

Join Us for
**The Great
American
Road Trip
EXPO**

THE EVENT WILL BE HELD AT THE
**U.S. DEPARTMENT OF
TRANSPORTATION**

1200 NEW JERSEY AVE., SE, WASHINGTON, DC 20590

★ MAY **29** 2025 ★

10:00 am - 2:00 pm

**Featuring over 40+ American-made vehicles,
restaurants, convenience stores and
much more!**

**Join us at noon for a MUST-SEE announcement from
Secretary Duffy—YOU WON'T WANT TO MISS IT.**

**PROUDLY PRESENTED BY:
SECRETARY SEAN DUFFY**

Join Us for

The Great American Road Trip EXPO

THE EVENT WILL BE HELD AT THE

**U.S. DEPARTMENT OF
TRANSPORTATION**

1200 NEW JERSEY AVE., SE, WASHINGTON, DC 20590

★ MAY **29** 2025 ★

10:00 am - 2:00 pm

**Featuring over 40+ American-made vehicles,
restaurants, convenience stores and
much more!**

**Join us at noon for a MUST-SEE announcement from
Secretary Duffy—YOU WON'T WANT TO MISS IT.**

**PROUDLY PRESENTED BY:
SECRETARY SEAN DUFFY**

OST-2025-1200 Page 00331

From: Consumer Action for a Strong Economy
Sent: Thu, 10 Jul 2025 20:12:15 +0000
To: Bradbury, Steven (OST)
Subject: CASE Launches Digital Media Campaign to Expose Rail Labor's Opposition to Trump Innovation Agenda

You don't often get email from info@caseforconsumers.org. [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.



July 10, 2025

CASE Launches Digital Media Campaign to Expose Rail Labor's Opposition to Trump Innovation Agenda

Alexandria, Virginia – Consumer Action for a Strong Economy (CASE) today announced the launch of a [new digital media campaign](#) aimed squarely at decision makers in Washington, D.C., highlighting how entrenched rail labor unions are undermining President Trump's agenda to modernize supply chains, boost safety, and drive innovation across the transportation sector.

The campaign—targeted to policymakers, regulators, and influencers in the nation's capital—delivers a clear message: **Big Labor is no friend of the Trump innovation agenda.** Despite the proven safety benefits of Automated Track Inspection (ATI) and flexible crew staffing models, union leaders are actively lobbying to delay or derail these common-sense reforms.

“President Trump is pushing bold, pro-innovation policies to improve freight rail and reduce supply chain costs,” said Matthew Kandrach, President of CASE. “But rail labor bosses—who backed Kamala Harris and routinely oppose America-first reforms—are trying to block the very tools that make railroads safer, faster, and more affordable for consumers.”



The campaign includes a hard-hitting video and digital ads spotlighting how unions like SMART-TD, BLET and BMWED are spreading fear and misinformation to stop innovation. CASE also calls attention to the Biden-era two-person crew rule—finalized without evidence of safety benefits—and urges the Trump administration to swiftly repeal it.

“These mandates aren’t about safety,” Kandrach added. “They’re about protecting political power at the expense of innovation, small businesses, and American consumers.”

CASE’s digital push encourages policymakers to stand with the Trump administration’s vision for modern infrastructure and supply chain efficiency. Supporters can learn more and view the campaign [here](#) or by visiting CaseForConsumers.org.

1800 Diagonal Road Suite 600
Alexandria VA 22314
USA

OST-2025-1200 Page 00333

[Unsubscribe](#) | [Change Subscriber Options](#)

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

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

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

Hi Hannah,

I 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

Withheld pursuant to exemption

(b)(6)

of the Freedom of Information and Privacy Act

Page 283 of 314
Withheld pursuant to exemption
(b)(5)
of the Freedom of Information and Privacy Act

Page 264 of 314
Withheld pursuant to exemption
(b)(5)
of the Freedom of Information and Privacy Act

From: Matesic, Hannah (OST)
Sent: Fri, 14 Feb 2025 16:34:56 +0000
To: jay.min@mail.house.gov
Subject: Cell Number

Hey - Hope you're doing well. Is there a cellphone number you can provide me that we could best reach you at?

Thanks!
Hannah

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

From: Matesic, Hannah (OST)
Sent: Fri, 14 Feb 2025 16:37:20 +0000
To: chris.tudor@mail.house.gov
Subject: Cell Number

Hi Chris - Hope you're doing well! Is there a cellphone number you can provide me that we could best reach you at?

Thanks!
Hannah

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

From: Matesic, Hannah (OST)
Sent: Fri, 14 Feb 2025 16:37:53 +0000
To: lorissa.bounds@mail.house.gov
Subject: Cell Number

Hi Lorissa - Hope you're doing well! Is there a cellphone number you can provide me that we could best reach you at?

Thanks!
Hannah

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

From: Matesic, Hannah (OST)
Sent: Fri, 14 Feb 2025 16:38:12 +0000
To: patrick.mocete@mail.house.gov
Subject: Cell Number

Hi Patrick - Hope you're doing well! Is there a cellphone number you can provide me that we could best reach you at?

Thanks!
Hannah

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

From: Pinkerton, Sharon
Sent: Fri, 18 Jul 2025 19:45:19 +0000
To: McCormack, Ryan (OST)
Subject: (b)(6)
Attachments: (b)(6)

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.

(b)(6) is kick ass smart and has a reputation for getting things done.

Sent from my iPhone

From: Pinkerton, Sharon
Sent: Wed, 30 Jul 2025 17:09:31 +0000
To: Bradbury, Steven (OST); Goldberg, Morgan (OST)
Subject: Check- in meeting

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.

Hello Steve!

Hope all is well. We haven't connected in awhile so I thought it would be good to catch up on several things like 5G, ATC, Reg Reform, CORSIA and whatever else make sense.

CCing Morgan. Best, Sharon

Sharon L. Pinkerton
SVP Legislative & Regulatory Policy
Airlines for America
We Connect the World

(b)(6) (office)
(cell)

airlines.org | [Facebook](#) | [Twitter](#) | [Instagram](#) | [LinkedIn](#)

From: Meachum, Pete (OST)
Sent: Tue, 1 Jul 2025 17:15:37 +0000
To: joseph.knowles@mail.house.gov
Subject: Checking In

Joe, Don't think we've met, but I have spoken to your boss, and our bosses have talked. Just want to check in and see if we can do anything to help you all out. Please let me know.

--

Pete Meachum
Chief of Staff
Department of Transportation

From: Meachum, Pete (OST)
Sent: Wed, 2 Jul 2025 11:10:40 +0000
To: julia.hearthway@mail.house.gov
Subject: Checking In

Julia, don't think we have had a chance to meet. Wanted to check in and see if we could be helpful to you or Rep. Mackenzie in any way. Please let me know,

--

Pete Meachum
Chief of Staff
Department of Transportation

From: Meachum, Pete (OST)
Sent: Wed, 2 Jul 2025 11:15:26 +0000
To: mark.ratner@mail.house.gov
Subject: Checking In

Mark, See Brian out and about pretty regularly, just checking to see how you all are doing and if there is anything we can do for you.

--

Pete Meachum
Chief of Staff

From: Meachum, Pete (OST)
Sent: Wed, 2 Jul 2025 14:13:53 +0000
To: larry_burton@sullivan.senate.gov
Subject: Checking In

Larry, I know we are working to get the dates and schedule for the Secretary to visit Alaska, but I just wanted to reach out and see if you had time for a cup of coffee. Trying to get to know a few folks over there and see how we can be helpful.

--

Pete Meachum
Chief of Staff
Department of Transportation

From: Meachum, Pete (OST)
Sent: Wed, 2 Jul 2025 14:20:36 +0000
To: claire.case@mail.house.gov
Subject: Checking In

Claire, checking in and seeing if there is anything we can do for you or DVO. I know him a little from my time in Wisconsin and would love to help if we are able.

--

Pete Meachum
Chief of Staff
Department of Transportation

From: Meachum, Pete (OST)
Sent: Wed, 2 Jul 2025 14:28:21 +0000
To: nicole.rapanos@mail.house.gov
Subject: Checking In

Nicole, Just checking in to see if there is anything we can do for you or your boss. If we can be helpful, please let me know.

--

Pete Meachum
Chief of Staff
Department of Transportation

From: Meachum, Pete (OST)
Sent: Tue, 1 Jul 2025 17:18:40 +0000
To: jason.galanes@mail.house.gov
Subject: Checking In

Jason, Don't think we've met, but I know Mr. Valadao. Just want to check in and see if we can do anything to help you all out. Please let me know. I don't know how you finally got rid of Andrew, but if you have time, would love to grab a cup of coffee.

--

Pete Meachum
Chief of Staff
Department of Transportation

From: Meachum, Pete (OST)
Sent: Tue, 1 Jul 2025 17:20:08 +0000
To: alyssa.anderson@mail.house.gov
Subject: Checking In

Alyssa, don't think we've met. Just want to check in and see if we can do anything to help you all out. If you need anything, please let us know.

--

Pete Meachum
Chief of Staff
Department of Transportation

From: Meachum, Pete (OST)
Sent: Tue, 1 Jul 2025 18:49:16 +0000
To: ken.clifford@mail.house.gov
Subject: Checking In

Ken, don't think we've met. Just want to check in and see if we can do anything to help you or your boss out. If you need anything, please let us know.

--

Pete Meachum
Chief of Staff
Department of Transportation

From: Meachum, Pete (OST)
Sent: Tue, 1 Jul 2025 18:50:23 +0000
To: julia.hearthway@mail.house.gov
Subject: Checking In

Julia, don't think we've met. Just want to check in and see if we can do anything to help you or your boss out. If you need anything, please let us know.

--

Pete Meachum
Chief of Staff
Department of Transportation

From: Meachum, Pete (OST)
Sent: Tue, 1 Jul 2025 18:57:52 +0000
To: deena.tauster@mail.house.gov
Subject: Checking In

Deena, Just checking in to see if there is anything we can do for you or your boss. If we can be helpful, please let me know.

--

Pete Meachum
Chief of Staff

From: Meachum, Pete (OST)
Sent: Wed, 2 Jul 2025 11:08:34 +0000
To: phil.poe@mail.house.gov
Subject: Checking In

Phil, I know Max a little from the 2016 campaign. Just wanted to check in with you all and see how we could be helpful.

--

Pete Meachum
Chief of Staff
Department of Transportation

From: Nawrocki Bradley, Jenifer
Sent: Thu, 12 Jun 2025 19:26:17 +0000
To: Matesic, Hannah (OST); Fritz, Trish (OST)
Subject: City of Jacksonville - grant status update request
Attachments: 2024_COJ_SS4A Award Announcement.pdf, SS4A Screenshot 2024 Award.jpg

You don't often get email from jenifer.nawrocki@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.

Hannah and Trish –

My boss heard from the City of Jacksonville, which he represents, asking him to request a status update on their SS4A grant that they received last year. It is our understanding that they have a pending unsigned FHWA agreement. We know the Secretary has been clear about his intent to go through all grants before finalizing them, and we understand this takes time, but any insight into the timeline would be appreciated.

Attached is their press release announcing the grant, in the event that is helpful.

Thank you for your assistance,
Jen

Jenifer Nawrocki Bradley

Chief of Staff

Rep. John Rutherford – FL-05

1711 Longworth House Office Building

Washington, D.C. 20515

(b)(6) | jenifer.bradley@mail.house.gov







MEDIA ADVISORY

DONNA DEEGAN, MAYOR

FOR IMMEDIATE RELEASE

Contact:
Matt Fall
mfall@coj.net

CITY OF JACKSONVILLE AWARDED \$1.016M FEDERAL FUNDING TO IMPLEMENT SAFETY DEMONSTRATION PROJECTS AS PART OF THE CITY'S LARGER VISION ZERO EFFORT

JACKSONVILLE, Florida, Sept. 5, 2024 — The United States Department of Transportation (USDOT) announced on Thursday that \$1,016,000 would be awarded to the City of Jacksonville through the Safe Streets and Roads for All (SS4A) discretionary grant program to implement several “quick-build” roadway safety projects, also known as demonstration projects, or tactical urbanism. The competitive grant program was established through the Bipartisan Infrastructure Law (BIL) to fund transportation-related planning, demonstration, and construction projects aimed at preventing roadway deaths and serious injuries.

The quick-build projects will provide Jacksonville communities the opportunity to experience safer street designs hands-on, before committing to permanent infrastructure investments. The demonstration projects are a cost-effective way to quickly implement roadway safety improvements, becoming permanent installments only after the designs are accepted by the residents that use them. Quick-build projects vary in scope and cost, ranging from simple intersection crossing improvements that lower stress levels for pedestrians and bicyclists, to several miles of temporary bike lanes, protected from vehicles by curbing or bollards, that safely connect residents to schools, employment centers, and other essential destinations.

The awarded project, entitled *City of Jacksonville Vision Zero Quick Build Projects: Safer Streets for All Jaxons!* aligns with the ongoing development of the City's first Vision Zero Action Plan (VZAP), which will include extensive public outreach to determine the locations and types of demonstration projects that will be implemented. The VZAP is slated for completion in early 2025, followed shortly thereafter by the construction of the yet-to-be-identified quick-build projects.

To view the entire list of USDOT awardees, please visit [transportation.gov/grants/ss4a/press-releases](https://www.transportation.gov/grants/ss4a/press-releases)

For more information about the SS4A funding, quick-build projects, or the City's Vision Zero Action Plan, please contact Matt Fall at mfall@coj.net.

904.630.CITY | www.jacksonville.gov | 117 W. Duval St., Jacksonville, FL 32202

OST-2025-1200 Page 00360



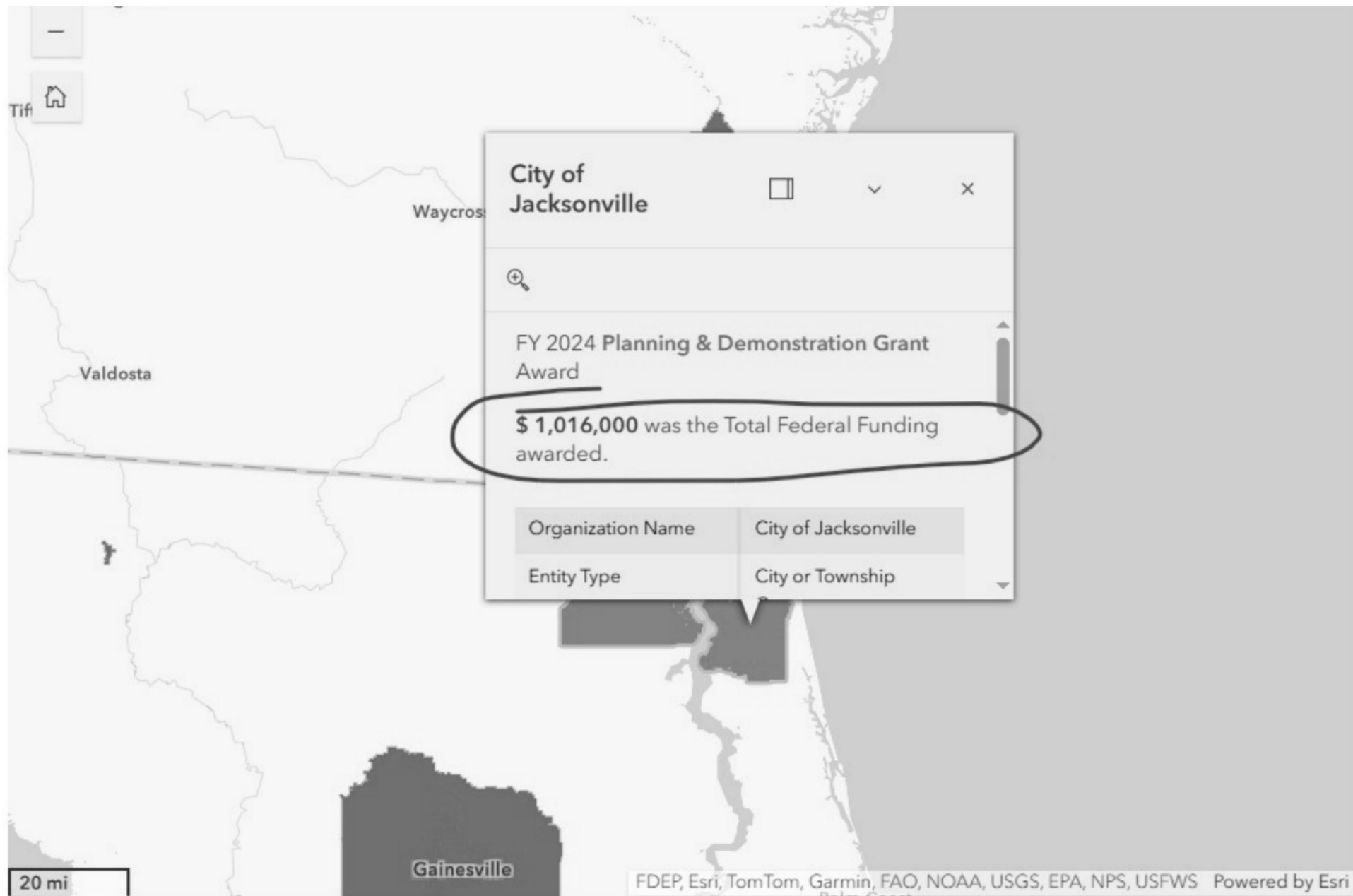
MEDIA ADVISORY

DONNA DEEGAN, MAYOR

About the City of Jacksonville

The City of Jacksonville is the largest city by land mass in the contiguous United States, serving nearly one million residents. City of Jacksonville leadership includes Mayor Donna Deegan and a 19-member City Council led by President Randy White. To learn more, visit jacksonville.gov.

###



[View the full-screen awards map](#) . Zoom in and click on individual locations for project details. Map last updated: Nov. 15, 2024.

From: Nugent, Kelsey (Baldwin)
Sent: Mon, 14 Apr 2025 19:09:04 +0000
To: Matesic, Hannah (OST); Schmoll, Joseph (OST)
Cc: Johnstone, Kaitlin (Baldwin)
Subject: Clarification on Announced/Not Obligated Awards

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.

Hello to you both –

The City of Oshkosh reached out to our office regarding their 2024 Safe Streets and Roads for All award.

The City indicated that their DOT contacts have been directed to cease working on reviewing their grant agreement.

Can you provide some clarity on what the process is for these folks who don't have obligated awards?

Thanks,

Kelsey

Kelsey L. Nugent
Strategic Outreach Director
U.S. Senator Tammy Baldwin
633 W Wisconsin Avenue | Suite 1300
Milwaukee, WI 53203
(b)(6) main

www.baldwin.senate.gov

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

You don't often get email from owen.dankworth@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.

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

WAXAHACHIE OFFICE
2001 BATES DRIVE, SUITE 100
WAXAHACHIE, TX 75167
(469) 550-7150
OST-2025-1200 Page 00365

CORSICANA OFFICE
122 N. BEATON STREET
CORSICANA, TX 75110
(903) 602-7860

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

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.

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

WAXAHACHIE OFFICE
2001 BATES DRIVE, SUITE 100
WAXAHACHIE, TX 75167
(469) 550-7150
OST-2025-1200 Page 00366

CORSICANA OFFICE
122 N. BEATON STREET
CORSICANA, TX 75110
(903) 602-7860

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: Russell, Joe (Kelly)
Sent: Wed, 26 Feb 2025 14:21:29 +0000
To: Matesic, Hannah (OST); Fritz, Trish (OST)
Cc: Frias, Carmen (Kelly); Leal Ramirez, Carmen (Kelly)
Subject: Follow-up from Call with Sec. Duffy
Attachments: BOM24567.pdf, SHIPS-for-America-Act_Section-by-Section_12.19.24.pdf

You don't often get email from joe_russell@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 Hannah & Trish,

Hope you're both doing well! I wanted to quickly follow-up after Senator Kelly and Secretary Duffy spoke at the end of last week.

On the call, Secretary Duffy asked that we share a list of the projects which we are hearing have been caught up in the funding pause related to the recent executive orders. In working with the Arizona Department of Transportation, we were able to identify 18 total grant awards which entities in Arizona have been awarded (some as far back as a year ago) which have not yet been obligated. But we wanted to highlight a few projects – included below which are all from IJA and are priorities for our office. Happy to share more information and definitely would welcome any updates you can share on these projects!

I also heard that Secretary Duffy and the Senator spoke about the SHIPS for America Act ([S.5611/H.R. 10493](#)), which we're looking to reintroduce in the next few weeks. I know that last year we received significant technical assistance from the MARAD team, but as Senator Kelly mentioned on the call with Secretary Duffy, we'd welcome if there is any additional feedback OST or MARAD have on the bill before we reintroduce.

And lastly, and relatedly, I know that the Senator and Secretary also discussed the U.S. Merchant Marine Academy and it sounded like the Secretary mentioned you'd be sending staff up to the Academy for a visit soon. Senator Kelly asked that we offer that he'd be happy to speak with anyone on your team before or after their visit to share his perspectives on the Academy (as I think you may know, the Senator is both an alum of the school and has served on the Board of Visitors for a while). Please let us know if we can do anything to help coordinate a discussion.

Thanks again for all of the help and apologies if there are others on your team we should have sent this to as well. Happy to jump on a call to discuss any of this follow-up if helpful.

Best,

Joe Russell | Legislative Assistant
Office of Senator Mark Kelly

(b)(6)

Kelly.Senate.gov

--

Priority AZ Discretionary Grants:

Award Name	Award Date	Award	Notes / Impact Statement
<i>MPDG -MEGA/INFRA</i>	<i>10/21/2024</i>	<i>\$146,627,854</i>	<i>US-60 (Grand Avenue) and 35th Ave/Indian School Rd Improvements</i>
<i>Bridge Investment Program</i>	<i>10/31/2024</i>	<i>\$27,507,200</i>	<i>I-40 Window Rock and Lupton: Transportation Interchange Enhancements</i>
<i>MPDG- Infrastructure for Rebuilding America</i>	<i>10/21/2024</i>	<i>\$26,000,000</i>	<i>US 93 Corridor Improvements, Wickenburg Ranch Way to Vista Royale</i>
<i>Multimodal Project Discretionary Grant Rural (Rural Surface Transportation Grant)</i>	<i>12/12/2023</i>	<i>\$25,000,000</i>	<i>Cesar Chavez Boulevard Multimodal Improvements</i>
<i>Rebuilding American Infrastructure with Sustainability and Equity</i>	<i>6/30/2023</i>	<i>\$8,500,000</i>	<i>Planning Grant for US 95, Wellton-Mohawk Canal to Aberdeen Rd</i>
<i>Reconnecting Communities and Neighborhoods Program</i>	<i>3/13/2024</i>	<i>\$6,600,000</i>	<i>Ruby Road Bridge over Potrero Creek and UPRR</i>
<i>Railroad Crossing Elimination</i>	<i>1/10/2025</i>	<i>\$2,448,000</i>	<i>Town of Gilbert At-Grade Crossing Elimination Local Project Administered by ADOT</i>

118TH CONGRESS
2D SESSION

S. _____

To support the national defense and economic security of the United States by supporting vessels, ports, and shipyards of the United States and the U.S. maritime workforce.

IN THE SENATE OF THE UNITED STATES

Mr. KELLY (for himself and Mr. YOUNG) introduced the following bill; which was read twice and referred to the Committee on _____

A BILL

To support the national defense and economic security of the United States by supporting vessels, ports, and shipyards of the United States and the U.S. maritime workforce.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
5 “Shipbuilding and Harbor Infrastructure for Prosperity
6 and Security for America Act of 2024” or the “SHIPS
7 for America Act of 2024”.

1 (b) TABLE OF CONTENTS.—The table of contents of
 2 this Act is as follows:

- Sec. 1. Short title; table of contents.
- Sec. 2. Findings.
- Sec. 3. Sense of Congress.
- Sec. 4. Definitions.

TITLE I—OVERSIGHT AND ACCOUNTABILITY

- Sec. 101. Maritime Security Advisor; Maritime Security Board.
- Sec. 102. Maritime Transportation System National Advisory Committee.
- Sec. 103. Direct hire authority.
- Sec. 104. Implementation plan.
- Sec. 105. Federal Maritime Commission report on vessels of the United States.

TITLE II—MARITIME SECURITY TRUST FUND

- Sec. 201. Apportionment of the Maritime Security Trust Fund.
- Sec. 202. Regular tonnage taxes; Presidential suspension of tonnage taxes and light money.

TITLE III—SEALIFT CAPABILITY

- Sec. 301. Sealift capability.
- Sec. 302. National Freight Strategic Plan.
- Sec. 303. Foreign shipping practices; controlled carriers.

TITLE IV—VESSELS OF THE UNITED STATES IN INTERNATIONAL
 COMMERCE

Subtitle A—Strategic Sealift Programs

- Sec. 401. Strategic Commercial Fleet.
- Sec. 402. Maritime Security Program.
- Sec. 403. Cable security fleet.
- Sec. 404. Tanker Security Fleet.
- Sec. 405. Modification to duties relating to equipment and repair of vessels.

Subtitle B—Cargo Preference

- Sec. 411. United States Government cargo.
- Sec. 412. Cargo preference implementation regulations.
- Sec. 413. Cargo preference oversight and audit.
- Sec. 414. Financing the transportation of agricultural products.
- Sec. 415. Importation from China on American ships.
- Sec. 416. Priority for vessels of the United States.
- Sec. 417. Moving cargo on vessels of the United States.
- Sec. 418. Transportation requirements for certain exports sponsored by the Secretary of Agriculture.
- Sec. 419. Clarifying amendments.
- Sec. 420. Energizing American shipbuilding.
- Sec. 421. Ship America Office.

Subtitle C—Regulatory Reform

- Sec. 431. Alternate standards.

3

Sec. 432. Rulemaking committee on commercial maritime regulations and standards.

Sec. 433. Amendments to Shipowners' Limitation of Liability Act of 1851.

TITLE V—SHIPBUILDING

Subtitle A—Shipbuilding Financial Incentives

Sec. 501. Shipbuilding financial incentives.

Sec. 502. Assistance for small shipyards.

Sec. 503. Federal ship financing (title XI) program.

Sec. 504. Construction reserve fund.

Sec. 505. Capital construction fund.

Sec. 506. Anticipated commercial vessel construction survey.

Sec. 507. Streamlined environmental review.

Sec. 508. Eligibility for loan guarantees.

Sec. 509. Reports.

Sec. 510. Export control report.

Subtitle B—Department of Defense Programs

Sec. 511. Assessment of the use of commercial best practices for Navy shipbuilding.

Sec. 512. Plan of action for use of Defense Production Act of 1950 authorities.

Sec. 513. Strategy on development of naval rearm-at-sea capability.

Sec. 514. Military Sealift Command.

Subtitle C—Shipbuilding Innovation and Infrastructure

Sec. 521. United States Center for Maritime Innovation.

Sec. 522. National Shipbuilding Research Program.

Sec. 523. Assessment on Marine infrastructure readiness.

TITLE VI—WORKFORCE DEVELOPMENT

Subtitle A—Workforce Incentives

Sec. 601. Public service loan forgiveness for Merchant Marines.

Sec. 602. Eligibility for educational assistance.

Sec. 603. Eligibility of mariners to attend Naval Postgraduate School.

Sec. 604. Reimbursement of qualifying spouse relicensing costs and business costs.

Sec. 605. Noncompetitive eligibility for Federal employment.

Sec. 606. United States Merchant Marine Career Retention Program.

Subtitle B—Workforce Pipeline

Sec. 611. Maritime and shipbuilding recruiting campaign.

Sec. 612. Centers of Excellence for Domestic Maritime Workforce Training and Education.

Sec. 613. Maritime Career and Technical Education Advisory Committee.

Sec. 614. Military Candidates to Mariner Careers Recruitment Exchange.

Sec. 615. Maritime worker data collection.

Sec. 616. Military to maritime transition.

Sec. 617. Early maritime education and youth involvement.

Sec. 618. International scholarship for mariner and naval architecture exchanges.

4

Subtitle C—United States Merchant Marine Academy and State Maritime Academies

- Sec. 621. Authorization of appropriations for United States Merchant Marine Academy infrastructure and facilities modernization.
- Sec. 622. United States Merchant Marine Academy.
- Sec. 623. Retirement service credit for service as a midshipman at the United States Merchant Marine Academy.
- Sec. 624. State maritime academies.
- Sec. 625. Military to mariner enrollment at a State Maritime Academy.
- Sec. 626. Enforcement of service obligation requirements.
- Sec. 627. Fuel funding for training ships operated by State maritime academies.
- Sec. 628. State Maritime Academy Sea Term Scholarship Programs.
- Sec. 629. Naval joint exercise involvement for training ships operated by State maritime academies.

Subtitle D—Maritime Credentialing Modernization

- Sec. 631. Merchant mariner credentialing modernization.
- Sec. 632. Revising merchant mariner deck training requirements.
- Sec. 633. Inspections for transportation security.
- Sec. 634. Technical amendments relating to references to seamen.
- Sec. 635. Renewal of merchant mariner licenses and documents.
- Sec. 636. Merchant seamen licenses, certificates, and documents; manning of vessels.
- Sec. 637. Reactivation of expired license.

TITLE VII—AMENDMENTS TO THE INTERNAL REVENUE CODE OF 1986

- Sec. 701. Establishment of the Maritime Security Trust Fund.
- Sec. 702. United States Vessel Investment Credit.
- Sec. 703. Certain payments for maritime security excluded from gross income.
- Sec. 704. Elimination of 30-day limitation on domestic operations.
- Sec. 705. Qualifying shipping activities.
- Sec. 706. Qualifying vessel.
- Sec. 707. Credit for construction of shipyard facilities.
- Sec. 708. Tax incentives relating to merchant marine capital construction funds.
- Sec. 709. Exemption of student incentive payment agreements from gross income.
- Sec. 710. Maritime fuel tax parity.

1 **SEC. 2. FINDINGS.**

2 Congress finds the following:

- 3 (1) Strategic sealift, made up of Government
- 4 and commercial vessels and mariners, is a critical
- 5 capability for executing the maritime defense strat-

1 egy and the wartime and peacetime economy of the
2 United States.

3 (2) Ensuring a modern and ready capability
4 will require significant investment, policy
5 prioritization, and the innovation of the people of the
6 United States.

7 (3) The worldwide ocean economy is worth be-
8 tween \$3,000,000,000,000 and \$6,000,000,000,000,
9 according to the United Nations Conference on
10 Trade and Development. Yet, vessels of the United
11 States carry less than 2 percent of United States
12 international commercial cargoes by weight.

13 (4) The United States has fewer than 200
14 oceangoing vessels of the United States, of which
15 only approximately 80 vessels participate in inter-
16 national commerce, compared with more than 5,500
17 Chinese documented vessels.

18 (5) With oceans on both sides, the United
19 States has always been a maritime Nation. Through-
20 out history, the strength of a maritime Nation has
21 been directly tied to the strength of its maritime in-
22 dustry, and the United States won 2 world wars on
23 the back of a strong maritime industry.

24 (6) Decades of neglect by the United States
25 Government and private industry has weakened the

1 shipbuilding capacity and maritime workforce of the
2 United States, contributing to a declining fleet of
3 shipping vessels of the United States to bring
4 United States goods to market and support the
5 United States military during wartime.

6 (7) Today, there are just 20 shipbuilders in the
7 United States capable of building oceangoing ves-
8 sels—down from more than 80 at the end of the
9 Second World War.

10 (8) During World War II, the United States
11 merchant marine powered the Allies to victory with
12 more than 10,000 oceangoing vessels of the United
13 States. Today there are just 80 vessels of the United
14 States engaged in international trade.

15 (9) The People's Republic of China has made
16 investments in the maritime industry a strategic pri-
17 ority over the past 20 years.

18 (10) As of 2023, shipyards in the United States
19 had fewer than 5 shipbuilding orders for oceangoing
20 vessels, while shipyards in the People's Republic of
21 China had more than 1,700 orders, according to
22 BRS Group. According to the Office of Naval Intel-
23 ligence, the People's Republic of China became the
24 world's top shipbuilding and shipping nation, boast-