

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

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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)

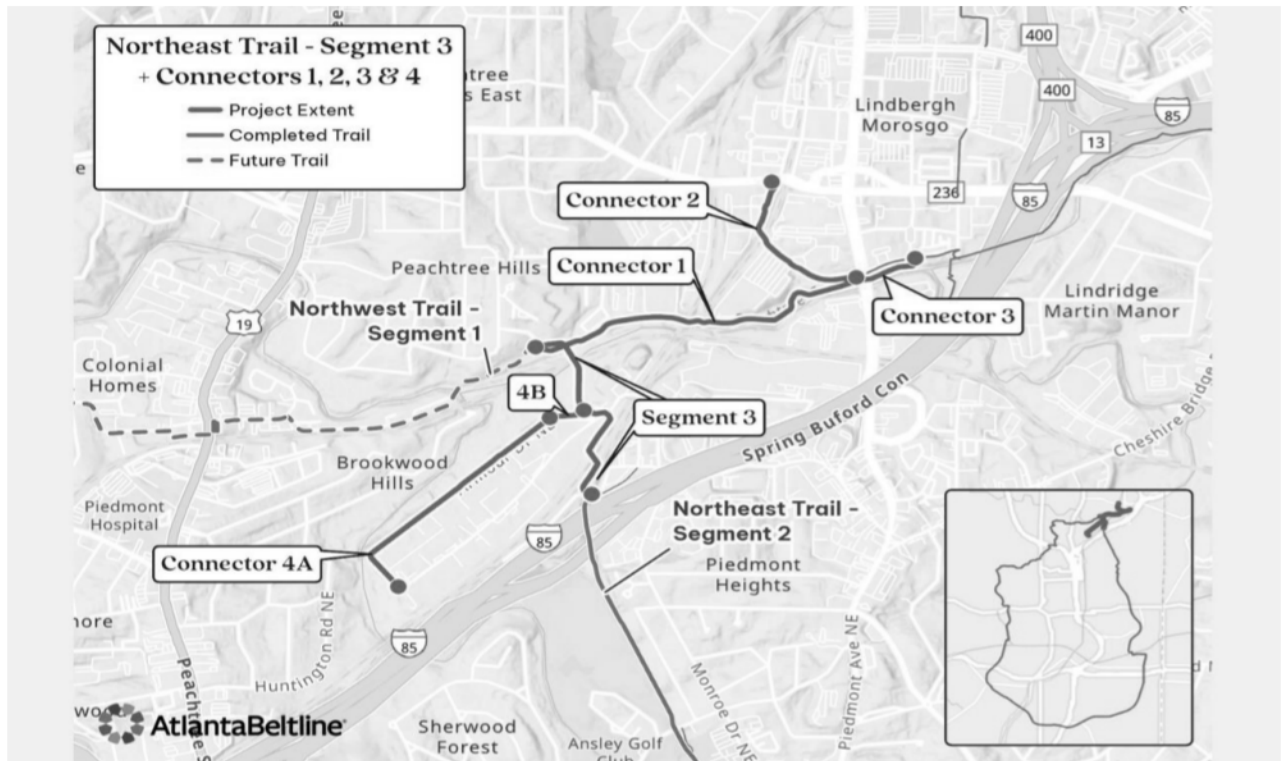
(b)(6)



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)

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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: Shapiro, Joshua
Sent: Tue, 29 Jul 2025 15:56:02 +0000
To: 9-AWA-AGI-Congressional (FAA) <Shared-Mailboxes> <FAA>
Cc: Matesic, Hannah (OST)
Subject: 7.29.2025 Rep. Dingell Follow up Letter to FAA on DTW Airport Landing Approach
Attachments: 7.29.2025 Rep. Dingell Follow up Letter to FAA on DTW Airport Landing Approach.pdf

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Hi all – please find Rep. Dingell's follow-up letter to the Administrator attached regarding DTW's landing approach. Thank you,



Josh Shapiro (He/Him)
Senior Legislative Assistant
Debbie Dingell (MI-06)
102 Cannon HOB (b)(6)

DEBBIE DINGELL
6TH DISTRICT, MICHIGAN

102 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4071

HOUSE COMMITTEE ON
ENERGY AND COMMERCE
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HEALTH
COMMERCE, MANUFACTURING, AND TRADE
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HOUSE COMMITTEE ON
NATURAL RESOURCES
SUBCOMMITTEE ON
WATER, WILDLIFE, AND FISHERIES
ENERGY AND MINERAL RESOURCES

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

July 29, 2025

DISTRICT OFFICES:

2006 HOGBACK ROAD
SUITE 7
ANN ARBOR, MI 48105
(734) 481-1100

WOODHAVEN CITY HALL
21869 WEST ROAD
WOODHAVEN, MI 48183
(313) 278-2936

WEBSITE: [DEBBIEDINGELL.HOUSE.GOV](https://debbiedingell.house.gov)

The Honorable Bryan Bedford
Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Dear Administrator Bedford:

I am writing to follow up on my December 5, 2024 letter regarding the Instrument Landing System Yankee (ILS-Y) approach at Detroit Metropolitan Wayne County Airport (DTW).¹ To date, I have not received a response, and the serious safety concerns I raised remain unresolved.

Despite repeated warnings from whistleblowers, investigators, and the U.S. Office of Special Counsel (OSC), there have been reports that indicate DTW has resumed use of the ILS-Y offset localizer procedure as of July 28, 2025. I have reviewed an internal memo outlining controller instructions for this approach, and the guidance raises more questions than it answers. The Federal Aviation Administration (FAA) is knowingly reinstating an approach procedure that has been found to present unacceptable safety risks, which is deeply troubling to me.

As you know, the ILS-Y procedure was discontinued in 2015 because of its inherent risks, specifically the well-documented signal interference caused when taxiing aircraft cross critical areas. These safety issues remain unresolved, as no new information has been presented to demonstrate that the procedure is safe. There is no scenario on Runway 22R at DTW in which aircraft can avoid crossing these zones. When they do cross through the critical zone, the localizer signal is disrupted, leaving pilots on final approach with unreliable guidance at the moment when precision is most critical.

Instead of implementing safer alternatives, FAA has returned to a procedure that was deemed unsafe more than a decade ago. This decision is even more concerning given the availability of modern approaches, which are widely used nationwide and provide safer, more resilient guidance.² The refusal by local tower leadership to employ these alternatives unnecessarily puts both pilots and passengers at risk.

¹ Congresswoman Debbie Dingell. *Dingell Requests Answers From FAA About Landing System Concerns At DTW*. 5 Dec. 2024. Retrieved from: <https://debbiedingell.house.gov/news/documentsingle.aspx?DocumentID=5355>.

² "Guide to Aviation Approaches: Types and Technologies Explained." *Aviation Hunt*. 6 Nov. 2024. Retrieved from: <https://www.aviationhunt.com/aviation-approaches/>.

Since my previous correspondence, several developments have only heightened my concerns:

- The tragic January 29, 2025, mid-air collision near Ronald Reagan Washington National Airport (DCA) that killed 67 people, where an FAA controller was reportedly performing two critical functions simultaneously.³
- A growing pattern of near mid-air collisions nationwide, with independent reviews documenting an increase in close-call incidents at major airports, driven by controller staffing shortages, runway congestion, and operational strain.^{[4][5]}
- An internal DTW memo directing that local tower positions be combined during peak arrival periods, in direct conflict with FAA staffing guidance.⁶

These facts point to systemic problems in FAA staffing, oversight, and safety culture that remain unaddressed. Further, the United States Senate and the Department of Transportation's Office of Inspector General (OIG) have both found that FAA's Office of Audit and Evaluation failed to maintain documentation, conduct impartial reviews, or implement meaningful reforms.^{[7][8]} The OSC has been equally clear that FAA's conclusions regarding the ILS-Y procedure "do not appear reasonable."⁹ These findings erode confidence in FAA's ability to ensure the highest level of safety.

In light of recent reports that the FAA has resumed use of the ILS-Y approach at DTW, I request a detailed response to the following questions by Monday, August 4, 2025:

- Please confirm whether the ILS-Y approach is currently in use at DTW, and if so, when was it reinstated and under what conditions?

³ Baldor, L., Copp, T., Gomez Licon, A., and Skene, L. "Midair collision kills 67 people in the deadliest US air disaster in almost a quarter century." *Associated Press*. 31 Jan. 2025. Retrieved from: <https://www.ap.org/news-highlights/spotlights/2025/midair-collision-kills-67-people-in-the-deadliest-us-air-disaster-in-almost-a-quarter-century/>

⁴ Ember, S. and Steel, E. "Airline Close Calls Happen Far More Often Than Previously Known." *New York Times*. 21 Aug. 2023. Retrieved from: <https://www.nytimes.com/interactive/2023/08/21/business/airline-safety-close-calls.html>.

⁵ Shah, S. "D.C. Plane Crash Puts Spotlight on History of 'Near Misses' in the U.S." *Time*. 30 Jan. 2025. Retrieved from: <https://time.com/7211750/dc-plane-crash-near-misses-faa-history/>

⁶ Experts note that combining positions under these conditions increases the likelihood of frequency congestion, confusion between pilots, and loss of situational awareness during simultaneous approaches.

⁷ United States Senate Committee on Commerce, Science, and Transportation. *Committee Investigation Report: Aviation Safety Oversight*. Dec. 2020. Retrieved from: <https://www.commerce.senate.gov/services/files/FFDA35FA-0442-465D-AC63-5634D9D3CEF6>.

⁸ United States Department of Transportation Office of Inspector General. *FAA's Office of Audit and Evaluation Adheres to Investigative Practice Standards but Lacks Comprehensive Standard Operating Procedures*. Report No. PT2023013. 25 Jan. 2023. Retrieved from: <https://www.oig.dot.gov/library-item/39264>.

⁹ United States Office of Special Counsel. *Air Traffic Control OSC Letter DI-21-000698*. 3 Dec. 2024. Retrieved from: https://osc.gov/Documents/Public%20Files/FY25/DI-21-000698/OSC%20File%20No.%20DI-21-000698%3B%20Letter%20to%20the%20President_Redacted.pdf.

- What is FAA's rationale for resuming the use of the ILS-Y approach at DTW despite longstanding safety concerns and the discontinuation of weather-related mitigations previously deemed essential?
- What steps is FAA taking to address the known signal interference caused by the offset localizer antenna's placement, particularly during inclement weather or when smaller aircraft taxi through the critical area?
- What alternative configurations or modern systems, such as GPS approaches or relocating the offset localizer, are being actively evaluated and why have these alternatives not been prioritized?
- How does the FAA justify the current approach given the OSC's conclusion that the agency's findings on this matter lack adequate documentation?
- What independent, third-party review will be undertaken immediately to assess the safety of the ILS-Y approach and determine whether it should be allowed to continue?

DTW has a strong track record as one of the nation's top-performing airports, consistently recognized with awards for its operations under a strong airport authority. As a critical hub for Michigan, the Midwest, and our national aviation network, DTW plays an essential role in keeping passengers and commerce moving safely and efficiently. That is why it is so important that flaws in FAA procedures and gaps in federal oversight are addressed quickly, so that the dedicated men and women working on the frontlines at DTW and the millions of travelers who rely on a safe, resilient air traffic control system are not put at risk.

I urge you to suspend use of the ILS-Y approach at DTW until these issues are fully addressed, and to provide a comprehensive update on the steps FAA will take to ensure that this system operates with the highest safety standards.

Thank you for your attention to this urgent matter. I am committed to working with you to ensure that our national aviation system is safe and modern.

Sincerely,



Debbie Dingell
Member of Congress

From: Arata, Brian
Sent: Thu, 13 Mar 2025 14:53:39 +0000
To: Matesic, Hannah (OST)
Subject: 25-26 MPDG for the North Central Pennsylvania Regional Planning and Development Commission
Attachments: North Central DOT MPDG Support Letter 5-1-24.pdf

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Hi Hannah,

Hope all is well! I'm reaching out today to inquire about the status of a DOT award for the North Central Pennsylvania Regional Planning and Development Commission. They received a notice a \$8.552 million award through the 2025-2026 Multimodal Discretionary Grants Program for various local bridge replacements and rehabilitations but have yet to receive the funds.

Congressman Thompson has been very supportive of this project (previous LOS attached) and would appreciate an update on when North Central can expect to receive these funds. Appreciate any information you can share.

Thanks!
Brian

--

Brian M. Arata

Legislative Director

Office of Congressman Glenn "GT" Thompson (PA-15)

400 Cannon HOB | P: (b)(6)





Congress of the United States
House of Representatives

May 1, 2024

Mr. Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Ave, S.E.
Washington, DC 20590

Dear Mr. Buttigieg:

I am writing to give my full support for the U.S. Department of Transportation's Fiscal Year 25-26 Multimodal Project Discretionary Grant application submitted by the North Central Pennsylvania Regional Planning and Development Commission (North Central). North Central will use this funding to rehabilitate and replace six locally owned bridges in Cameron, Clearfield, Elk, Jefferson, McKean, and Potter Counties. This project will address longstanding infrastructure challenges and drive economic growth, job creation, and community well-being in our region.

North Central is the Rural Transportation Organization for this six-county region and has worked closely with PennDOT District 2-0, PennDOT District 10-0, and the local municipalities to collaborate on this ambitious project. These rural bridges are in poor condition and need to be restored to provide safe access to the region. The six bridges include:

- Steam Mill Road Bridge, Lumber Township, Cameron County
- T-748 Mosquito Creek Bridge, Karthaus Township, Clearfield County
- Caledonia Pike Bridge, Jay Township, Elk County
- Kramer Road Bridge, McCalmont Township, Jefferson County
- Arnold Avenue Bridge, Port Allegany, McKean County
- Big Moore's Run Bridge, Homer Township, Potter County

With all six counties nestled in the heart of the PA Wilds, safe access to our state forests and industrial lands is crucial to driving economic growth and prosperity throughout the region by enhancing business development, job creation, and attracting visitors to the region for outdoor recreation and tourism. Equally crucial is the project's role in providing safe access to residential areas across the region. The establishment of secure transportation to homes, coupled with reliable access to emergency services, is indispensable for fostering a flourishing community and addressing the challenges associated with outmigration from a region.

Thank you for your consideration of this important application. I respectfully request that you keep my office informed of the status of this grant application.

Sincerely,

Glenn "GT" Thompson
Member of Congress

GT/av

From: Dankworth, Owen
Sent: Fri, 28 Feb 2025 19:29:09 +0000
To: Matesic, Hannah (OST)
Subject: Congressman Ellzey Letter - Amtrak Notice to Procure Delivery Partner for Texas High-Speed Rail
Attachments: DOT - Ellzey Amtrak Notice to Procure Delivery Partner Final Signed.pdf, FRA - Ellzey Amtrak Notice to Procure Delivery Partner Final Signed.pdf, Notice for the Texas High Speed Rail (HSR) Project Delivery Partner - Upcoming Projects.pdf

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Hannah,

Attached, please find letters to Transportation Secretary Duffy and Federal Railroad Administration Acting Administrator Lestingi. Also attached is the original Amtrak notice. Please let me know if you have any questions. I am happy to get on the phone or meet to discuss.

Best,

Owen Dankworth

Legislative Director

Office of Congressman Jake Ellzey (TX-06)

1721 Longworth House Office Building

O: (b)(6)

JAKE ELLZEY
6TH DISTRICT, TEXAS

X @REPELLZEY
f @REPJAKEELLZEY
ELLZEY.HOUSE.GOV



COMMITTEE ON APPROPRIATIONS
COMMITTEE ON SMALL BUSINESS

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

February 28, 2024

Secretary Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590
855-368-4200

Dear Secretary Duffy,

I write to express my concern and surprise regarding Amtrak's recent decision to procure a delivery partner for the Dallas-Houston High-Speed Rail Project. At a time when the Administration is working to recover billions in wasted taxpayer dollars from California's failed \$133 billion high-speed rail project, Amtrak is pressing forward with yet another taxpayer-funded effort—this time, a \$40 billion high-speed rail proposal in Texas. These actions seem inconsistent with the priorities of the Trump Administration.

When first announced over a decade ago, Texas Central assured the public that this project would be privately funded. However, it has since become evident that taxpayer subsidies are now considered essential to its viability. Amtrak's involvement, coupled with the previous Administration's allocation of \$63.9 million in federal funds through the Corridor ID Step 3 (FR-FSP-22-004) grant, only reinforces the growing reliance on taxpayer dollars.

Furthermore, the project has yet to obtain the necessary federal permits required for construction. The Surface Transportation Board requested an application for federal construction permits in July 2020, yet none have been submitted. Additionally, Amtrak has not secured any property for the proposed rail line nor, to my understanding, attempted to do so. This project lacks both public support and state funding—Texas lawmakers have repeatedly voted to prohibit the use of state taxpayer dollars for its advancement.

Given these realities, I urge Amtrak to reconsider its continued pursuit of federal subsidies for a project that has not demonstrated feasibility or public support.

Sincerely,

Jake Ellzey
Member of Congress

WASHINGTON DC OFFICE
1721 LONGWORTH HOB
WASHINGTON, DC 20515
(202) 225-2002

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2001 BATES DRIVE, SUITE 100
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122 N. BEATON STREET
CORSICANA, TX 75110
(903) 602-7860



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

February 28, 2024

Acting Administrator Michael Lestingi
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Acting Administrator Lestingi,

I write to express my concern and surprise regarding Amtrak's recent decision to procure a delivery partner for the Dallas-Houston High-Speed Rail Project. At a time when the Administration is working to recover billions in wasted taxpayer dollars from California's failed \$133 billion high-speed rail project, Amtrak is pressing forward with yet another taxpayer-funded effort—this time, a \$40 billion high-speed rail proposal in Texas. These actions seem inconsistent with the priorities of the Trump Administration.

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Given these realities, I urge Amtrak to reconsider its continued pursuit of federal subsidies for a project that has not demonstrated feasibility or public support.

Sincerely,

Jake Ellzey
Member of Congress

NATIONAL RAILROAD PASSENGER CORPORATION
AMTRAK

**NOTICE FOR THE
TEXAS HIGH SPEED RAIL (HSR)
PROJECT DELIVERY PARTNER**



Notice for the Texas High Speed Rail (HSR) Project Delivery Partner

State(s)	Texas
Region	Southwest
Contracting Officer	Ryan Kelly
Email Address	Ryan.Kelly.1@Amtrak.com

Amtrak intends to initiate a procurement to select a firm (the “Delivery Partner”) to provide programmatic support for the development and execution of the Texas High Speed Rail Project (the “Project”). Intended to complement future new and improved corridor and long-distance service in the southern region, the Project would construct a new, grade-separated high-speed rail system between Dallas and Houston, the fourth- and fifth-most populous metropolitan areas in the country. With top speeds of up to 205 mph, the Project would offer a 90-minute trip, including an intermediate stop in Brazos Valley, over a 240-mile alignment.

The Delivery Partner will be responsible for facilitating Amtrak’s delivery of the Project and will become a fully integrated and accountable member of the Project team. The Delivery Partner will provide advice, leadership, and support to Amtrak to allow Amtrak to successfully deliver the Program, and will undertake, direct, and coordinate a broad range of program management, design management, construction management, quality management, third party and stakeholder coordination, procurement, commercial strategy, field representation, and monitoring services (collectively, the “Services”). In addition, although Delivery Partner will not design or construct the Project, the Delivery Partner will be a source of sound professional design and construction expertise and judgement to Amtrak. Performance of all Services is subject to the direction of Amtrak’s Contracting Officer/Contracting Officer’s Technical Representative. Amtrak seeks a Delivery Partner that is aware of and willing to enter into incentive/disincentive compensation structures to ensure the Project is delivered in the most innovative and cost-efficient manner.

Procurement Process:

A two-step best value procurement process will be used to procure the Delivery Partner. The first step will be a Request for Qualifications (RFQ), where prospective Proposers will be invited to submit their Statement of Qualifications (SOQs) to perform the Services. Each SOQ will be required to identify the Proposer, which may be an individual entity or a Joint Venture, as well as any known subcontractors or subconsultants and the functions they will perform. Based on those submissions, Amtrak will establish a shortlist of eligible Proposers who will be invited to participate in the second step, the Request for Proposals (RFP).

Amtrak’s goal is to protect the integrity, competitiveness, and fairness of this procurement process and avoid any circumstances where a potential Proposer obtains, or appears to obtain, an unfair competitive advantage (“Conflict of Interest”). Amtrak’s conflict of interest requirements are set forth at 2 CFR Part 200. Each Proposer, or any employee, agent, or subconsultant thereof, is responsible to determine if it has or may have a possible Conflict of Interest, or whose participation may give the appearance of a possible Conflict of Interest.

The RFQ shall be released via Amtrak's Ariba on Demand website. To gain access to the Amtrak Ariba Sourcing Event, including access to the solicitation documents, updates and notifications related to the RFQ, and to submit an SOQ, any interested vendor (including those who have previously participated in Amtrak procurements) must contact Ryan Kelly via email at Ryan.Kelly.1@amtrak.com with the following information: name of firm, name of single point-of-contact, address, phone number, and email address. Firms which have responded to the 'Advance Notice for the Texas High Speed Rail (HSR) Project Delivery Partner' shall receive the RFQ once issued and are not required to respond to this posting.

Prospective Proposers acknowledge that Amtrak is a heavily regulated entity and the Project is subject to certain funding and legal and contractual/grant requirements and that same may change based on the execution of grant agreements, applicability of grant flow-down requirements, and statutory change.

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

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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: Herfurth, Abbey
Sent: Tue, 25 Feb 2025 19:55:36 +0000
To: Matesic, Hannah (OST)
Subject: CDL Reinstatement
Attachments: (b)(6) PRF.jpg, (b)(6) PRF 2.jpg

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Hi Hannah,

I know this might be a stretch, but we have a constituent in our district, (b)(6) who is trying to have his CDL reinstated. He got his license while in the military, and it expired while he was taking care of his wife who became very sick. It's my understanding that he has taken the tests a few times and has been unsuccessful. Are there any other avenues for him? I keep encouraging him to take the tests again but he's obviously discouraged. I have also attached a PRF. Let me know if you have any questions!

Best,

Abbey

Abbey Herfurth | Deputy Chief of Staff/Legislative Counsel
Congressman Trent Kelly (MS-01)

Office: (b)(6) Cell: (b)(6)

2243 Rayburn HOB

MISSISSIPPI

Page 281 of 314

Withheld pursuant to exemption

(b)(6)

of the Freedom of Information and Privacy Act

Page 282 of 314

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(b)(6)

of the Freedom of Information and Privacy Act

From: Mallison, Bill (Banks)
Sent: Wed, 11 Jun 2025 15:46:20 +0000
To: Matesic, Hannah (OST); Fritz, Trish (OST); Priebe, Jack (OST); Bolin, Miles (OST); Orlaski, Abigail (OST)
Cc: Spencer, Tanner (Banks); Pillie, Derek (Banks); Pulizzi, George (Banks); Roth, Peyton (Banks)
Subject: Allen County Indiana - BUILD Grant Status
Attachments: 5122025_74548PM_LOS_Allen_County_BUILD_Poka-Bache_Trail.pdf

You don't often get email from bill_mallison@banks.senate.gov. [Learn why this is important](#)

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Hi All,

Not to wear out my welcome, but I have one more grant status inquiry for you. This involves a FY25 BUILD grant to Allen County, Indiana for the Poka-Bache Trail Connector project. Sen. Banks wrote a letter in late January (attached) before the team was in place at DOT. I understand there is a backlog of reviews of these BUILD grants too, but we very much appreciate any information you can provide.

Thanks,

Bill Mallison
Senior Policy Advisor
Senator Jim Banks (R-IN)

(b)(6)



JIM BANKS
INDIANA

United States Senate

WASHINGTON, DC 20510

January 27, 2025

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

Dear Secretary:

I write to bring your attention to the Poka-Bache Trail Connector project submitted by Allen County for the FY2025 BUILD Grant Program. The county's project will partner with municipalities and organizations within Allen County to complete the segment of the Poka-Bache trail corridor, an 82-mile trail that will connect Pokagon State Park in Steuben County with Oubache State Park in Wells County.

Completing the Poka-Bache Connector will create the longest trail in the state of Indiana. The connector will attract outside tourism and promote regional connectivity. Seven communities including Fort Wayne, the second largest city in the state, and four counties will be connected once the trail is complete. Each community along the trail has developed main street corridors integrated with the trail path. This trail is also one of the State Visionary Trails, as defined by the Indiana Department of Natural Resources.

This project showcases excellent regional collaboration to develop a new attraction for northeast Indiana that would also be of great benefit to current residents of the region. Please give their application every possible consideration under U.S. Code and federal regulations.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Banks". The signature is stylized with a large, flowing "J" and "B".

Jim Banks
U.S. Senator

From: Meachum, Pete (OST)
Sent: Thu, 6 Mar 2025 20:44:41 +0000
To: Tomlinson, Adam (EPW)
Subject: America 250

Do you all have a POC? Looking forward to tomorrow.

From: Matesic, Hannah (OST)
Sent: Thu, 6 Feb 2025 23:24:19 +0000
To: tucker_knott@budd.senate.gov
Subject: I40 Site Visit with Secretary Duffy

Hi Tucker – Nice to meet you via way of email. My understanding is Senator Budd will be traveling with Secretary Duffy next Monday to focus on DOTs response to the hurricane damage on I40. Wanted to make myself helpful if I can provide any information or answer any questions you all might have.

Thanks!
Hannah

Hannah Matesic
Deputy Assistant Secretary for Congressional Affairs
U.S. Department of Transportation

From: Zyblikewycz, Helena
Sent: Wed, 12 Mar 2025 13:34:34 +0000
To: Dean, Heather (FHWA); Matesic, Hannah (OST)
Cc: Bauman, Michael
Subject: Admin guidance on grants

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Good morning! We've been contacted this morning about Administration guidance allegedly issued yesterday, to pull back discretionary grants with certain elements in them. We were aware of the ongoing review of grants but this is the first hearing a directive to stop grants. Any light you can shed on these rumors, or any guidance to division administrators or the like that was issued this week, we would appreciate receiving a copy.

Thanks!
Helena

Helena Zyblikewycz
Deputy Staff Director
U.S. House Committee on Transportation & Infrastructure Democrats

From: Mathur, Rajat (Appropriations)
Sent: Thu, 3 Apr 2025 19:37:07 +0000
To: Matesic, Hannah (OST); Fritz, Trish (OST); Schmoll, Joseph (OST)
Subject: C-UAS authorities / coordination with DOD

You don't often get email from rajat_mathur@appro.senate.gov. [Learn why this is important](#)

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Hi,

I'd like to request a briefing with the relevant experts in OST who work on Counter-UAS coordination between FAA and OST regarding 130i coordination with DOD. We've previously talked to FAA about what they do, but we were told OST is involved when there are multi-modal issues. This briefing would be with me and Ranking Member Gillibrand's personal office staff. Below are some specific questions we'd like addressed at the briefing. Please let me know a good time next week to discuss.

- Can you walk us through the 10 USC 130i coordination process at DOT, including timelines?
- How many DOD facilities have an approved 130i package that includes PNT jamming technology?
- Can pre-coordination be done to the extent that it eliminates the need for coordination during a real world UAS incident? If so, how many DOD covered assets/facilities have moved this far?
- What limitations are there to an approved 130i package?
- How has coordination with DOD evolved over the past 18 months?
- How does the approval process differ for training exercises?

Rajat Mathur

Democratic Staff

U.S. Senate Committee on Appropriations

Subcommittee on Transportation, Housing and

Urban Development, and Related Agencies

(b)(6)

Rajat_Mathur@appro.senate.gov

From: Transportation Committee Republicans <Transport@mail.house.gov>

Sent: Friday, February 7, 2025 6:10 PM

To: Matesic, Hannah (OST) <hannah.matesic@dot.gov>

Subject: Subcommittee to Hold Hearing on Policies and Programs to Improve Roadway Safety

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COMMITTEE ON

**TRANSPORTATION
& INFRASTRUCTURE**

SAM GRAVES, CHAIRMAN

PRESS RELEASE

Subcommittee to Hold Hearing on Policies and Programs to Improve Roadway Safety

For Immediate Release: February 07, 2025

Contact: [Justin Harclerode](#) (202) 225-9446

Washington, D.C. - Highways and Transit Subcommittee Chairman David Rouzer (R-NC) announced that the Subcommittee will hold a hearing with stakeholders to discuss the Department of Transportation's (DOT) policies and programs that focus on improving roadway safety. Members will be given the opportunity to ask witnesses about key safety problems and efforts to reduce motor vehicle traffic fatalities and injuries. The hearing, entitled "*America Builds: A Review of Programs to Address Roadway Safety*," will be held at **10:00 a.m. ET on Wednesday, February 12, 2025, in 2167 Rayburn House Office Building.**

Witness List:

- Honorable James H. Willox, Commissioner, Converse County, Wyoming, on behalf of the National Association of Counties
 - Michael Hanson, Director, Office of Traffic Safety, Minnesota Department of Public Safety, on behalf of the Governors Highway Safety Association
 - Haley Norman, Co-Owner, Direct Traffic Control, Inc., on behalf of the American Traffic Safety Services Association
-

- Cathy Chase, President, Advocates for Highway and Auto Safety

More information about the hearing, including witness testimony and a link to the live webcast, will be posted [here](#) as it becomes available.

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From: Pierson, Avery
Sent: Tue, 15 Jul 2025 15:19:52 +0000
To: Matesic, Hannah (OST); OST Congressional Affairs; Orr, Ian; (SCC)Russell, David
Cc: Ure, Devin (OST); Disrud, Doug
Subject: Amendment Review: Foreign Entities of Concern
Attachments: FY 2026 House THUD TA Request - GP #2 05.30.2025.docx

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.

DOT Folks,

Rep. Moolenaar submitted language for inclusion as a DOT General Provision attempting to prohibit federally funded transportation entities from displaying advertising for a foreign entity of concern. In the attached TA, the language was not executable as presented, and therefore we did not include it in the base text.

As an Appropriations Committee member, Moolenaar is interested in pursuing an amendment on this at Full Committee on Thursday. I ask that you work with his folks to make sure the language presented in the amendment is executable without unintended consequences for DOT grantees.

Thank you,

Avery Pierson

Professional Staff, THUD Subcommittee

House Appropriations Committee

Cell: (b)(6)



APPROPRIATIONS
CHAIRMAN TOM COLE

General Provision Language

General Language for consideration under title I

None of the funds made available by this Act may be used to provide funding to an entity that has accepted funds to conduct advertising for a Foreign Entity of Concern or a subsidiary of a Foreign Entity of Concern.

DOT Response

Is the language executable as presented?

No.

Agency concerns

Need clarity on the definition for "Foreign Entity of Concern". Would this be the same as the statutory definition of foreign adversary in 10 USC Sec 2371b(a)(5)?

Cost to comply with the language

N/A

Alternative language to address agency concerns

N/A