Specialists, Telecommunication Specialists, and Student Interns.

These positions will be utilized for functions including Advanced Air Mobility Integration, Contracting, Cybersecurity, Facility Management, Infrastructure, NAS Modernization, Maintenance of Priority One NAS facilities, Portfolio Management, Test and Evaluation, and Cloud Environment Data Transfer.



These new positions are justified by the numerous essential benefits they will provide to the Center and to the Nation. These include:

- Ensuring modernization efforts are properly evaluated prior to NAS incorporation.
- Bringing new aviation capabilities from concept to implementation through research, development, integration, testing, deployment and support.
- Addressing the backlog of deferred maintenance of facility infrastructure while ensuring that campus buildings, including NAS laboratories, remain operational.
- Maintaining infrastructure that supports tenant organizations.
- Conducting inherently governmental oversight of safety critical and contractor work.
- Establishing a workforce pipeline where local student interns are given opportunities for eventual full employment.

Without filling these positions, we will see severe challenges to the ability to perform new, state-of-the-art, aviation modernization work and the ability to maintain critical infrastructure. It will not be possible for the Center to achieve its statutory mission otherwise. Continued workforce attrition is anticipated without the requested additional budget authorizations and allocations.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Van Drew', with a long horizontal flourish extending to the right.

Jeff Van Drew

Member of Congress

**From:** Esau, Allie  
**Sent:** Tue, 5 Aug 2025 19:47:50 +0000  
**To:** Emmer, Kelsey; LaRotonda, Nick (OST)  
**Subject:** Connecting - Aug. 9 Duluth ATCT Visit

You don't often get email from allie.esau@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.

Kelsey,

I just forwarded you an email with details regarding the Aug. 9<sup>th</sup> visit. To save you from being in the logistics planning emails, I am connecting you with Nick from DOT here to coordinate on the press front.

**Allie Esau**  
Deputy Chief of Staff  
Congressman Pete Stauber (MN-08)  
145 Cannon | (b)(6)

**From:** Paez, Sebastian (Wicker)  
**Sent:** Mon, 16 Jun 2025 15:39:03 +0000  
**To:** Matesic, Hannah (OST)  
**Subject:** Connecting

**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.

Hannah,

I hope you are doing well. I wanted to introduce myself. I manage all transportation matters for Senator Wicker. I had a great working relationship with Joseph and would love to continue that with you! He was incredibly helpful during his time at OST. Did you take over his entire portfolio?

If you ever find yourself on the hill, I would love to grab a coffee.

Thanks,  
Sebastian

**Sebastian Paez**  
Legislative Assistant  
U.S. Senator Roger F. Wicker (R-MS)  
United States Senate  
425 Russell Senate Office Building

(b)(6)

**From:** Brown, Cole (Fetterman)  
**Sent:** Tue, 11 Feb 2025 21:46:08 +0000  
**To:** Fitzpatrick, Sydney (OST)  
**Cc:** St. John, Cabelle (Fetterman); Smith, Jason (Fetterman); Juris, Krysta (Fetterman)  
**Subject:** Connecting Senator Fetterman and Secretary Duffy

You don't often get email from cole\_brown@fetterman.senate.gov. [Learn why this is important](#)

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Hi Sydney,

Senator Fetterman was hoping to have a brief phone call with Secretary Duffy next week regarding the FAA nominee. Please let me know if Secretary Duffy has availability.

Best,

**Cole Brown**

*Scheduler, U.S. Senator John Fetterman*



\*Please note that all meetings with Senator Fetterman are subject to be taken by staff, due to changes in the schedule.

**From:** Marr, Madeleine (Fetterman)  
**Sent:** Wed, 12 Mar 2025 21:20:35 +0000  
**To:** Matesic, Hannah (OST)  
**Subject:** Connecting via Julie Chlopecki

You don't often get email from madeleine\_marr@fetterman.senate.gov. [Learn why this is important](#)

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

Hi Hannah,  
I'm reaching out as Senator Fetterman's transportation LA – Julie Chlopecki spoke very highly of you, and suggested I reach out to connect! I know things are incredibly busy, but I'd love to grab coffee if you have a free window in the next few weeks.

Thanks,  
Madeleine

---

**Madeleine Marr**

*Legislative Assistant, U.S. Senator John Fetterman*



**From:** McComiskey, Tony (Kelly)  
**Sent:** Fri, 11 Jul 2025 22:49:53 +0000  
**To:** Meachum, Pete (OST); Best, Amber (OST); Cox, Jen (Kelly); Farwell, Emmeline (Kelly)  
**Subject:** Connecting with Jen Cox, Senator Kelly's CoS  
**Categories:** SCHEDULING/LOGISTICS

You don't often get email from tony\_mccomiskey@kelly.senate.gov. [Learn why this is important](#)

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

Hi Pete,

It was great talking today. I was able to get a hold of Caroline so we're working through a time for our bosses to get together next week. As discussed, I'm looping you with Jen Cox, Senator Kelly's Chief of Staff. She's in AZ next week, but she's happy to connect over the phone early next week and then meet for lunch when she's in DC later this month. I'm looping Emma Farwell, Jen's assistant, on here as well to help with coordinating schedules.

I'll let you all take it from here!

Thanks,

Tony McComiskey  
Director of Scheduling  
Office of Senator Mark Kelly

**From:** Becera, Leslie  
**Sent:** Mon, 10 Mar 2025 20:45:25 +0000  
**To:** T&I LAs Republicans  
**Cc:** Matesic, Hannah (OST)  
**Subject:** Connection to Hannah Matesic

You don't often get email from leslie.becera@mail.house.gov. [Learn why this is important](#)

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LAs –

As promised, I'm connecting you here with Hannah Matesic (cc'd) from DOT OST Congressional Affairs.

You can also reach her by phone: (b)(6)

Thanks!

**Leslie Becera**

Director of Member Services

W: (b)(6) C: (b)(6)

Committee on Transportation and Infrastructure

Chairman Sam Graves



**From:** Meachum, Pete (OST)  
**Sent:** Thu, 22 May 2025 13:07:18 +0000  
**To:** John\_Connell@young.senate.gov  
**Subject:** Connect

Can I get a few minutes about Tuesday? Just want to check on a few things



**From:** Keel, Taylor  
**Sent:** Fri, 16 May 2025 21:06:17 +0000  
**To:** Matesic, Hannah (OST)  
**Cc:** Macheledt, Marshall  
**Subject:** Constituent Request - Rep. Moore

You don't often get email from taylor.keel@mail.house.gov. [Learn why this is important](#)

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Hi Hannah - I hope you are well.

Reaching out on behalf of a constituent request that we received this week.

(b)(6) wrote to us about a federally funded transportation study that will likely recommend an interchange modification in Saraland, Alabama, and is not allowing public input. It is Exit 13 on I-65, which is the most traveled interchange in Saraland. See below for more information.

He has asked why there have not been any public meetings to date nor has ALDOT/Mobile MPO/City of Saraland offered any chances to receive public feedback on it nor are there any planned opportunities in the future.

I have the rest of his message below: "ALDOT said I can refile my Public Info Request again once the study is done (they said they won't turn the draft study over for public review because "it is only a draft" per their legal bureau's State AG opinion piece a few days ago - his opinion should only matter for 100% state funded studies). ALDOT can't seem to clearly answer as to why there is no public involvement and the Mobile MPO doesn't seem to answer their emails on any topic. Another interesting question to me is, if it is a federally funded study, can the state still withhold the draft document? Like a penny of federal funds triggers federal regulations and sunshine/Freedom of Information (FOIA) laws, correct? Thanks in advance for your help, looking forward to hearing from FHWA Alabama Division."

Would you be able to help with this, or point us in the right direction? Thank you!

Best,  
**Taylor Keel**  
Legislative Assistant  
Congressman Barry Moore (AL-01)

1511 Longworth House Office Building

(b)(6) || ext. (b)(6)

**From:** Moore Lund, Caryn (EPW)  
**Sent:** Mon, 7 Jul 2025 19:47:22 +0000  
**To:** Matesic, Hannah (OST)  
**Subject:** contacts for 7/17 event

**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 HM,

If you have stakeholder guests, below are the PoCs for the hearing on Surface we are doing the day before. Their principles may still be in town on 7/17 if you wanted to open it up to a Governor and CEO:

-Austin Rameriz, CEO of Husco Inc. (b)(6)

-Kelly Armstrong, Gov ND (b)(6)

Best,  
CML

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

**From:** Barry, Christina  
**Sent:** Mon, 3 Mar 2025 20:19:00 +0000  
**To:** Matesic, Hannah (OST)  
**Cc:** Erickson, Annika  
**Subject:** Correspondence from Rep. Crane  
**Attachments:** 03.03.2025 Crane Letter of Support for Flagstaff PROTECT Grant.pdf

You don't often get email from christina.barry@mail.house.gov. [Learn why this is important](#)

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Hi Hannah,

Attached is a letter to Sec. Duffy in support of the City of Flagstaff's PROTECT grant application.

Please let us know if you have any questions!

Thank you,  
Chrissy

P.S. good to see your name in my inbox again, hope you are enjoying DOT 😊

**Christina Barry | Legislative Director**

*Office of Congressman Eli Crane (AZ-02)*

*307 Cannon House Office Building*

(w) (b)(6) [Christina.Barry@mail.house.gov](mailto:Christina.Barry@mail.house.gov)



ELI CRANE  
2ND DISTRICT, ARIZONA

COMMITTEE ON  
OVERSIGHT AND  
GOVERNMENT REFORM

COMMITTEE ON  
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**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-0302

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(202) 225-3361

122 NORTH CORTEZ STREET  
SUITE 211  
PRESCOTT, AZ 86301  
(928) 286-5338

March 3, 2025

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

Dear Secretary Duffy:

I write regarding the City of Flagstaff's application for Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) grant funding for the **Big Fill Lake: Building Resilience for Historic Flagstaff Route 66 and Rail/Freight Capacity** project.

This grant application represents a long-standing regional priority to build resilience for crucial rail service that carries millions of dollars in freight from the port of Long Beach, through Arizona's Second Congressional District, into the heart of the United States. As you may already know, Flagstaff hosts over five million visitors annually, almost 30,000 university students, and is home to scientists, academics, artists, athletes, American Indian tribes, military, and lovers of nature. Flagstaff serves as a key gateway to the Grand Canyon and other notable national parks.

Furthermore, Flagstaff sees over 70 freight trains daily and is a crucial contributor to the state and national economies. A notable part of Flagstaff along historic Route 66 (and the site of the BNSF rail line) is at risk of flooding due to lack of drainage capacity at the BNSF and Route 66 crossing of the regional Rio de Flag stream. This flooding issue is exacerbated by the increase in rain events in March and April, increasingly putting homes and undeveloped land parcels at risk.

If granted, the associated PROTECT grant would protect against future storm events and provide housing relief for both existing homes (over 50 within the FEMA floodway) and provide the opportunity for new businesses and home development. Specifically, the Big Fill Lake project will enable Northern Arizona and the Flagstaff community to:

- Save costs in emergency response related to federal surface transportation modes;
- Repair existing road infrastructure after flood events; and
- Build new infrastructure to protect the area during storm events.

I request that you give the City of Flagstaff's PROTECT grant request full and fair consideration, within applicable laws and regulations. Thank you for your consideration.

Sincerely,



Eli Crane  
Member of Congress

**From:** Foster, Roland (Ernst)  
**Sent:** Tue, 1 Apr 2025 14:16:31 +0000  
**To:** Matesic, Hannah (OST)  
**Subject:** Correspondence from Senator Ernst to Secretary Duffy  
**Attachments:** Sec Duffy CA HSRP letter.pdf, Sec Duffy CA HSRP letter.docx

You don't often get email from roland\_foster@ernst.senate.gov. [Learn why this is important](#)

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

Good morning Hannah,

Attached is a letter from Senator Ernst to Secretary Duffy regarding a provision she authored as part of the 2021 Bipartisan Infrastructure bill that the Biden administration ignored. She would greatly appreciate the secretary's assistance ensuring the law is finally enacted and also wanted to thank him for reviewing the California high-speed rail project.

Would you please confirm receipt of this letter?

Looking forward to working with you!

Roland Foster  
Senior Policy Advisor  
Office of Senator Joni Ernst

(b)(6)

JONI K. ERNST  
IOWA

WASHINGTON, DC OFFICE  
260 RUSSELL SENATE OFFICE BUILDING  
WASHINGTON, DC 20510  
PHONE: 202-224-3254  
FAX: 202-224-9369  
WWW.ERNST.SENATE.GOV

## United States Senate

COMMITTEES  
ARMED SERVICES  
AGRICULTURE, NUTRITION  
AND FORESTRY  
SMALL BUSINESS  
AND ENTREPRENEURSHIP  
CHAIRMAN  
HOMELAND SECURITY AND  
GOVERNMENTAL AFFAIRS

April 1, 2025

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

Dear Secretary Duffy,

Congratulations on your confirmation as Secretary of Transportation. I look forward to working with you to improve our nation's roads, bridges, and infrastructure and keep America moving.

As the chair and founder of the Senate DOGE caucus, I greatly appreciate your leadership investigating the California High-Speed Rail project to "determine whether roughly \$4 billion in taxpayer money should remain committed to the proposed project."<sup>1</sup> After conducting my own reviews, I have been calling for the cancelation of this financial train wreck for over six years.<sup>2</sup>

The California gravy train is nearly \$100 billion over budget and more than a decade behind schedule.<sup>3</sup> Ground was broken on the project ten years ago<sup>4</sup> and construction is costing about \$1.8 million a day,<sup>5</sup> yet no tracks have even been laid.<sup>6</sup>

A new analysis by the State Assembly reveals the project will be further delayed unless an additional \$7 billion is provided immediately to fill a "funding gap" that "could grow."<sup>7</sup>

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<sup>1</sup> "U.S. Transportation Secretary Duffy Announces Review of California High-Speed Rail Project," U.S. Department of Transportation Newsroom, February 20, 2025; <https://www.transportation.gov/briefing-room/us-transportation-secretary-duffy-announces-review-california-high-speed-rail-project>.

<sup>2</sup> "Squeal Award: A Financial Train Wreck," Office of Senator Joni Ernst, February 26, 2019; [https://outreach.senate.gov/iqextranet/view\\_newsletter.aspx?id=105581&c=JErnst](https://outreach.senate.gov/iqextranet/view_newsletter.aspx?id=105581&c=JErnst).

<sup>3</sup> Colleen Shalby, "Despite some progress, state's high-speed rail is \$100 billion short and many years from reality," Los Angeles Times, March 21, 2024; <https://www.latimes.com/california/story/2024-03-21/high-speed-rail>.

<sup>4</sup> Ralph Vartabedian, "Ground broken on controversial California bullet train project," Los Angeles Times, January 6, 2015; <https://www.latimes.com/local/lanow/la-me-ln-california-bullet-train-groundbreaking-20150106-story.html>.

<sup>5</sup> Ralph Vartabedian, "How California's Bullet Train Went Off the Rails," New York Times, October 9, 2022; <https://www.nytimes.com/2022/10/09/us/california-high-speed-rail-politics.html>.

<sup>6</sup> Theo Burman, "California High-Speed Rail to 'Finally' Begin Laying Track," Newsweek, January 7, 2025; [https://www.newsweek.com/california-high-speed-rail-construction-update-newsom-track-down-2010759#:~:text=step%20towards%20completion,What%20to%20Know,%22early%20commitments%20on%20trainsets.%22&text=California%20has%20spent%20over%20\\$5,adding%20to%20costs%20and%20planning](https://www.newsweek.com/california-high-speed-rail-construction-update-newsom-track-down-2010759#:~:text=step%20towards%20completion,What%20to%20Know,%22early%20commitments%20on%20trainsets.%22&text=California%20has%20spent%20over%20$5,adding%20to%20costs%20and%20planning).

<sup>7</sup> Ashley Zavala, "California high-speed rail project needs \$7 billion by next summer," KCRA-TV Channel 3 News, March 26, 2025; <https://www.kcra.com/article/california-high-speed-rail-project-needs-7-billion/64302207>.



*A decade after the groundbreaking of California's high-speed rail, the state recently celebrated the completion of this bridge with no rails that connects to nothing in the middle of nowhere.<sup>8</sup>*

*A new state analysis says \$7 billion or more is needed immediately to keep the project moving.<sup>9</sup>*

With a \$36 trillion national debt, we can't afford billion-dollar boondoggles like this, which is why I included a provision in the Infrastructure Investment and Jobs Act (Section 11319 of Public Law 117-58) requiring the Department of Transportation (DOT) to annually disclose all projects that are \$1 billion or more over budget or five years or more behind schedule.<sup>10</sup>

The law states:

#### SEC. 11319. ANNUAL REPORT.

(a) DEFINITION OF COVERED PROJECT.—In this section, the term “covered project” means a project or activity carried out with funds provided by the Department, including a project carried out under title 23 or 49, United States Code—

- (1) that is more than 5 years behind schedule; or
- (2) for which the total amount spent on the project or activity is not less than \$1,000,000,000 more than the original cost estimate for the project or activity.

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<sup>8</sup> CA High-Speed Rail X account, @CaHSRA, May 1, 2024; <https://x.com/CaHSRA/status/1785798979222925439>.

<sup>9</sup> Ashley Zavala, “California high-speed rail project needs \$7 billion by next summer,” KCRA-TV Channel 3 News, March 26, 2025; <https://www.kcra.com/article/california-high-speed-rail-project-needs-7-billion/64302207>.

<sup>10</sup> Division A, Title I, Subtitle C, Section 11319 of Public Law 117-58, the Infrastructure Investment and Jobs Act, signed into law November 15, 2021; <https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf>.



(b) REQUIREMENT.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Secretary shall submit to Congress a report on covered projects of the Department, which shall include, for each covered project—

- (1) a brief description of the covered project, including—
  - (A) the purpose of the covered project;
  - (B) each location in which the covered project is carried out;
  - (C) the contract or award number of the covered project, if applicable;
  - (D) the year in which the covered project was initiated;
  - (E) the Federal share of the total cost of the covered project; and
  - (F) each primary contractor, subcontractor, grant recipient, and subgrantee recipient of the covered project;
- (2) an explanation of any change to the original scope of the covered project, including by the addition or narrowing of the initial requirements of the covered project;
- (3) the original expected date for completion of the covered project;
- (4) the current expected date for completion of the covered project;
- (5) the original cost estimate for the covered project, as adjusted to reflect increases in the Consumer Price Index for All Urban Consumers, as published by the Bureau of Labor Statistics;
- (6) the current cost estimate for the covered project, as adjusted to reflect increases in the Consumer Price Index for All Urban Consumers, as published by the Bureau of Labor Statistics;
- (7) an explanation for a delay in completion or an increase in the original cost estimate for the covered project, including, where applicable, any impact of insufficient or delayed appropriations; and
- (8) the amount of and rationale for any award, incentive fee, or other type of bonus, if any, awarded for the covered project.

To no one's surprise, the report itself is behind schedule. The first installment was due in November 2022.

Despite repeated requests from my office over the past several years, not a single report has been issued to date.

Since I am keeping my own running list,<sup>11</sup> I can assure you there are plenty of boondoggles being funded by DOT before you became secretary deserving of your attention and a place in this report.

As a former member of Congress, you can appreciate how frustrating it is working to pass a bill into law only for unelected bureaucrats to grant themselves a veto over it, presumably because complying with the law would reveal the bottomless money pits where they are burying billions of taxpayer dollars.

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<sup>11</sup> “All Aboard the Boondoggle Express! Government Gravy Trains Going Off the Rails,” Office of Senator Joni Ernst, February 2025; [https://www.ernst.senate.gov/imo/media/doc/february\\_2025\\_squeal\\_award\\_-\\_all\\_aboard\\_the\\_boondoggle\\_express.pdf](https://www.ernst.senate.gov/imo/media/doc/february_2025_squeal_award_-_all_aboard_the_boondoggle_express.pdf).

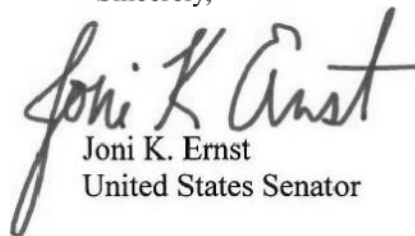
The billion-dollar boondoggle report is needed now more than ever to better inform DOGE's efforts making government smaller and more efficient. The money saved from these projects could be put toward much more deserving infrastructure projects and paying down the debt.

Thank you again for reviewing the funding for the California high-speed train project.

I request, and would greatly appreciate, your directing DOT to immediately comply with Section 11319 of the Infrastructure Investment and Jobs Act by providing the list of every transportation project currently \$1 billion over budget or five years or more behind schedule, so that you, Congress, DOGE, and taxpayers can evaluate and fully review the projects.

Please let me know if you have any questions or if I can be of any assistance with your efforts.

Sincerely,

A handwritten signature in black ink, reading "Joni K. Ernst". The signature is fluid and cursive, with the first name "Joni" and last name "Ernst" clearly legible. Below the signature, the name "Joni K. Ernst" and title "United States Senator" are printed in a standard black font.

Joni K. Ernst  
United States Senator

JONI K. ERNST  
IOWA

WASHINGTON, DC OFFICE  
260 RUSSELL SENATE OFFICE BUILDING  
WASHINGTON, DC 20510  
PHONE: 202-224-3254  
FAX: 202-224-9369  
WWW.ERNST.SENATE.GOV

## United States Senate

COMMITTEES  
ARMED SERVICES  
AGRICULTURE, NUTRITION  
AND FORESTRY  
SMALL BUSINESS  
AND ENTREPRENEURSHIP  
CHAIRMAN  
HOMELAND SECURITY AND  
GOVERNMENTAL AFFAIRS

April 1, 2025

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

Dear Secretary Duffy,

Congratulations on your confirmation as Secretary of Transportation. I look forward to working with you to improve our nation's roads, bridges, and infrastructure and keep America moving.

As the chair and founder of the Senate DOGE caucus, I greatly appreciate your leadership investigating the California High-Speed Rail project to "determine whether roughly \$4 billion in taxpayer money should remain committed to the proposed project."<sup>1</sup> After conducting my own reviews, I have been calling for the cancelation of this financial train wreck for over six years.<sup>2</sup>

The California gravy train is nearly \$100 billion over budget and more than a decade behind schedule.<sup>3</sup> Ground was broken on the project ten years ago<sup>4</sup> and construction is costing about \$1.8 million a day,<sup>5</sup> yet no tracks have even been laid.<sup>6</sup>

A new analysis by the State Assembly reveals the project will be further delayed unless an additional \$7 billion is provided immediately to fill a "funding gap" that "could grow."<sup>7</sup>

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<sup>1</sup> "U.S. Transportation Secretary Duffy Announces Review of California High-Speed Rail Project," U.S. Department of Transportation Newsroom, February 20, 2025; <https://www.transportation.gov/briefing-room/us-transportation-secretary-duffy-announces-review-california-high-speed-rail-project>.

<sup>2</sup> "Squeal Award: A Financial Train Wreck," Office of Senator Joni Ernst, February 26, 2019; [https://outreach.senate.gov/iqextranet/view\\_newsletter.aspx?id=105581&c=JErnst](https://outreach.senate.gov/iqextranet/view_newsletter.aspx?id=105581&c=JErnst).

<sup>3</sup> Colleen Shalby, "Despite some progress, state's high-speed rail is \$100 billion short and many years from reality," Los Angeles Times, March 21, 2024; <https://www.latimes.com/california/story/2024-03-21/high-speed-rail>.

<sup>4</sup> Ralph Vartabedian, "Ground broken on controversial California bullet train project," Los Angeles Times, January 6, 2015; <https://www.latimes.com/local/lanow/la-me-ln-california-bullet-train-groundbreaking-20150106-story.html>.

<sup>5</sup> Ralph Vartabedian, "How California's Bullet Train Went Off the Rails," New York Times, October 9, 2022; <https://www.nytimes.com/2022/10/09/us/california-high-speed-rail-politics.html>.

<sup>6</sup> Theo Burman, "California High-Speed Rail to 'Finally' Begin Laying Track," Newsweek, January 7, 2025; [https://www.newsweek.com/california-high-speed-rail-construction-update-newsom-track-down-2010759#:~:text=step%20towards%20completion,-,What%20to%20Know,%22early%20commitments%20on%20trainsets.%22&text=California%20has%20spent%20over%20\\$5,adding%20to%20costs%20and%20planning](https://www.newsweek.com/california-high-speed-rail-construction-update-newsom-track-down-2010759#:~:text=step%20towards%20completion,-,What%20to%20Know,%22early%20commitments%20on%20trainsets.%22&text=California%20has%20spent%20over%20$5,adding%20to%20costs%20and%20planning).

<sup>7</sup> Ashley Zavala, "California high-speed rail project needs \$7 billion by next summer," KCRA-TV Channel 3 News, March 26, 2025; <https://www.kcra.com/article/california-high-speed-rail-project-needs-7-billion/64302207>.



DES MOINES OFFICE  
733 FEDERAL BUILDING  
210 WALNUT STREET  
DES MOINES, IA 50309  
PHONE: 515-284-4574  
FAX: 515-284-4937

CEDAR RAPIDS OFFICE  
111 SEVENTH AVENUE SE  
SUITE 480  
CEDAR RAPIDS, IA 52401  
PHONE: 319-365-4504  
FAX: 319-365-4683

DAVENPORT OFFICE  
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SUITE 808  
DAVENPORT, IA 52801  
PHONE: 563-322-0677  
FAX: 563-322-0854

SIOUX CITY OFFICE  
194 FEDERAL BUILDING  
320 SIXTH STREET  
SIOUX CITY, IA 51101  
PHONE: 712-252-1550  
FAX: 712-252-1638

COUNCIL BLUFFS OFFICE  
2146 27TH AVENUE  
SUITE 500  
COUNCIL BLUFFS, IA 51501  
PHONE: 712-352-1167  
FAX: 712-352-0087

*A decade after the groundbreaking of California's high-speed rail, the state recently celebrated the completion of this bridge with no rails that connects to nothing in the middle of nowhere.<sup>8</sup>  
A new state analysis says \$7 billion or more is needed immediately to keep the project moving.<sup>9</sup>*

With a \$36 trillion national debt, we can't afford billion-dollar boondoggles like this, which is why I included a provision in the Infrastructure Investment and Jobs Act (Section 11319 of Public Law 117-58) requiring the Department of Transportation (DOT) to annually disclose all projects that are \$1 billion or more over budget or five years or more behind schedule.<sup>10</sup>

The law states:

#### SEC. 11319. ANNUAL REPORT.

(a) DEFINITION OF COVERED PROJECT.—In this section, the term “covered project” means a project or activity carried out with funds provided by the Department, including a project carried out under title 23 or 49, United States Code—

- (1) that is more than 5 years behind schedule; or
- (2) for which the total amount spent on the project or activity is not less than \$1,000,000,000 more than the original cost estimate for the project or activity.

(b) REQUIREMENT.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Secretary shall submit to Congress a report on covered projects of the Department, which shall include, for each covered project—

- (1) a brief description of the covered project, including—
  - (A) the purpose of the covered project;
  - (B) each location in which the covered project is carried out;
  - (C) the contract or award number of the covered project, if applicable;
  - (D) the year in which the covered project was initiated;
  - (E) the Federal share of the total cost of the covered project; and
  - (F) each primary contractor, subcontractor, grant recipient, and subgrantee recipient of the covered project;
- (2) an explanation of any change to the original scope of the covered project, including by the addition or narrowing of the initial requirements of the covered project;
- (3) the original expected date for completion of the covered project;
- (4) the current expected date for completion of the covered project;
- (5) the original cost estimate for the covered project, as adjusted to reflect increases in the Consumer Price Index for All Urban Consumers, as published by the Bureau of Labor Statistics;
- (6) the current cost estimate for the covered project, as adjusted to reflect increases in the Consumer Price Index for All Urban Consumers, as published by the Bureau of Labor Statistics;

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<sup>8</sup> CA High-Speed Rail X account, @CaHSRA, May 1, 2024; <https://x.com/CaHSRA/status/1785798979222925439>.

<sup>9</sup> Ashley Zavala, “California high-speed rail project needs \$7 billion by next summer,” KCRA-TV Channel 3 News, March 26, 2025; <https://www.kcra.com/article/california-high-speed-rail-project-needs-7-billion/64302207>.

<sup>10</sup> Division A, Title I, Subtitle C, Section 11319 of Public Law 117-58, the Infrastructure Investment and Jobs Act, signed into law November 15, 2021; <https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf>.

- (7) an explanation for a delay in completion or an increase in the original cost estimate for the covered project, including, where applicable, any impact of insufficient or delayed appropriations; and
- (8) the amount of and rationale for any award, incentive fee, or other type of bonus, if any, awarded for the covered project.

To no one's surprise, the report itself is behind schedule. The first installment was due in November 2022.

Despite repeated requests from my office over the past several years, not a single report has been issued to date.

Since I am keeping my own running list,<sup>11</sup> I can assure you there are plenty of boondoggles being funded by DOT before you became secretary deserving of your attention and a place in this report.

As a former member of Congress, you can appreciate how frustrating it is working to pass a bill into law only for unelected bureaucrats to grant themselves a veto over it, presumably because complying with the law would reveal the bottomless money pits where they are burying billions of taxpayer dollars.

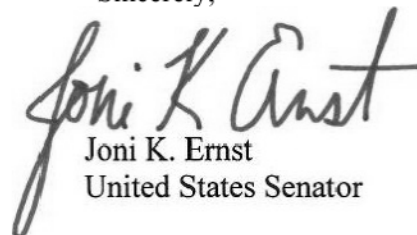
The billion-dollar boondoggle report is needed now more than ever to better inform DOGE's efforts making government smaller and more efficient. The money saved from these projects could be put toward much more deserving infrastructure projects and paying down the debt.

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Please let me know if you have any questions or if I can be of any assistance with your efforts.

Sincerely,



Joni K. Ernst  
United States Senator

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<sup>11</sup> "All Aboard the Boondoggle Express! Government Gravy Trains Going Off the Rails," Office of Senator Joni Ernst, February 2025; [https://www.ernst.senate.gov/imo/media/doc/february\\_2025\\_squeal\\_award\\_-\\_all\\_around\\_the\\_boondoggle\\_express.pdf](https://www.ernst.senate.gov/imo/media/doc/february_2025_squeal_award_-_all_around_the_boondoggle_express.pdf).



**From:** Scharfenberger, Dan  
**Sent:** Fri, 14 Mar 2025 20:39:25 +0000  
**To:** Matesic, Hannah (OST)  
**Subject:** (b)(6) New Jersey  
**Attachments:** (b)(6) Cover\_Letter.pdf (b)(6) Resume.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.

Hey there- Hope you are all doing well and enjoying getting the new department launched across the board. We are so proud of the Secretary and everyone there working so hard.

I would like to pass along to you the resume/information of a great New Jerseyan with a long, successful career in the trucking industry, (b)(6). He is very eager to serve DOT, on an advisory committee or board where his expertise could be valuable.

I have been talking with him about this for several weeks, and I am thinking he is interested in and may be a good fit for something like the Transforming Transportation Advisory Committee, or similar. But I wanted you to have his information, and if anything at all comes to mind that you think he would be a good fit for, myself and others are certainly willing to be a reference for him.

Thanks very much, and if we in New Jersey can be of any help to you at all, please never hesitate.

--

Dan Scharfenberger  
Chief of Staff  
Rep. Tom Kean, Jr. (NJ-07)





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Withheld pursuant to exemption

(b)(6)

of the Freedom of Information and Privacy Act

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(b)(6)

of the Freedom of Information and Privacy Act

Page 089 of 637

Withheld pursuant to exemption

(b)(6)

of the Freedom of Information and Privacy Act

**From:** Ratner, Mark  
**Sent:** Wed, 19 Mar 2025 19:56:22 +0000  
**To:** McCormack, Ryan (OST); Olivia.Widenhouse@CRH.com  
**Subject:** CRH Materials

You don't often get email from mark.ratner@mail.house.gov. [Learn why this is important](#)

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Hi Ryan-

Connecting you with Olivia Widenhouse with CRH Materials. Her boss, Ryan Lindsay, is in town next week and wanted to see if either Secretary Duffy or Pete would have time to meet. Wanted to make sure the two of you were connected and I'll let you take it from here. Thanks!

-Mark

**Mark Ratner**

Washington Chief of Staff

Office of Representative Bryan Steil (WI-1)

1526 Longworth House Office Building | Washington, D.C. 20515

(b)(6) steil.house.gov

**From:** Ayrea, Maggie (EPW)  
**Sent:** Thu, 6 Mar 2025 15:55:24 +0000  
**To:** Matesic, Hannah (OST)  
**Subject:** Delays in Environmental Paperwork

You don't often get email from [maggie\\_ayrea@epw.senate.gov](mailto:maggie_ayrea@epw.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.

Hey there-

Was reading AASHTO's letter to the Secretary on delays in signing NEPA paperwork. Could you give me a rundown on what the Secretary is reviewing and expected turnaround times?

Thanks!

---

**Maggie Ayrea**  
Senior Professional Staff Member  
Chairman Shelley Moore Capito  
U.S. Senate Committee on Environment and Public Works  
[Maggie\\_Ayrea@epw.senate.gov](mailto:Maggie_Ayrea@epw.senate.gov)  
Desk: (b)(6)

**From:** Guirguis, John  
**Sent:** Tue, 11 Feb 2025 16:39:24 +0000  
**To:** Matesic, Hannah (OST)  
**Subject:** Department of Transportation Contact Information

You don't often get email from john.guirguis@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,

Hope you're doing well. I am reaching out from the office of Congressman Jeff Van Drew. My boss asked me to reach out for the following names and emails in the Office of the Secretary at the Department of Transportation.

- Chief of Staff for the Secretary of Transportation
- Deputy Secretary of Transportation
- Chief Human Capital Officer
- Chief Financial Officer
- Assistant Secretary for Congressional Relations
- Congressional Liaison

Thank you for your help, I greatly appreciate it.

Best regards,

John Guirguis

DC Office of US Congressman Van Drew (NJ-02)

2447 Rayburn HOB, Washington, DC 20515

DC: (b)(6) | NJ: (b)(6)

**From:** Simpson, Alexander (Commerce)  
**Sent:** Mon, 10 Mar 2025 14:47:41 +0000  
**To:** Schmoll, Joseph (OST); McCormack, Ryan (OST); Fritz, Trish (OST); Matesic, Hannah (OST)  
**Cc:** Slais, Gabrielle (Commerce); Mastrangelo, Lucia (Commerce); Burgess, Jami (Commerce)  
**Subject:** details on Sec Duffy's visit to Boeing/Seattle

You don't often get email from alexander\_simpson@commerce.senate.gov. [Learn why this is important](#)

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

Hi, are there any details you can provide about this trip? What is he planning to see, who is going with him, who is meeting with, etc.

Thank you so much.

Alex

**Alexander T. Simpson**  
Senior Counsel (minority)  
U.S. Senate Committee on Commerce, Science, and Transportation  
Mobile: (b)(6)  
[alexander\\_simpson@commerce.senate.gov](mailto:alexander_simpson@commerce.senate.gov)

**From:** Van Wingerden, Pieter  
**Sent:** Tue, 10 Jun 2025 21:22:59 +0000  
**To:** Orlaski, Abigail (OST); Polesovsky, Andy; Schaefer, Emily (PHMSA); Wong, Emily (PHMSA); Mulbry, Evan; Matesic, Hannah (OST); Priebe, Jack (OST); Margulies, Matt; Bolin, Miles (OST); Fritz, Trish (OST); Quade, William (PHMSA)  
**Subject:** DOT briefing w/ China Select Committee

Some people who received this message don't often get email from pieter.vanwingerden@mail.house.gov.  
[Learn why this is important](#)

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200 C St SW, Washington, DC 20024  
Room # Tbd.



**From:** Van Wingerden, Pieter  
**Sent:** Thu, 26 Jun 2025 13:07:46 +0000  
**To:** Orlaski, Abigail (OST); Polesovsky, Andy; Schaefer, Emily (PHMSA); Wong, Emily (PHMSA); Mulbry, Evan; Matesic, Hannah (OST); Priebe, Jack (OST); Margulies, Matt; Bolin, Miles (OST); Fritz, Trish (OST); Quade, William (PHMSA)  
**Cc:** Greenberg, Jacob; Smith, Lonnie; MacGregor, Robert; Gilluly, Jake  
**Subject:** DOT briefing w/ China Select Committee

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200 C St SW, Washington, DC 20024  
Room # 3480

**From:** Miller, Andrew (Commerce)  
**Sent:** Fri, 16 May 2025 14:53:17 +0000  
**To:** Matesic, Hannah (OST); Fritz, Trish (OST); Senn, Chris <FAA>; Howard, Katherine <FAA>  
**Cc:** Davis, Eugenie (Commerce); Browner, Jeremy (Commerce)  
**Subject:** DOT Briefing(s) re ATC Plan

**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 morning!

CST Maj would like to request a briefing (or more if necessary) to learn more about the specific needs in various parts of the DOT ATC improvement plan. E.g. We'd like an in-depth discussion of the telecommunications improvements and how they would be made, what permitting reform is needed, what permits are normally required, and the cost associated. We would next like a briefing about the radar replacement plan and how the fleet would be replaced, by whom, and the cost associated. Would also like more details regarding DataComm, EIDS, and the transition to two automation platforms.

Could you please confirm receipt and come back with a few dates/times for the briefing(s)? If we could get at least the telecom and radar ones before the end of May, that would be great.

Thank you,  
Andrew

---

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

**From:** Pierson, Avery  
**Sent:** Thu, 6 Feb 2025 19:18:22 +0000  
**To:** Fritz, Trish (OST); Schmoll, Joseph (OST); Matesic, Hannah (OST)  
**Cc:** Disrud, Doug; Approp.HAC-GOP.THUD  
**Subject:** DOT Contacts, Sec Hearing

**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 folks,

Given the rapid-responses THUD may need in the coming weeks, we need to have an update on who the appropriate political contacts are for each of the modes, OST, and the CFO's office. Please provide us a list. If that person is not in place yet, please note that as well.

Further, we want to get a hearing with Secretary Duffy on the books for April. We would like to proceed with or without a skinny budget.

Best,

**Avery Pierson**

*THUD Subcommittee*

House Committee on Appropriations

Cell: (b)(6)

Rayburn HOB 2358-A

Washington, D.C. 20515

**From:** Davisson, Michael (Commerce)  
**Sent:** Tue, 18 Feb 2025 15:40:05 +0000  
**To:** Schmoll, Joseph (OST); Fritz, Trish (OST); Matesic, Hannah (OST)  
**Cc:** Simpson, Alexander (Commerce); Slais, Gabrielle (Commerce); Boose, Rachel (Commerce); Teutschel, Nicole (Commerce)  
**Subject:** DOT Firings

**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, Joseph, and Trish,

Hope you had a good weekend. Do you have any information about the employees that DOT fired on Friday that you could share? We would appreciate a breakdown by offices within each modal administration.

Best,  
Michael Davisson

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

(b)(6)