

**NOMINATION OF HON. SEAN DUFFY,
NOMINEE TO BE SECRETARY,
U.S. DEPARTMENT OF TRANSPORTATION**

HEARING

BEFORE THE

**COMMITTEE ON COMMERCE,
SCIENCE, AND TRANSPORTATION
UNITED STATES SENATE**

ONE HUNDRED NINETEENTH CONGRESS

FIRST SESSION

—————
JANUARY 15, 2025
—————

Printed for the use of the Committee on Commerce, Science, and Transportation



Available online: <http://www.govinfo.gov>

—————
U.S. GOVERNMENT PUBLISHING OFFICE

61-928 PDF

WASHINGTON : 2025

SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

ONE HUNDRED NINETEENTH CONGRESS

FIRST SESSION

TED CRUZ, Texas, *Chairman*

JOHN THUNE, South Dakota	MARIA CANTWELL, Washington, <i>Ranking</i>
ROGER WICKER, Mississippi	AMY KLOBUCHAR, Minnesota
DEB FISCHER, Nebraska	BRIAN SCHATZ, Hawaii
JERRY MORAN, Kansas	EDWARD MARKEY, Massachusetts
DAN SULLIVAN, Alaska	GARY PETERS, Michigan
MARSHA BLACKBURN, Tennessee	TAMMY BALDWIN, Wisconsin
TODD YOUNG, Indiana	TAMMY DUCKWORTH, Illinois
TED BUDD, North Carolina	JACKY ROSEN, Nevada
ERIC SCHMITT, Missouri	BEN RAY LUJAN, New Mexico
JOHN CURTIS, <i>Utah</i>	JOHN HICKENLOOPER, Colorado
BERNIE MORENO, Ohio	JOHN FETTERMAN, Pennsylvania
TIM SHEEHY, <i>Montana</i>	ANDY KIM, New Jersey
SHELLEY MOORE CAPITO, West Virginia	LISA BLUNT ROCHESTER, <i>Delaware</i>
CYNTHIA LUMMIS, Wyoming	

BRAD GRANTZ, *Republican Staff Director*

NICOLE CHRISTUS, *Republican Deputy Staff Director*

LIAM MCKENNA, *General Counsel*

LILA HARPER HELMS, *Staff Director*

MELISSA PORTER, *Deputy Staff Director*

JONATHAN HALE, *General Counsel*

CONTENTS

	Page
Hearing held on January 15, 2025	1
Statement of Senator Cruz	1
Letter dated January 2, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Heidi Brock, President and Chief Executive Officer, American Forest & Paper Association	78
Letter dated January 6, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Todd Spencer, President and CEO, Owner-Operator Independent Drivers Association, Inc.	79
Letter dated January 7, 2025 to Hon. Ted Cruz from Shippers Coalition ..	80
Letter dated January 8, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Michael Robbins, President and CEO, Association for Uncrewed Vehicle Systems International (AUVSI)	81
Letter dated January 9, 2025 to Hon. Ted Cruz from Gabe Monzo, Presi- dent, Aviation Council of Pennsylvania	82
Letter dated January 9, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Nicholas E. Calio, President and CEO, Airlines for America	83
Letter dated January 9, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from John O’Leary, President and CEO, Daimler Truck North America	83
Letter dated January 9, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Stephen Ciccone, Group Vice President, Government Affairs, Toy- ota Motor North America, Inc.	84
Letter dated January 10, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Eric R. Byer, President and CEO, Alliance for Chemical Distribution; and Chris Jahn, President and CEO, American Chemistry Council	84
Letter dated January 10, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Linda Bauer Darr, President and CEO, American Council of Engineering Companies	85
Letter dated January 10, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Christopher Brady, Christopher Brady, Air Methods Corpora- tion	86
Letter dated January 10, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Chris Spear, President and CEO, American Trucking Asso- ciations	86
Letter dated January 10, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Greg Bowles, Head of Government Policy, Joby Aviation	87
Letter dated January 10, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Chris Burroughs, President and CEO, Transportation Inter- mediaries Association	88
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Ian N. Jefferies, President and CEO, Association of American Railroads	89
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Jim Tymon, Executive Director, American Association of State Highway and Transportation Officials	89
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Kevin W. Keane, President and CEO, American Beverage Association	90
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Megan Tanel, President, Association of Equipment Manufac- turers	91

	Page
Statement of Senator Cruz—Continued	
Letter dated January 13, 2025 to Hon. John Thune, Hon. Ted Cruz, Hon. Charles E. Schumer and Hon. Maria Cantwell from Dave Schryver, President and CEO, American Public Gas Association (APGA)	91
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Allie Cloyes, Government Affairs, BETA Technologies	92
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from J. Clark Mica, President, Institute of Makers of Explosives	92
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Ryan Watts, Executive Director, Kentucky Oil and Gas Association	93
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Captain Barry Kendrick, President, Let Experienced Pilots Fly, Inc.	93
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Curt Castagna, President and CEO, National Air Transportation Association	94
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Michele Stanley, Interim CEO, National Stone, Sand & Gravel Association	95
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Ryan Streblov, President and CDO, National Tank Truck Carriers	96
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Sean O'Neill, Senior Vice President, Government Affairs, Portland Cement Association	96
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Marc Buncher, President and CEO, Siemens Mobility, Inc. North America	97
Letter dated January 13, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Laura Chadwick, President and CEO, Travel Technology Association	98
Letter dated January 14, 2025 to Hon. Ted Cruz from Daniel B. Fisher, Senior Vice President, Government and External Affairs, Associated Equipment Distributors	98
Letter dated January 14, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from John Bozzella, President and CEO, Alliance for Automotive Innovation	99
Letter dated January 14, 2025 to Hon. Ted Cruz from Chet Thompson, President and CEO, American Fuel & Petrochemical Manufacturers	100
Letter dated January 14, 2025 to Hon. Ted Cruz from George Lowe, Vice President, Governmental Affairs and Public Policy, American Gas Association	100
Letter dated January 14, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Jeffrey D. Shoaf, Chief Executive Officer, Associated General Contractors of America	101
Letter dated January 14, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Jeff Farrah, Chief Executive Officer, Autonomous Vehicle Industry Association	102
Letter dated January 14, 2025 to Hon. Ted Cruz from Dave Cavossa, President, Commercial Space Federation	103
Letter dated January 14, 2025 to Hon. Ted Cruz from Travis Thompson, President, Indiana Oil and Gas Association	103
Letter dated January 14, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Jerry Golden, Chief Policy Officer, Lyft, Inc.	104
Letter dated January 14, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Mike Stanton, President and CEO, National Automobile Dealers Association	105
Letter dated January 14, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Erik Olson, Executive Director, Rail Security Alliance	105
Letter dated January 14, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Patricia Davitt Long, President, Railway Supply Institute	106
Letter dated January 14, 2025 to Hon. Ted Cruz and Hon. Maria Cantwell from Dr Val Miftakhov, Founder and CEO, ZeroAvia	107

	Page
Statement of Senator Cruz—Continued	
Letter to Hon. Ted Cruz and Hon. Maria Cantwell from Chris Swonger, President and CEO, Responsibility.org and Leslie Kimball, Executive Director, Responsibility.org	107
Letter dated January 15, 2025 to Hon. Ted Cruz and Hon. Maria Cant- well from Nile Elam, Vice President of Government Affairs, National Asphalt Pavement Association	108
Statement of Senator Cantwell	2
Statement of Senator Baldwin	6
Statement of Senator Fischer	33
Statement of Senator Schatz	35
Statement of Senator Moran	37
Statement of Senator Sullivan	40
Statement of Senator Klobuchar	42
Statement of Senator Blackburn	44
Statement of Senator Kim	46
Statement of Senator Budd	48
Statement of Senator Peters	50
Statement of Senator Curtis	52
Statement of Senator Luján	54
Statement of Senator Moreno	56
Statement of Senator Markey	58
Statement of Senator Capito	59
Statement of Senator Blunt Rochester	61
Statement of Senator Wicker	64
Statement of Senator Duckworth	66
Statement of Senator Sheehy	67
Statement of Senator Rosen	69
Statement of Senator Young	71
Statement of Senator Schmitt	76

WITNESSES

Hon. Ron Johnson, U.S. Senator from Wisconsin	5
Hon. Sean Duffy, Nominee to be Secretary, U.S. Department of Transpor- tation	7
Prepared statement	8
Biographical information	9

APPENDIX

Response to written questions submitted to Hon. Sean Duffy by:	
Hon. Ted Cruz	111
Hon. John Thune	111
Hon. Roger Wicker	111
Hon. Deb Fischer	114
Hon. Jerry Moran	115
Hon. Dan Sullivan	116
Hon. Ted Budd	118
Hon. Tim Sheehy	120
Hon. Cynthia Lummis	121
Hon. Maria Cantwell	121
Hon. Amy Klobuchar	132
Hon. Brian Schatz	132
Hon. Edward Markey	133
Hon. Gary Peters	138
Hon. Tammy Baldwin	139
Hon. Tammy Duckworth	139
Hon. Ben Ray Luján	140
Hon. John Hickenlooper	142
Hon. John Fetterman	144
Hon. Lisa Blunt Rochester	145
Hon. Andy Kim	146

**NOMINATION OF HON. SEAN DUFFY,
NOMINEE TO BE SECRETARY,
U.S. DEPARTMENT OF TRANSPORTATION**

WEDNESDAY, JANUARY 15, 2025

U.S. SENATE,
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,
Washington, DC.

The Committee met, pursuant to notice, at 10:01 a.m., in room SR-253, Russell Senate Office Building, Hon. Ted Cruz, Chairman of the Committee, presiding.

Present: Senators Cruz [presiding], Wicker, Fischer, Moran, Sullivan, Blackburn, Young, Budd, Schmitt, Curtis, Moreno, Sheehy, Capito, Cantwell, Klobuchar, Schatz, Markey, Peters, Baldwin, Duckworth, Rosen, Luján, Hickenlooper, Fetterman, Kim, and Blunt Rochester.

**OPENING STATEMENT OF HON. TED CRUZ,
U.S. SENATOR FROM TEXAS**

The CHAIRMAN. Well, good morning, everyone. Welcome. The Senate Committee on Commerce, Science, and Transportation will come to order. It is terrific to be here with everyone. I want to take a few minutes just to reflect on number one, the last two years.

And I want to thank Senator Cantwell for her service as Chair. She and I enjoyed a good working relationship for two years. We worked in a bipartisan manner as Chairman and Ranking Member on this committee, and I am looking forward to the next two years serving as Chairman.

And to members on both sides of the Committee, we will continue to move together in a bipartisan manner. This will be an energetic committee. This will be an active committee. We will have hearings. We will have markups. We will move legislation.

We will have disagreements and at times even vigorous disagreements, but at the same time, the Commerce committee has a great tradition of working and being effective and productive, and we are going to continue that for the next two years.

I also want to take a moment to welcome the newest members of this committee, and there are actually quite a few. We have Senators Curtis, Moreno, Sheehy, Fetterman, Kim, and Blunt Rochester.

And so, welcome. You are going to enjoy this committee. It has a wonderful jurisdiction. It touches on damn near anything, everything under the planet and it is a good—good group. You know, I joked just a minute ago, Senator Klobuchar and I were chatting

about Judiciary, and I had joked about how Judiciary and Commerce are very different places. That Judiciary is kind of the Roman Colosseum, and you strap on your armor, and you grab a battle ax, and you just beat the living daylights out of everyone else.

And then you come over to Commerce and you put on robes, and you put daisies in your hair, and you sing Kumbaya. And half the time it is the same people that an hour earlier you were in one context, and you are in the next.

And so, we are going to have—we are going to have fun, and we are going to be busy. And we are starting with the very first hearing is for the confirmation of President Trump’s nomination of former Wisconsin Congressman Sean Duffy to be Secretary of Transportation.

Welcome, Mr. Duffy. Congress established the Department of Transportation in 1966 to ensure “the provision of fast, safe, efficient, and convenient transportation.” Consider what has happened since. In 1966 man had yet to set foot on the moon.

Now we are using drones in everyday life, riding in driverless cars, and sending private missions to space. Now, Elon Musk has launched his car into space. A new era in transportation and infrastructure is here.

Congressman Duffy is a dedicated public servant who is well qualified to lead this important Department. In addition to nearly a decade of service, as Northwest Wisconsin Representative to Congress, he is a former prosecutor, a family man, and someone who cares deeply about the future of this country.

As the father of nine—I have to say, he was well suited to serve in Congress as the father of nine. He was used to a lot of crying, screaming, and otherwise unruly behavior. Congressman Duffy knows firsthand the truth of President Trump’s comment on “how important it is for families to be able to travel safely and with peace of mind.”

In the House, Congressman Duffy partnered with members across the aisle to improve transportation in his state. That includes members of this very committee with whom he worked to fund the St. Croix Crossing, replacing a decades-old, structurally deficient bridge between Wisconsin and Minnesota. He also advanced port infrastructure improvements as Co-Chair of the Great Lakes Task Force.

Congressman Duffy will promote a leaner, more efficient Department of Transportation, eliminating onerous regulations, while responsibly investing in the Nation’s infrastructure and ensuring safety. I support his nomination, and I look forward in this hearing to hearing more about his qualifications and his vision for the Department of Transportation.

And with that, I will turn to Ranking Member Cantwell for her opening remarks.

**STATEMENT OF HON. MARIA CANTWELL,
U.S. SENATOR FROM WASHINGTON**

Senator CANTWELL. Well, thank you, Mr. Chairman. Congratulations on your Chairmanship. I understand it is the first time a Texas Senator has chaired this particular committee, the Com-

merce committee, which is a very important committee in the United States of America, but a critically important committee for the State of Washington and had a long history of Washingtonians being involved in the chairmanship.

So the fact that that gavel is passing to you and passing to Texas is—congratulations. I do, too, want to welcome our new members, Senators Fetterman, Kim, Blunt Rochester, Moreno, Curtis, and Sheehy to the Committee. We look forward to working with all of you and the returning members.

I do believe, Mr. Chairman, we did accomplish a lot working together and with our colleagues, the Shipping Reform Act and Infrastructure Bill, the CHIPS and Science Act, and FAA reform. I will put something in the record expanding on those accomplishments later. But I don't care whether we are in this chair or this chair. It is about the comity of getting things done for the American people.

And while I think that those bills led to economic opportunity and manufacturing resurgence in the United States, the infrastructure investment we are going to talk about today was critical to that, I believe there is more to do in driving down costs, particularly as it relates to supply chains, making sure the transportation infrastructure get those people to work that need to get to work on public transportation systems.

So look forward to talking to the nominee about that. I hope that as we continue to work together in comity, we can work out the rules of the Committee. We haven't done that yet. I do think that getting paperwork in before nominees come before the Committee—I think we got yours in at 6:30 p.m. Monday night, and I looked with interest this morning, The *New York Times* coverage of all of that.

But literally, it is about processing people so that everybody feels confident that we have done our review. So I hope that we will keep that. And on the rules of the Committee, I hope we can work out something, because I believe that the American people don't have enough confidence that we do work together.

So I tried to operate working together because I want to show people that we can accomplish things that way. I am very prideful that I think after our markup on the CHIPS and Science Act, you came over to me and you said that was a good markup. And I remember that because, you know, I think we processed over a hundred amendments.

A lot of people would have done things differently today, try to come up with a deal and stick it in the NDAA. So let's continue to grow the muscle of the Commerce Committee under your leadership, and I will look forward to working with you on that.

To this nominee, again, congratulations to you and your family on that. And there is one thing the Northwest also appreciates besides the Commerce Committee, we definitely like lumberjacks. And so, you will go down as a storied DOT Secretary in the eyes of Washingtonians, particularly if you run up a couple of polls or do a little log rolling while you are out there in Longview, Washington.

So we definitely appreciate that. Mr. Duffy, you know how important transportation is across many sectors, obviously the aviation

sector being one of those, and making sure that as we continue to focus on aviation safety following the FAA bill and ANSA, we need to make sure that we hold the FAA accountable and build a strong oversight culture so the investments that we have made—I appreciate you saying that you would meet with the families of the MAX crashes, and I know that Michael Stumo was here in the audience today.

I also want to talk about the bipartisan infrastructure bill and those projects that are so important to us growing our economy. And we—I think anybody here on the Committee who represents a coastal state knows—or actually for that matter, it doesn't matter.

If you represent a Midwestern State, it is all about getting product to where it is being exported. So this infrastructure investment is critically important, and we will look forward to asking you questions about that.

I also want to make sure that we are continuing to make the investments that the Congress has already appropriated and assigned, because obviously building resilient systems that can't be disrupted help us drive an even bigger economy in the United States of America.

That is why programs like INFRA, Mega, at grade crossing elimination are some of those you and I had a chance to discuss in my office, and I look forward to asking some questions about that. I also just want to—just want to mention that as, you know, people continue to discuss other appointees to the Department of Transportation—Mr. Bradbury has been nominated as one of the chief architects of the 2025 project.

And we will want to know from you what you believe we should continue to move forward on in investments in transportation. I know that you have a background here and understand this, even looking at some of those issues as it relates to how do we bolster U.S. competition in the international air space, which I very much appreciate actually, but we have to make the investments, and we have to keep forward.

I want to hear your views on a Surface Transportation Act, and that is something that needs to be authorized by 2026. So making sure that we continue to make these investments will be critical to America's opportunities. So look forward, and again, congratulations to you. Welcome to your family. Thank you, Mr. Chairman.

The CHAIRMAN. Thank you, Senator Cantwell. A bit of house-keeping also. Yesterday in the Senate Armed Services Committee, we had several protesters.

So as a reminder to all of our guests here, disrupting the Committee's proceedings is against the law. Any manifestation of approval or disapproval of the proceedings, such as standing, displaying signs, or speaking, or shouting is prohibited.

So any transportation lobbyists who get unduly disruptive, our kind friends from the Capitol Police will remove you. And with that, I am pleased to welcome my friend, the Senior Senator from Wisconsin, Senator Ron Johnson, for his remarks, initially introducing Congressman Duffy.

**STATEMENT OF HON. RON JOHNSON,
U.S. SENATOR FROM WISCONSIN**

Senator JOHNSON. Thank you, Mr. Chairman. Chairman Cruz, Ranking Member Cantwell, members of the Committee, it is my honor and privilege to be here today to introduce Wisconsin's own Sean Duffy as President Trump's nominee as Secretary of the Department of Transportation.

I believe you have all met Sean and had the chance to speak with him about his vision for the Department. I first met Sean and his wonderful and slightly smaller at the time family in 2010 when we were both running for Congress.

As his family grew, so did Sean's experience, knowledge, and accomplishments. Sean is, above all else, a family man devoted to his wife, Rachel, and his nine beautiful children, eight of whom are with us here today. Sean began serving the public as District Attorney of Ashland, Wisconsin where he worked to keep Wisconsin's communities safe.

Nine years later, he was elected to five terms as a Member of Congress to Wisconsin's Eighth District, which is largely rural and encompasses the Northern one-third of our state. In 2019, Sean and Rachel found out their now youngest child would be born with Down Syndrome and other health challenges requiring open heart surgery.

Sean made the very difficult but correct decision to resign from Congress to devote himself to his family and soon to be born daughter. Valentina, now 5 years old and beautiful, is sitting right behind me here today—on the floor.

[Laughter.]

Senator JOHNSON. Not logrolling, which all of his children I think can do as well. Now, President Trump has asked him to serve the country once again, and Sean accepted without hesitation.

As a Great Lakes State, lakes, waterways, and the infrastructure that surround them are vital to Wisconsin. They also provided Sean great opportunities to work across party and State lines on issues affecting his constituents, frequently involving the area of transportation. In Congress, Sean co-chaired the Great Lakes Task Force, which broadened his expertise beyond his service on the Financial Services Committee.

Many of you are familiar with the ice breakers issue he worked on for several years. Sean worked on a bipartisan and bicameral basis with me, Senators Kohl, Senator Klobuchar, and Franken to help construct a bridge across the St. Croix, which required an exemption from the Wild and Scenic Rivers Act.

He also worked on Soo Locks and supported the Essential Air Service communities. Sean passed a bill into law to increase weight limits on our Federal highways to accommodate logging trucks in line with the standards of our state roads. And he worked to address the shortage of commercial truckers and introduced legislation to prevent trains blocking grade crossings.

He is passionate about safety in our aviation, rail, and highway systems. He can't wait to help harness American innovation to change transportation for the better. Sean will be a strong and dedicated leader of the Department of Transportation, prioritizing

safety and ensuring we are investing in infrastructure projects that connect our communities.

We are fortunate he is willing to serve the public again, and I recommend him to you without reservation. I am proud to introduce my friend Sean Duffy to the members of this committee. Thank you.

The CHAIRMAN. Thank you, Senator Johnson, and welcome. And as a strong display of bipartisan support, we also have the other Senator from Wisconsin, a Republican and Democrat, both supporting you and a longtime member of this committee as well. And so, Senator Tammy Baldwin recognize you to introduce Mr. Duffy.

**STATEMENT OF HON. TAMMY BALDWIN,
U.S. SENATOR FROM WISCONSIN**

Senator BALDWIN. Thank you, Mr. Chairman. Thank you, Ranking Member. It is my pleasure to introduce Sean Duffy as we consider his nomination to serve as the next Secretary of Transportation. Sean and I have known each other for many years and have worked together in the Wisconsin delegation during our time in the House of Representatives together.

As a Wisconsin native from Hayward, Mr. Duffy is a former Congressman who represented Wisconsin's Seventh Congressional District from 2011 to 2019. In that time, we partnered on shared priorities for our constituents, including a bridge you have already heard about, the St. Croix Bridge in Western Wisconsin.

Now, it usually does not take an act of Congress to build a bridge, but it was needed in this particular instance for a new bridge over the St. Croix River connecting Wisconsin with Minnesota. And with the help from Senator Klobuchar, Senator Kohl, Senator Johnson, Sean Duffy and I without hesitation whipped our respective caucuses and brought together a House majority necessary to pass legislation to replace an 80 year old Stillwater Bridge.

As Sean can attest, this was a decades-long battle which resulted in a significant bipartisan win for our state. It was not a matter of right or left, just what was good for our constituents, our economy, and our state. Today, the St. Croix Crossing, which opened in 2017, has shortened travel times, reduced traffic congestion, and most importantly improved safety. This type of bipartisan work for the American people is what I expect to see from Sean should he be confirmed.

Our efforts show that when we work together, we get important things done. And we haven't always agreed, and I am sure that will continue to be true, but as my colleagues on this committee know, I will be the first to call out any efforts to roll back our Buy America rules, or weaken safety, or increase costs, or cut funding for critical projects like the Blatnik Bridge in our state.

But at the end of the day, I am confident that Sean is the right person for this job in this upcoming Administration. I believe he will help deliver for Wisconsin families, businesses, and workers, and I expect that he will work with this committee and both sides of the aisle to improve our infrastructure and address the challenges that arise in the years ahead.

I am proud to join you today to introduce Sean Duffy to this committee.

The CHAIRMAN. Thank you, Senator Johnson, Senator Baldwin. And Senator Johnson, you have other committees to attend to. And Senator Baldwin, you are welcome to return to join us up here.

And with that, I welcome Congressman Duffy for your opening remarks, and I am certain it is going to include introducing your beautiful family behind you.

**STATEMENT OF HON. SEAN DUFFY, NOMINEE TO BE
SECRETARY, U.S. DEPARTMENT OF TRANSPORTATION**

Mr. DUFFY. I hope I do that, otherwise I will be in trouble. Chairman Cruz, Ranking Member Cantwell, members of the Committee, it is a privilege to be before all of you today. I am grateful for Senator Johnson and Senator Baldwin for their very kind introduction.

They come from the great state, or I know you guys all want to object, the greatest state in the country, Wisconsin. So, I appreciate that, Senator. I also appreciate your friendship and bipartisanship as well. It is an honor to be before this committee today and I am humbled by the fact that President Trump would have nominated me to this very important position.

If confirmed, it would be a privilege of a lifetime to serve the American people as the Secretary of Transportation. I look forward to closely working with this committee as you provide oversight and guidance to the Department of Transportation. If I could take a moment, I would like to introduce my family, my wife, Rachel Campos Duffy, and our nine children. Rachel and I met on a reality TV show. Kind of unique, and most people have that.

We have been married for 25 years. Rachel is the love of my life. She is my best friend, and she is a wonderful, incredible mother to our nine children. Eight of them are here today with us. If I could introduce them to the Committee.

My oldest is Evita. She is right here. Her husband, Michael. My daughter, Lucia Belen, John Paul, Paloma, Maria Victoria. She also goes by Mud, her choice. Margarita, Patrick, and Valentina. Now, my youngest is Valentina. She was born with Down Syndrome and she no doubt is our family's favorite. She was hugging Senator Baldwin on the way in, showing great bipartisan love.

[Laughter.]

Mr. DUFFY. Hopefully she will be behaved for the hearing today. My oldest son, Jack and his wife Kaitlyn couldn't be here today. They just had a baby, Lourdes. They also are residents of Southern California. They have had to evacuate their home.

And I know that the Committee and America's hearts go out to all the families being impacted by the fires. We are dealing with that in our own family. So, prayers to them. I would also like to acknowledge my mother and father in law, Pilar and Miguel. They are here to show their support.

I am grateful they took a leap of faith, allowing me to marry their daughter 25 years ago, and it was a leap of faith no doubt. So as a father of nine kids, I think about transportation quite a bit and about transportation safety a lot.

My son, John Paul, who I introduced, drives his younger siblings to school every day, and for us that is precious cargo. Whether driv-

ing, flying, or traveling by train, no Federal agency impacts Americans' daily lives and loved ones more than the Department of Transportation. I am honored to have the trust of President Trump and hopefully this body to lead such an important segment of our economy.

Transportation influences how long it takes to get home to our loved ones, and improving its safety and efficiency directly enhances every single American life. President Trump, he is a builder. He wants to invest in rebuilding our Nation's crumbling infrastructure. He asked me to focus, and I told I think all of you this, on the big, the durable projects that connect our country and connect our people.

If confirmed, I will work to reduce the red tape that slows critical infrastructure projects, ensuring funds are spent efficiently and we use the tax dollars well. Safety, always paramount. Every year, 40,000 Americans lose their lives in roadway accidents. This hits close to home for me because my wife survived a deadly head on car crash which has profoundly reshaped her life.

If confirmed, I will prioritize road safety, ensuring lives and families aren't forever changed by preventable accidents. In aviation, safety will remain a top priority. America needs more air traffic controllers. Many of you talked about that with me. We want the best and the brightest air traffic controllers.

We must modernize our systems with cutting edge technologies. I will work with Congress and the FAA to restore global confidence in Boeing and to ensure that our skies are safe. Transportation is in an extraordinary new era, we are entering in.

From eVTOLs, drones, autonomous vehicles, to space travel, we are in a global race to out-innovate and outcompete the rest of the world. If confirmed, we will craft clear regulations, which balance safety, innovation, and cutting edge technology, but always focused on safety. Transportation impacts every aspect of life, from efficiently and securely moving products through our ports, to the ease of commuting from work to school, but also to church on Sunday.

Together with President Trump and this committee, and the entire DOT team, I would hope to usher in a golden age of transportation and travel. This is America. Americans dream big and lead the world in innovation. If confirmed as Secretary of Transportation, I will work tirelessly to make travel in America more efficient, more comfortable, and safer.

Americans deserve to have travel experiences that make all of us proud. So I want to get to work with all of you and the staff at the DOT. I want to thank you all for welcoming my big family and me to the Committee room today. And I look forward to, I think, taking your questions. I yield back.

[The prepared statement and biographical information of Mr. Duffy follow:]

PREPARED STATEMENT OF SEAN DUFFY, NOMINEE TO BE SECRETARY,
U.S. DEPARTMENT OF TRANSPORTATION

Thank you, Chairman Cruz, Ranking Member Cantwell, and members of the committee.

It's an honor to appear before you today, and I am humbled by the trust President Trump has placed in me.

If confirmed, it will be a privilege to serve the American people. I look forward to working closely with this committee as you provide oversight and guidance to the Department of Transportation.

I'd like to introduce my wife, Rachel Campos-Duffy, and our children. Rachel and I met on a reality TV show and have been married for 25 years. Rachel is the love of my life, my best friend, and the incredible mother of our 9 children—8 of whom are sitting right behind me.

Each and every one of them is a gift from God and the reason I want to serve this country and do my part to make a better future for them. Our eldest, Evita, is here with her husband, Michael. Lucia-Belen is a college junior at the University of Dallas. John-Paul, 18, is a senior in high school; Paloma is a junior, and Maria-Victoria is a freshman. Margarita is in fifth grade, Patrick is in third grade, and Valentina, our youngest at five years old, is in Pre-K. Valentina was born with Down syndrome and the only thing our crazy family agrees on is that she is the light and joy of our family. My eldest son, Jack, couldn't be here today because his wife, Kaylenn, just had our first grandchild, Lourdes. I'd also like to acknowledge my mother-and father-in-law, Pilar and Miguel, who are also here to show their support. I'm thankful for their presence and for letting me marry their daughter.

As a father of nine, I think a lot about transportation, especially safety. My son, John-Paul, drives his younger siblings to school—a car full of precious cargo. Whether driving, flying, or traveling by train, no Federal agency impacts Americans' daily lives and their loved ones more than the Department of Transportation. I am honored to have the trust of President Trump, and hopefully this body, to lead such an important segment of our economy. Transportation influences how long it takes to get home to loved ones, and improving its safety and efficiency directly enhances Americans' lives.

President Trump is a builder. He has told me that this department is a top priority for him & he wants to invest in rebuilding our Nation's crumbling infrastructure. He asked me to focus on big, durable projects that connect our country and people. If confirmed, I will work to reduce the red tape that slows critical infrastructure projects, ensuring funds are spent efficiently.

Safety is paramount. Every year, 40,000 lives are lost in roadway accidents. This hits close to home—my wife survived a deadly head-on car crash, which profoundly shaped her life. If confirmed, I will prioritize road safety, ensuring lives and families aren't forever changed by preventable accidents.

In aviation, safety will remain the top priority. America needs more air traffic controllers. The best and the brightest.

We must modernize our systems with cutting-edge technology. I will work with Congress and the FAA to restore global confidence in Boeing and to ensure our skies are safe.

Transportation is entering an extraordinary new era. From eVTOLs, drones and autonomous vehicles to space travel, we are in a global race to out-innovate the rest of the world. If confirmed, we will craft clear regulations that balance safety, innovation, and cutting-edge technology.

Transportation impacts every aspect of life—from the efficiency and security of our ports to the ease of commuting to work, school, and church. Together with President Trump, this committee, and the entire DOT team, we will usher in a golden age of travel.

This is America. Americans dream big and lead the world in innovation. Senators Baldwin & Johnson know that in Wisconsin, a half day's work means 12 hours. As Secretary of Transportation, I will work tirelessly to make travel in America more efficient, comfortable, and safe.

Americans deserve to have travel experiences that make us proud. Let's get to work! Thank you for welcoming my big family and me today. I look forward to answering your questions.

A. BIOGRAPHICAL INFORMATION

1. Name (Include any former names or nicknames used): Sean Patrick Duffy.
2. Position to which nominated: U.S. Secretary of Transportation.
3. Date of Nomination: Intent to nominate announced on November 18, 2024.
4. Address (List current place of residence and office addresses):

Residence: Information not provided to the public.
Office: Information not provided.

5. Date and Place of Birth: Hayward, Wisconsin.

6. Provide the name, position, and place of employment for your spouse (if married) or domestic partner, and the names and ages of your children (including stepchildren and children by a previous marriage).

Rachel Campos, Duffy Fox News, Co-host of Fox and Friends Weekend, Host of Fox Noticias
Eva Duffy—25; Xavier Duffy—23; Lucia Duffy—20.

7. List all college and graduate schools attended, whether or not you were granted a degree by the institution. Provide the name of the institution, the dates attended, the degree received, and the date of the degree.

St. Mary's University (Sept. 1990–May 1994) Degree Received: Business Marketing (May 1994)
William Mitchell College of Law (Sept. 1995–Dec. 1996; Jan. 1998–May 1999)
Degree Received: Juris Doctor (May 1999)

8. List all post-undergraduate employment, including the job title, name of employer, and inclusive dates of employment, and highlight all management-level jobs held and any non-managerial jobs that relate to the position for which you are nominated.

Scheer's Lumberjack Shows—Lumberjack
Managed a crew of lumberjacks and held a Commercial Driver's License to drive 40-foot trailers of equipment throughout the country to show exhibitions

May–Oct. 1994
May–Aug. 1995
May–Aug. 1996
June–Aug. 1997
May–Aug. 1998
Aug.–Oct. 1999

Breckenridge Resort—Bus Driver (Nov. May 1995)
Bunim Murray Productions—Real World Boston—Participant (Jan.–June 1997)
Bunim Murray Productions—Road Rules All Stars—Participant (Sept. 1997)
World Wide Talent Agency—Public Speaker (1997 to 2003)
Title Insurance—Title Examiner in Woodbury, MN (Nov. 1998–Feb. 1998, dates approximated)
Duffy Law Office—Associate Attorney (Oct. 1999–Nov. 2000)
Ashland County District Attorney—Special Prosecutor (Nov. 2000–July 2002)
Ashland County District Attorney—District Attorney (Aug. 2002–July 2010)
U.S. House of Representatives—Member of Congress (Jan. 2011–Sept. 2019)
BGR Group—Senior Counsel (Nov. 2019–May 2023)
CNN—Contributor (Nov. 2019–Oct. 2020)
Fox News—Contributor (Oct. 2020–Nov. 2024)

9. Attach a copy of your résumé.
Attached.

10. List any advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above after 18 years of age.

Wisconsin Pardon Advisory Board (April 2003–September 2009)

11. List all positions held as an officer, director, trustee, partner, proprietor, agent, representative, or consultant of any corporation, company, firm, partnership, or other business, enterprise, educational, or other institution.

Capital One—Consultant
Robinhood—Consultant
National Down Syndrome Society—Board of Directors
BGR Group—Advisory Board

12. List all memberships you have had after 18 years of age or currently hold with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religiously affiliated organization, private club, or other membership organization (You do not have to list your religious affiliation or membership in a religious house of worship or institution). Include dates of membership and any positions you have held with any organization. Please note whether any such club or organization re-

stricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

Knights of Columbus (early 2000's to mid-2000's)
 (Restricts membership on the basis of sex)
 Trump Bedminster Club (June 2022 to present)
 Wisconsin Bar Association (1999 to present)
 Republican Party of Wisconsin 7th Congressional District

- Treasurer (early 2000's)
- Vice chair (mid 2000's)
- Chairman (2007–2009, dates approximated)

13. Have you ever been a candidate for and/or held a public office (elected, non-elected, or appointed)? If so, indicate whether any campaign has any outstanding debt, the amount, and whether you are personally liable for that debt.

Hayward, WI, City Council
 No Debt
 Ashland County District Attorney
 No Debt
 U.S. House of Representatives WI 7th Congressional District
 No Debt

14. List all memberships and offices held with and services rendered to, whether compensated or not, any political party or election committee within the past ten years. If you have held a paid position or served in a formal or official advisory position (whether compensated or not) in a political campaign within the past ten years, identify the particulars of the campaign, including the candidate, year of the campaign, and your title and responsibilities.

Republican Party of Wisconsin (2016–2020)
 Republican Party of Wisconsin 7th Congressional District

- Treasurer (early 2000's)
- Vice chair (mid 2000's)
- Chairman (2007–2009, dates approximated)

15. Itemize all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$200 or more for the past ten years.

Attached.

16. List all scholarships, fellowships, honorary degrees, honorary society memberships, military medals, and any other special recognition for outstanding service or achievements.

None other than awards routinely awarded to Members of Congress for legislative work.

17. List all books, articles, columns, letters to the editor, Internet blog postings, or other publications you have authored, individually or with others. Include a link to each publication when possible. If a link is not available, provide a digital copy of the publication when available.

- “My View: Duffy wants new direction for Washington”—The Wisconsin Rapids Daily Tribune—Sean Duffy—September 24, 2010—Nexis Link
- “Listen to people on banning earmarks”—Politico.com—Rep.-elect Sean Duffy—November 18, 2010—Link
- “Column: My concern is your paycheck, not mine”—Wausau Daily Herald—Rep. Sean Duffy—April 8, 2011—Nexis Link
- “Dodd-Frank: One year later”—The Washington Times—Rep. Sean Duffy—July 21, 2011—Link
- “Rep. Duffy Supports REINS Act”—Congressional Press Releases—Rep. Sean Duffy—December 7, 2011—Nexis Link
- “My plan offers real reform of health care”—Wausau Daily Herald—Sean Duffy—March 23, 2012—Nexis Link
- “Sean Duffy column: Fiscal cliff calls for truly balanced approach”—Wausau Daily Herald—Sean Duffy—November 30, 2012—Nexis Link
- “Guest Editorial: Propane Legislative Update”—Sawyer County Record—Rep. Sean Duffy—January 28, 2014—Link

- “Duffy: Consumer Financial Protection Bureau is out of control”—The Chippewa Herald—Sean Duffy—April 19, 2014—Nexis Link
- “Duffy: Bernier best choice to create jobs”—The Chippewa Herald—Sean Duffy—September 24, 2014—Nexis Link
- “Subcommittee Examines Lack of Transparency and Accountability at the Federal Reserve”—Congressional Press Releases—Rep. Sean Duffy—July 14,
- “The Catholic case for the free market”—CNN Wire—Sean Duffy & Rachel Campos-Duffy—September 25, 2015—Link
- “Duffy: Unfair trade hurt American papermakers”—The Stevens Point Journal—Rep. Sean Duffy—January 14, 2016—Nexis Link
- “Duffy: Unfair trade hurt American papermakers”—Wausau Daily Herald—Rep. Sean Duffy—January 15, 2016—Link
- “Give Puerto Rico tools to restructure its debt”—Orlando Sentinel—Sean Duffy—January 17, 2016—Link
- “Bill prevents taxpayer bailout of Puerto Rico”—Central Wisconsin Sunday—Rep. Sean Duffy—June 5, 2016—Nexis Link
- “Bill prevents taxpayer bailout of Puerto Rico”—Wausau Daily Herald—Rep. Sean Duffy—June 5, 2016—Link
- “Wisconsin Delegation Demands Answers on VA Backlog”—Congressional Press Releases—Rep. Sean Duffy—April 16, 2024—Nexis Link
- “Sean Duffy: After the Wells Fargo scandal, there is a better way”—The Chippewa Herald—Sean Duffy—October 17, 2016—Link
- “Duffy: I fight for your right to live American dream”—The Wisconsin Rapids Tribune—Sean Dufy—October 20, 2016 -Link
- “I fight for your American dream”—The Marshfield News—Sean Dufy—October 22, 2016—Nexis Link
- “I fight for your American dream”—Wausau Daily Herald—Sean Dufy—October 23, 2016—Nexis Link
- “Duffy: Trump’s address gives Americans reason to be optimistic”—Milwaukee Journal Sentinel—Sean Duffy—March 1, 2017—Link
- “Trump gives Americans reason to be optimistic”—Green Bay PressGazette—Sean Duffy—March 2, 2017—Nexis Link
- “Trump gives Americans reason to be optimistic”—The Sheboygan Press—Sean Duffy—March 2, 2017—Nexis Link
- “Trump gives Americans reason to be optimistic”—Wisconsin Rapids Daily Tribune—Sean Duffy—March 2, 2017—Nexis Link
- “Trump gives Americans reason to be optimistic”—Herald Times Reporter—Sean Duffy—March 2, 2017—Nexis Link
- “Trump gives Americans reason to be optimistic”—The Reporter—Sean Duffy—March 2, 2017—Nexis Link
- “Trump gives Americans reason to be optimistic”—The Marshfield News—Sean Duffy—March 2, 2017—Nexis Link
- “Trump gives Americans reason to be optimistic”—The Post-Crescent—Sean Duffy—March 2, 2017—Nexis Link
- “Trump gives Americans reason to be optimistic”—The Stevens Point Journal—Sean Duffy—March 2, 2017—Nexis Link
- “Congress can fix flood insurance this year”—St. Albans Messenger—Sean Duffy & Earl Blumenauer—September 18, 2017—Nexis Link
- “Congress can fix flood insurance this year”—Naples Daily News—Sean Duffy & Earl Blumenauer—September 19, 2017—Nexis Link
- “Duffy, Blumenauer: Congress can fix flood insurance this year”—Longview News-Journal—Sean Duffy & Earl Blumenauer—September 19, 2017—Nexis Link
- “Congress can fix flood insurance this year”—The Post Standard—Sean Duffy & Earl Blumenauer—September 20, 2017—Nexis Link
- “Subcommittee Meets to Further Review Sustainable Housing Finance”—Congressional Press Releases—Rep. Sean Duffy—November 7, 2017—Nexis Link
- “Subcommittee Examines Ginnie Mae’s Role in Housing Finance System”—Congressional Press Releases—Rep. Sean Duffy—November 29, 2017—Nexis Link

- “Subcommittee Meets to Continue Assessment of Sustainable Housing Finance”—Congressional Press Releases—Rep. Sean Duffy—December 6, 2017—Nexis Link
- “With Trump’s Tax and Trade Policies, State is Booming”—Wisconsin State Journal—Sean Duffy & Peter Navarro—May 12, 2019—Link
- “Puerto Rico’s exit from bankruptcy requires political leadership”—The Bond Buyer—Sean Duffy—February 20, 2020—Link
- “All American Christmas”—Broadside Books—Rachel Campos-Duffy & Sean Duffy—November 16, 2021—Link
- “U.S. Should Embrace Cryptocurrency”—RealClearPolitics—Sean Duffy—May 12, 2022—Link
- “As UAW strike nears settlement, let’s hope this one demand isn’t met”—Fox Business—Sean Duffy—October 31, 2023—Link
- “From Real World to Real Life: Leadership, Family, and the Pursuit of Purpose”—Sean Duffy—November 19, 2024—Link
- Archived Congressional Newsletters—Link

18. List all speeches, panel discussions, and presentations (*e.g.*, PowerPoint) that you have given on topics relevant to the position for which you have been nominated. Include a link to each publication when possible. If a link is not available, provide a digital copy of the speech or presentation when available.

As a Member of Congress, Fox News host, and CNN and Fox News contributor, I have had numerous public speaking engagements. This list below, and the list in Q19, is my best effort to provide a comprehensive list.

Archive of all of Sean Duffy’s appearances on C-SPAN: <https://www.c-span.org/person/sean-p-duffy/623570/>

19. List all public statements you have made during the past ten years, including statements in news articles and radio and podcasts and television appearances, which are on topics relevant to the position for which you have been nominated, including dates. Include a link to each statement when possible. If a link is not available, provide a digital copy of the statement when available.

As a Member of Congress, Fox News host, and CNN and Fox News contributor, I have appeared on many news shows and made public statements numerous times. These dates below represent when I served in an formal capacity on Fox and CNN and regular appearances. The links provided below are my best effort to provide a comprehensive list.

- CNN Contributor, October 2019–October 2020
- Fox Contributor, October 2020–November 2024
- Fox Host, The Bottom Line, January 2024–November 2024
- Archived Congressional Press Releases—Link
- Archive of Sean Duffy’s Public Statements—Link
- Archive of Sean Duffy’s Campaign Website—Link
- Podcast—Sean Duffy’s Plaidcast—Link
- Podcast—From the Kitchen Table: The Duffys—Link

20. List all digital platforms (including social media and other digital content sites) on which you currently or have formerly operated an account, regardless of whether or not the account was held in your name or an alias. Include the full name of an “alias” or “handle”, including the complete URL and username with hyperlinks, you have used on each of the named platforms. Indicate whether the account is active, deleted, or dormant. Include a link to each account if possible.

- FACEBOOK: “Sean Duffy”—<https://www.facebook.com/SeanDuffyWI/>
- INSTAGRAM: “repseanduffy”—<https://www.instagram.com/repseanduffy>
- TWITTER: “Sean Duffy”—<https://x.com/seanduffywi>
- LINKEDIN: “Sean Duffy”—<https://www.linkedin.com/in/seanduffywi/>

21. Please identify each instance in which you have testified orally or in writing before Congress in a governmental or non-governmental capacity and specify the date, committee, and subject matter of each testimony.

- March 27, 2014—U.S. House of Representatives—Committee on Veteran’s Affairs—Subject: HB3508—Link

- June 10, 2014—U.S. House of Representatives—Committee on Natural Resources—Subject: H.R. 4049, the Ashland Breakwater Light Transfer Act—Link

22. Given the current mission, major programs, and major operational objectives of the department/agency/commission/corporation to which you have been nominated, what in your background or employment experience do you believe affirmatively qualifies you for appointment to the position for which you have been nominated, and why do you wish to serve in that position?

The transportation sector should be a unifying space in our politics. Americans want safe vehicles, updated infrastructure, and an efficient way to get from point A to point B. Commerce needs to flow swiftly to create and protect jobs. Our charge at the Department of Transportation will be to think creatively every day and work with Congress to deliver on these goals for Americans.

A one-size-fits-all approach isn't the solution. What works in the rural areas of Wisconsin where I'm from might not work for major metropolitan areas, but no American should be forgotten when it comes to delivering better infrastructure.

I had the privilege of championing important transportation projects and policy while I served in the House of Representatives. I worked alongside Senators Baldwin and Klobuchar to fund the construction of the St. Croix Crossing between Wisconsin and Minnesota, which replaced a failing bridge that was more than 80 years old, structurally deficient, and unable to handle the volume of daily traffic. The project illustrates the critical importance that infrastructure has in connecting communities and supporting local economies.

I was also co-chair of the Great Lakes Task Force during my time in Congress. In this role, I worked to advance additional economic opportunities for Great Lakes states, many of which stemmed from strengthened transportation capabilities. My work included efforts to support more robust port infrastructure, dredging, improvements at the Soo Locks, and a host of other issues.

My work on the St. Croix Crossing and the Great Lakes Task Force is a testament to my ability to work across political divides to deliver results for the American people. Moreover, my support for expanding rural broadband access underscores my understanding that modern transportation includes digital connectivity, which enhances logistics and reduces unnecessary travel.

This experience will help the new administration in partnership with Congress to deliver safer and more reliable infrastructure.

I also understand the need for efficient public transit systems and for alleviating congestion in urban areas. At the same time, we must not forget rural communities that too often have trouble accessing critical services. My approach will be to craft policies that foster an interconnected, robust, and innovative transportation network. I will strive to serve the unique needs of rural, urban, and suburban populations.

23. What do you believe are your responsibilities, if confirmed, to ensure that the department/agency/commission/corporation has proper management and accounting controls, and what experience do you have in managing a large organization?

My vision for the Department of Transportation is to do the essential tasks well:

- Ensure safe vehicle standards and infrastructure;
- Move dollars out of the door efficiently and according to the laws passed by Congress; and
- Foster an environment where innovation can flourish.

Transparency of the agency's operations will be paramount. I will oversee the Department's budget with a renewed focus on fiscal responsibility, ensuring taxpayer dollars are used efficiently on infrastructure and not diverted to areas outside the Department's core mission. I will establish strong internal controls to prevent waste, fraud, and abuse, working hand-in-hand with the Inspector General. As a Member of Congress, I oversaw many federal agencies. I would often meet with agency leaders to discern what was going well, what needed improvement, and how the legislative branch could support the agency mission. I have significant experience with the federal budget process, have pushed for fiscal control, and understand how to make government more efficient while achieving results.

As a leader, I take decisive action and rally my team toward efficient and effective outcomes. My legislative background empowers me to lead the Department toward greater accountability, in line with President-elect Trump's vision for America's infrastructure.

24. What do you believe to be the top three challenges facing the department/agency/commission/corporation, and why?

1. Aviation Safety and Infrastructure: The American public deserves to traverse safely through the nation's skies, and know that when they get on a plane it has

been properly certified to meet the highest safety standards. If confirmed, I will ensure the Federal Aviation Administration (FAA) has the necessary personnel and expertise to properly certify aircraft, and that their oversight of this critical sector is robust to catch any shortcomings in manufacturing.

To bolster safety of the nation's skies, the FAA needs to significantly increase the pipeline of air traffic controllers entering the workforce. As Secretary, I would work with Congress on innovative ways to meet this goal.

Furthermore, I would improve aviation safety by modernizing our air traffic control systems. I would implement innovative technologies that manage complex traffic patterns more efficiently, reduce delays, and enhance safety.

The integration of new entrants-like drones, advanced air mobility, and commercial space operators-into our airspace presents unique challenges that I am eager to address. We must establish clear regulations to manage drone operations, ensuring they do not interfere with manned aircraft while still allowing for the economic benefits they bring through commercial applications. This includes working on drone traffic management and addressing privacy and security concerns. My vision is to keep our skies safe as well as a place where innovation can thrive.

2. Infrastructure Development and Management: My approach to infrastructure is to create efficiencies, get projects done, and cut the waste that too often plagues federal programs. President-elect Trump and I share a vision for America where our roads, bridges, tunnels, and airports are not just functional but also symbols of excellence, competence, competitiveness, and beauty. To achieve this, we need to streamline how projects are managed and executed.

I will tackle the bureaucratic red tape that needlessly delays progress in improving infrastructure. The permitting process is notoriously slow, often taking years for projects that are broadly supported and should be fast-tracked. The President and I will push for significant reforms in this space, with an aim to cut down the time from approval to ground-breaking by simplifying the regulatory framework. Efficiency also means smarter allocation of resources. There are no partisan roads and bridges—only American ones. These roads and bridges get people and goods where they need to go and ensure families are together, not sitting in traffic.

3. Regulation of Emerging Transportation Technologies: America is the world leader in innovation. Emerging technologies in the transportation sector will provide Americans with safer and more efficient options as they are deployed. We should foster an environment where entrepreneurs are encouraged to experiment, but we must balance that with the real concerns from Americans about the impact on jobs, privacy, and security. My goal is to craft regulations that support innovators while prioritizing safety and economic growth.

B. POTENTIAL CONFLICTS OF INTEREST

1. Describe all financial arrangements, deferred compensation agreements, and other continuing dealings with business associates, clients, or customers. Please include information related to retirement accounts, such as a 401(k) or pension plan.

There are two consulting contracts with Robinhood and Capital One that expired at the end of 2024. Invoices have been sent to clients, but payments have not been received yet. If I am confirmed, I will follow the guidance of the agency on how to handle the payments.

2. Do you have any commitments or agreements, formal or informal, to maintain employment, affiliation, or practice with any business, association, or other organization during your appointment? If so, please explain.

Wisconsin Bar Association—to remain in good standing and keep my law license

3. Indicate any investments, obligations, liabilities, or other relationships which could involve potential conflicts of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest. None.

4. Describe any business relationship, dealing, or financial transaction which you have had during the last ten years, whether for yourself, on behalf of a client, or acting as an agent, that could in any way constitute or result in a possible conflict of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.

I signed an agreement to represent the Partnership for Fair and Open skies in early 2020. I had a couple of initial meetings under the contract but the contract was soon terminated due to COVID-19. I have since had no relationship or contact with the partnership. I do not believe a conflict exists, but I will work with the Department's designated agency ethics official to make the final determination.

5. Identify any other potential conflicts of interest and explain how you will resolve each potential conflict of interest. None.

6. Describe any activity during the past ten years, including the names of clients represented, in which you have been engaged for the purpose of directly or indirectly influencing the passage, defeat, or modification of any legislation or affecting the administration and execution of law or public policy.

Provided strategic advice on behalf of Gramercy for U.S. Government support to address Peru's policy regarding the payment of their sovereign bonds.

Represented the Partnership for Fair and Open Skies in efforts to encourage the U.S. Government to ensure compliance by Middle Eastern air carriers with international treaties concerning government subsidies. Short-term engagement due to the constraints imposed by the COVID-19 pandemic.

Worked with a U.S. law firm (Cleary Gottlieb) which represented U.S.-based investors interested in buying Venezuelan debt. Registered under the LDA on behalf of the law firm, but ultimately did not do any work on the account.

Represented Polaris Industries in efforts to secure exclusions under Section 301 tariffs and discuss the administration policy on import duties on American manufactures.

For Marcum, provided strategic counsel and advocacy on issues relating to the accounting profession.

For MetLife, provided strategic counsel and advocacy on issues impacting life insurance products and private activity bonds.

For SAS Institute, provided strategic guidance on issues impacting the company and issues related to technology initiatives

For Diem Networks, provided strategic guidance and advocacy on issues regarding financial services, blockchain and digital currencies.

On behalf of S&P Global, advocated for legislation that would empower the CFTC to establish aluminum prices with respect to the Midwest Premium. Facilitated meetings with House Financial Services Committee members on the SECs inquiry into whether index providers should be classified as regulated investment advisors.

Provided strategic advice to Robinhood, focusing on potential legislative changes and regulatory policies affecting financial markets and trading platforms.

Provided strategic communications advice to Capital One, directed towards shaping public policy and regulatory discourse.

Registered under the Lobbying Disclosure Act for Enterprise Products Operating LLC to potentially help with advocacy efforts for a port widening project funded in the Army Corps of Engineers budget, but ultimately did not do any work on the account.

C. LEGAL MATTERS

1. Have you ever been disciplined or cited for a breach of ethics, professional misconduct, or retaliation by, or been the subject of a complaint to, any court, administrative agency, the Office of Special Counsel, an Inspector General, professional association, disciplinary committee, or other professional group?

No

If yes:

- a. Provide the name of the court, agency, association, committee, or group;
- b. Provide the date the citation, disciplinary action, complaint, or personnel action was issued or initiated;
- c. Describe the citation, disciplinary action, complaint, or personnel action;
- d. Provide the results of the citation, disciplinary action, complaint, or personnel action.

N/A

2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority of any Federal, State, county, municipal, or foreign government entity, other than for a minor traffic offense? If so, please explain. No.

3. Have you or any business or nonprofit of which you are or were an officer ever been involved as a party in an administrative agency proceeding, criminal proceeding, or civil litigation? If so, please explain. None.

4. Have you ever been convicted (including pleas of guilty or *nolo contendere*) of any criminal violation other than a minor traffic offense? If so, please explain. No.

5. Have you ever been accused, formally or informally, of sexual assault, sexual harassment, or discrimination on the basis of sex, race, religion, or any other basis? If so, please explain. No.

6. Please advise the Committee of any additional information, favorable or unfavorable, which you feel should be disclosed in connection with your nomination. None.

D. RELATIONSHIP WITH COMMITTEE

1. Will you ensure that your department/agency/commission/corporation complies with deadlines for information set by congressional committees, and that your department/agency/commission/corporation endeavors to timely comply with requests for information from individual Members of Congress, including requests from members in the minority? Yes.

2. Will you ensure that your department/agency/commission/corporation does whatever it can to protect congressional witnesses and whistleblowers from reprisal for their testimony and disclosures? Yes.

3. Will you cooperate in providing the Committee with requested witnesses, including technical experts and career employees, with firsthand knowledge of matters of interest to the Committee? Yes.

4. Are you willing to appear and testify before any duly constituted committee of the Congress on such occasions as you may be reasonably requested to do so? Yes.

RÉSUMÉ OF SEAN P. DUFFY

WORK EXPERIENCE

Co-host of The Bottom Line on Fox Business and Fox News Contributor (October 2020–November 2024)

- Provided policy and political analysis across the Fox News and Fox Business platforms
- Co-hosted a podcast for Fox News Digital: From the Kitchen Table

Consultant at Duffy Enterprises (January 2023–December 2024)

- Strategic counsel and communications advice for Robinhood and Capital One

Political Contributor at CNN (October 2019–October 2020)

- Provided policy and political analysis on various shows across CNN platform

Senior Counsel at BGR (November 2019–April 2023)

- Strategic counsel, advocacy efforts, positioning guidance, and policy advice for multiple clients, including many in the financial services space

U.S. Representative for Wisconsin's 7th Congressional District (January 2011–September 2019)

- Served on the Financial Services and Budget Committees, with time as Chairman of the Subcommittee on Oversight and Investigations
- Key legislation included efforts on economic reform and infrastructure development
- Led bipartisan efforts on key infrastructure projects including:
 - The St. Croix Crossing between Wisconsin and Minnesota, which replaced a failing bridge that was more than 80 years old and structurally deficient.
 - Co-chairing the Great Lakes Task Force to advance economic opportunities for Great Lakes states
 - Efforts to support more robust port infrastructure, dredging, and improvements at the Soo Locks

District Attorney for Ashland County (August 2002–July 2010)

- Prosecuted criminal cases on behalf of the people of Ashland County

Special Prosecutor for Ashland County District Attorney (November 2000–July 2002)

- Prosecuted criminal cases on behalf of the people of Ashland County

EDUCATION

William Mitchell College of Law

Degree: Juris Doctor

Saint Mary's University

Degree: BA in Business Marketing

LEADERSHIP PAC DONATIONS—AX PAC

committee_name	Date	Amount
RODNEY FOR CONGRESS	2/26/2014	\$1,500.00
VALADAO FOR CONGRESS	3/7/2014	\$1,000.00
ELISE FOR CONGRESS	3/14/2014	\$1,000.00
MICHAEL GRIMM FOR CONGRESS	3/14/2014	\$1,000.00

LEADERSHIP PAC DONATIONS—AX PAC—Continued

committee_name	Date	Amount
YODER FOR CONGRESS	3/26/2014	\$1,000.00
REPUBLICAN PARTY OF MARATHON COUNTY	4/10/2014	\$3,000.00
BOBBY SCHILLING FOR CONGRESS	6/29/2014	\$1,000.00
CANTOR FOR CONGRESS	6/29/2014	\$1,000.00
CARL DEMAIO FOR CONGRESS	6/29/2014	\$1,000.00
CORY GARDNER FOR SENATE	6/29/2014	\$1,000.00
DOUG OSE FOR CONGRESS	6/29/2014	\$1,000.00
FRIENDS OF DAN LOGUE FOR CONGRESS	6/29/2014	\$1,000.00
FRIENDS OF JACK KINGSTON	6/29/2014	\$1,000.00
GORELL FOR CONGRESS	6/29/2014	\$1,000.00
MARILINDA GARCIA FOR CONGRESS	6/29/2014	\$1,000.00
MOONEY FOR CONGRESS	6/29/2014	\$1,000.00
NESTANDE FOR CONGRESS	6/29/2014	\$1,000.00
PEDRO FOR CONGRESS	6/29/2014	\$1,000.00
RICK W. ALLEN FOR CONGRESS	6/29/2014	\$1,000.00
SENGER FOR CONGRESS	6/29/2014	\$1,000.00
TOM MACARTHUR FOR CONGRESS INC.	6/29/2014	\$1,000.00
NATIONAL REPUBLICAN CONGRESSIONAL COMM	7/12/2014	\$10,000.00
COMMUNITY CENTER OF HOPE	10/22/2014	\$1,000.00
RYAN COSTELLO FOR CONGRESS	10/22/2014	\$1,000.00
GLENN GROTHMAN FOR CONGRESS	10/22/2014	\$5,000.00
Nrcc	1/30/2015	\$15,000.00
Nrcc	6/9/2015	\$5,000.00
Benishek For Congress, Inc.	6/15/2015	\$1,000.00
Comstock for Congress	6/15/2015	\$1,000.00
Rodney for Congress	6/15/2015	\$1,000.00
RYAN COSTELLO FOR CONGRESS	6/15/2015	\$1,000.00
Friends Of Frank Guinta	6/29/2015	\$1,000.00
STUTZMAN FOR SENATE	6/29/2015	\$1,000.00
Dold for Congress	12/31/2015	\$1,000.00
POLIQUIN FOR CONGRESS	12/31/2015	\$1,000.00
FRIENDS OF ERIK PAULSEN	8/8/2016	\$2,000.00
MIKE GALLAGHER FOR WISCONSIN	9/6/2016	\$5,000.00
MIKE GALLAGHER FOR WISCONSIN	9/6/2016	\$5,000.00
DENHAM FOR CONGRESS	9/21/2016	\$1,000.00
Jennifer For Congress	9/21/2016	\$1,000.00
DON BACON FOR CONGRESS	9/29/2016	\$500.00
FRIENDS OF ERIK PAULSEN	9/29/2016	\$2,000.00
SCOTT GARRETT FOR CONGRESS	10/19/2016	\$5,000.00
Yoder For Congress, Inc.	10/19/2016	\$5,000.00
STEVE KNIGHT FOR CONGRESS	10/19/2016	\$1,000.00
BILL SHUSTER FOR CONGRESS	10/19/2016	\$2,500.00
DENHAM FOR CONGRESS	10/24/2016	\$2,500.00
ROS-LEHTINEN FOR CONGRESS	11/4/2016	\$2,500.00
HURD FOR CONGRESS	11/15/2016	\$1,000.00
POLIQUIN FOR CONGRESS	11/15/2016	\$1,000.00
FRIENDS OF MIA LOVE	11/15/2016	\$1,000.00
Nrcc	9/11/2017	\$10,000.00
Nrcc	9/11/2017	\$5,000.00
Nrcc	9/11/2017	\$10,000.00
Nrcc	9/11/2017	\$5,000.00
MARTHA ROBY FOR CONGRESS	9/18/2017	\$1,000.00
GLENN GROTHMAN FOR CONGRESS	9/25/2017	\$1,000.00
GLENN GROTHMAN FOR CONGRESS	9/25/2017	\$1,000.00
SMUCKER FOR CONGRESS	9/26/2017	\$4,000.00
GEORGE HOLDING FOR CONGRESS INC.	11/16/2017	\$1,000.00
MIKE BOST FOR CONGRESS COMMITTEE	11/16/2017	\$1,000.00
Bringing America Together PAC	11/16/2017	\$1,000.00
Pittenger For Congress LLC	11/16/2017	\$1,000.00
Andy Barr For Congress	11/30/2017	\$5,000.00
ANTONIO SABATO JR FOR CONGRESS	11/30/2017	\$1,000.00
DON BACON FOR CONGRESS	12/15/2017	\$1,000.00
MIKE GALLAGHER FOR WISCONSIN	12/15/2017	\$5,000.00
TOM MACARTHUR FOR CONGRESS INC.	12/15/2017	\$1,000.00

LEADERSHIP PAC DONATIONS—AX PAC—Continued

committee_name	Date	Amount
BUNNI POUNDS FOR CONGRESS	12/29/2017	\$2,500.00
Nrcc	1/17/2018	\$15,000.00
FRENCH HILL FOR ARKANSAS	2/8/2018	\$1,000.00
Yoder For Congress, Inc.	2/8/2018	\$1,000.00
Andy Barr For Congress	2/8/2018	\$1,000.00
HUIZENGA FOR CONGRESS	2/8/2018	\$1,000.00
RANDY HULTGREN FOR CONGRESS	2/8/2018	\$1,000.00
TED BUDD FOR CONGRESS	2/8/2018	\$1,000.00
KUSTOFF FOR CONGRESS	2/8/2018	\$1,000.00
TREY FOR CONGRESS	2/8/2018	\$1,000.00
WALDEN FOR CONGRESS	2/8/2018	\$1,000.00
JASON SMITH FOR CONGRESS	2/8/2018	\$1,000.00
TOM REED FOR CONGRESS	2/8/2018	\$1,000.00
MIKE GALLAGHER FOR WISCONSIN	2/19/2018	\$1,000.00
EMMER FOR CONGRESS	2/19/2018	\$1,000.00
MARSHA FOR SENATE	3/1/2018	\$1,000.00
SMUCKER FOR CONGRESS	3/30/2018	\$1,000.00
GARRET GRAVES FOR CONGRESS	3/30/2018	\$1,000.00
CLAUDIA TENNEY FOR CONGRESS	3/30/2018	\$1,000.00
COFFMAN FOR CONGRESS	3/30/2018	\$1,000.00
CATHY MCMORRIS RODGERS FOR CONGRESS	3/30/2018	\$2,500.00
MARSHA FOR SENATE	3/30/2018	\$1,000.00
STOP J STREET	5/2/2018	\$2,000.00
BUNNI POUNDS FOR CONGRESS	5/15/2018	\$1,000.00
TIFFANY SHEDD FOR CONGRESS COMMITTEE	5/17/2018	\$1,000.00
JAIIME FOR CONGRESS	6/29/2018	\$5,000.00
TARKANIAN FOR CONGRESS	7/14/2018	\$1,000.00
Rodney for Congress	7/14/2018	\$2,500.00
FRIENDS OF ERIK PAULSEN	7/14/2018	\$2,500.00
ROSKAM FOR CONGRESS COMMITTEE	7/14/2018	\$2,500.00
MIKE BOST FOR CONGRESS COMMITTEE	7/14/2018	\$2,500.00
RANDY HULTGREN FOR CONGRESS	7/14/2018	\$2,500.00
Carlos Curbelo Congress	7/14/2018	\$1,000.00
PETE STAUBER FOR CONGRESS VOLUNTEER COM	7/14/2018	\$1,000.00
ANTHONY GONZALEZ FOR CONGRESS	7/14/2018	\$1,000.00
CRESENT HARDY FOR CONGRESS	7/14/2018	\$1,000.00
DIANE HARKEY FOR CONGRESS	7/14/2018	\$1,000.00
DINO FOR CONGRESS	7/14/2018	\$1,000.00
JOHN CHRIN FOR CONGRESS	7/14/2018	\$1,000.00
MARK HARRIS FOR CONGRESS	7/14/2018	\$1,000.00
MARTY FOR CONGRESS INC	7/14/2018	\$1,000.00
WEBBER FOR CONGRESS	7/14/2018	\$1,000.00
YOUNG KIM FOR CONGRESS	7/14/2018	\$1,000.00
CHIP ROY FOR CONGRESS	7/23/2018	\$1,000.00
CLOUD FOR CONGRESS	7/23/2018	\$1,000.00
DAN CRENSHAW FOR CONGRESS	7/23/2018	\$1,000.00
DR JOHN JOYCE FOR CONGRESS	7/23/2018	\$1,000.00
GREG PENCE FOR CONGRESS	7/23/2018	\$1,000.00
GUY FOR CONGRESS	7/23/2018	\$1,000.00
KATIE ARRINGTON FOR CONGRESS	7/23/2018	\$1,000.00
MEUSER FOR CONGRESS	7/23/2018	\$1,000.00
VAN TAYLOR CAMPAIGN	7/23/2018	\$1,000.00
WILLIAM TIMMONS FOR CONGRESS	7/23/2018	\$1,000.00
DAVID ROUZER FOR CONGRESS	7/24/2018	\$1,000.00
Pittenger For Congress LLC	7/30/2018	\$1,000.00
KUSTOFF FOR CONGRESS	7/30/2018	\$1,000.00
DENHAM FOR CONGRESS	9/10/2018	\$5,000.00
HUIZENGA FOR CONGRESS	9/10/2018	\$2,500.00
GEORGE HOLDING FOR CONGRESS INC.	9/11/2018	\$1,000.00
STEIL FOR WISCONSIN, INC.	10/1/2018	\$5,000.00
POLIQUIN FOR CONGRESS	10/9/2018	\$1,000.00
TREY FOR CONGRESS	10/9/2018	\$1,000.00
WALTERS FOR CONGRESS	10/9/2018	\$1,000.00
FRENCH HILL FOR ARKANSAS	10/12/2018	\$2,500.00

LEADERSHIP PAC DONATIONS—AX PAC—Continued

committee_name	Date	Amount
GLENN GROTHMAN FOR CONGRESS	10/12/2018	\$2,000.00
POLIQVIN FOR CONGRESS	10/12/2018	\$2,000.00
SMUCKER FOR CONGRESS	10/12/2018	\$1,000.00
TARKANIAN FOR CONGRESS	10/17/2018	\$1,000.00
MAJORITY IN ACTION	10/17/2018	\$2,500.00
Rodney for Congress	10/30/2018	\$1,000.00
MORRISEY FOR SENATE INC	10/30/2018	\$1,000.00
FRIENDS OF HAGEDORN	10/30/2018	\$5,000.00
ROTHFUS FOR CONGRESS	11/2/2018	\$2,000.00
CLAUDIA TENNEY FOR CONGRESS	11/5/2018	\$1,000.00
DONOVAN FOR CONGRESS	11/5/2018	\$1,000.00
ZELDIN FOR CONGRESS	5/29/2019	\$1,000.00
KATKO FOR CONGRESS	5/29/2019	\$1,000.00
DON BACON FOR CONGRESS	5/29/2019	\$1,000.00
BRIAN FITZPATRICK FOR CONGRESS	5/29/2019	\$1,000.00
JOHN CARTER FOR CONGRESS	5/29/2019	\$1,000.00
MCCAUL FOR CONGRESS, INC	5/29/2019	\$1,000.00
OLSON FOR CONGRESS COMMITTEE	5/29/2019	\$1,000.00
UPTON FOR ALL OF US	5/29/2019	\$1,000.00
SARA HART WEIR FOR CONGRESS	11/21/2019	\$2,000.00

Sean Duffy Personal Donations

committee_name	Date	Amount
TEXANS FOR RONNY JACKSON	9/25/2020 0:00	\$1,000.00
PERDUE FOR SENATE	10/14/2020 0:00	\$500.00
PERDUE FOR SENATE	9/4/2020 0:00	\$1,500.00
DON BACON FOR CONGRESS	9/24/2020 0:00	\$1,000.00
BLAINE FOR CONGRESS	8/3/2020 0:00	\$2,000.00
TONY GONZALES FOR CONGRESS	9/30/2020 0:00	\$1,500.00
GEORGIANS FOR KELLY LOEFFLER	11/12/2020 0:00	\$2,000.00
PERDUE FOR SENATE	11/12/2020 0:00	\$2,000.00
DEVIN NUNES CAMPAIGN COMMITTEE	9/28/2021 0:00	\$1,100.00
DEVIN NUNES CAMPAIGN COMMITTEE	9/28/2021 0:00	\$4,000.00
DEVIN NUNES CAMPAIGN COMMITTEE	9/28/2021 0:00	\$1,100.00
NRSC	4/20/2022 0:00	\$1,875.00
JEFF FORTENBERRY FOR UNITED STATES CONGRESS	6/16/2021 0:00	\$1,000.00
TED BUDD FOR SENATE	9/28/2022 0:00	\$1,000.00
TIM SCOTT FOR AMERICA	5/20/2024 0:00	\$2,000.00
NRCC	3/11/2021 0:00	\$250.00
JIM RISCH FOR U.S. SENATE COMMITTEE	4/30/2021 0:00	\$500.00
NRSC	6/21/2021 0:00	\$750.00
NRSC	3/24/2022 0:00	\$1,875.00
NRCC	3/29/2022 0:00	\$500.00
BGR PAC	10/15/2022 0:00	\$250.00
BGR PAC	12/15/2022 0:00	\$250.00
BGR PAC	7/30/2021 0:00	\$250.00
BGR PAC	8/31/2021 0:00	\$250.00
BGR PAC	9/15/2021 0:00	\$250.00
BGR PAC	10/31/2021 0:00	\$250.00
BGR PAC	11/30/2021 0:00	\$250.00
BGR PAC	7/15/2022 0:00	\$500.00
BGR PAC	8/15/2022 0:00	\$250.00
BGR PAC	9/15/2022 0:00	\$250.00
BGR PAC	4/15/2022 0:00	\$250.00
BGR PAC	5/15/2022 0:00	\$250.00
BGR PAC	6/15/2022 0:00	\$250.00
FRENCH HILL FOR ARKANSAS	5/4/2022 0:00	\$2,000.00
BGR PAC	11/15/2022 0:00	\$250.00
BGR PAC	4/30/2023 0:00	\$125.00
BGR PAC	2/28/2023 0:00	\$125.00

Sean Duffy Personal Donations—Continued

committee_name	Date	Amount
BGR PAC	3/31/2023 0:00	\$125.00
BGR PAC	4/15/2023 0:00	\$125.00
BGR PAC	3/15/2023 0:00	\$125.00
BGR PAC	2/25/2021 0:00	\$250.00
BGR PAC	3/31/2021 0:00	\$250.00
BGR PAC	4/30/2021 0:00	\$250.00
BGR PAC	5/31/2021 0:00	\$250.00
BGR PAC	6/30/2021 0:00	\$250.00

Duffy for Wisconsin Donations

committee_name	Date	Amount
Nrec	5/21/2014	\$200,000.00
AX PAC	7/28/2014	\$1,500.00
Nrec	7/28/2014	\$10,000.00
BLUM FOR CONGRESS	7/29/2014	\$1,000.00
FRENCH HILL FOR ARKANSAS	7/29/2014	\$1,000.00
Friends of Nan Hayworth	7/29/2014	\$1,000.00
HURD FOR CONGRESS	7/29/2014	\$1,000.00
KATKO FOR CONGRESS	7/29/2014	\$1,000.00
Miller-Meeks for Congress	7/29/2014	\$1,000.00
Westerman for Congress	7/29/2014	\$1,000.00
Young For Iowa Inc.	7/29/2014	\$1,000.00
ZELDIN FOR CONGRESS	7/29/2014	\$1,000.00
Zinke for Congress	7/29/2014	\$1,000.00
Nrec	9/9/2014	\$65,000.00
Republican Party of Wisconsin	10/2/2014	\$10,000.00
Republican Party of Wisconsin	10/14/2014	\$5,000.00
Adam Jarchow for Assembly	10/21/2014	\$500.00
Ashton Kirsch for State Assembly	10/21/2014	\$500.00
Dold for Congress	10/21/2014	\$1,000.00
Edming for Assembly	10/21/2014	\$500.00
Friends of Dane Deutsch	10/21/2014	\$500.00
Friends of David Heaton	10/21/2014	\$500.00
Friends of Jerry Petrowski	10/21/2014	\$500.00
Friends of Kathy Bernier	10/21/2014	\$500.00
Friends of Terry Moulton	10/21/2014	\$500.00
Friends of Tom Larson	10/21/2014	\$500.00
Nancy VanderMeer for Assembly	10/21/2014	\$500.00
Quinn for Assembly	10/21/2014	\$500.00
Southerland for Congress	10/21/2014	\$1,000.00
GLENN GROTHMAN FOR CONGRESS	10/22/2014	\$2,500.00
Congressional Institute	12/17/2014	\$738.00
Nrec	1/30/2015	\$15,000.00
BILLY LONG FOR CONGRESS	3/31/2015	\$1,000.00
POLIQUIN FOR CONGRESS	3/31/2015	\$1,000.00
Nrec	6/9/2015	\$5,000.00
Benishek For Congress, Inc.	6/15/2015	\$1,000.00
Comstock for Congress	6/15/2015	\$1,000.00
Rodney for Congress	6/15/2015	\$1,000.00
RYAN COSTELLO FOR CONGRESS	6/15/2015	\$1,000.00
Nrec	6/17/2015	\$200,000.00
Friends Of Frank Guinta	6/29/2015	\$1,000.00
STUTZMAN FOR SENATE	6/29/2015	\$1,000.00
Vfw Dept Of Wisconsin	7/7/2015	\$435.00
Wisconsin Right To Life	9/29/2015	\$100.00
Burnett County Republican Party	10/9/2015	\$27.00
Republican Party of Wisconsin	10/9/2015	\$104.00
Wisconsin Veterans Of Foreign Wars	12/1/2015	\$260.00
Dold for Congress	12/31/2015	\$1,000.00
POLIQUIN FOR CONGRESS	12/31/2015	\$1,000.00
MARTHA ROBY FOR CONGRESS	2/10/2016	\$2,000.00

Duffy for Wisconsin Donations—Continued

committee_name	Date	Amount
MARTHA ROBY FOR CONGRESS	2/10/2016	\$2,000.00
Renee Ellmers For Congress	2/10/2016	\$2,000.00
Renee Ellmers For Congress	2/10/2016	\$2,000.00
St. Croix County Republican Party	2/12/2016	\$175.00
Republican Party Of Marathon County	2/24/2016	\$1,000.00
HUDSON FOR CONGRESS	3/8/2016	\$1,000.00
The Congressional Club	3/22/2016	\$500.00
The Congressional Club	3/22/2016	\$250.00
The Congressional Club	3/22/2016	\$500.00
COLLINS FOR CONGRESS	3/30/2016	\$1,000.00
Dold for Congress	3/30/2016	\$1,000.00
JUSTIN GRABELLE FOR CONGRESS	3/31/2016	\$1,000.00
DON BACON FOR CONGRESS	4/17/2016	\$1,000.00
Republican Congressional Spouses	5/9/2016	\$315.00
Wannigan Days Parade Registration	5/11/2016	\$400.00
Friends Of Pat Snyder	5/16/2016	\$1,000.00
Republican Party of Wisconsin	6/13/2016	\$750.00
PAUL BABEU FOR CONGRESS	6/16/2016	\$1,000.00
Republican Party of Wisconsin	7/7/2016	\$750.00
AMIE HOEBER FOR CONGRESS	7/8/2016	\$1,000.00
BILLY LONG FOR CONGRESS	7/8/2016	\$2,000.00
BRIAN FITZPATRICK FOR CONGRESS	7/8/2016	\$1,000.00
DENISE GITSHAM FOR CONGRESS	7/8/2016	\$1,000.00
DON BACON FOR CONGRESS	7/8/2016	\$1,000.00
FASO FOR CONGRESS	7/8/2016	\$1,000.00
FRIENDS OF STEWART MILLS	7/8/2016	\$1,000.00
JUSTIN FAREED FOR CONGRESS	7/8/2016	\$1,000.00
KHOURI FOR CONGRESS	7/8/2016	\$1,000.00
MARTINS FOR CONGRESS	7/8/2016	\$1,000.00
SHERIFF SCOTT JONES FOR CONGRESS	7/8/2016	\$1,000.00
TARKANIAN FOR CONGRESS	7/8/2016	\$1,000.00
Frank Guinta For Congress	7/11/2016	\$1,000.00
KANSANS FOR HUELSKAMP	7/11/2016	\$1,000.00
SCOTT GARRETT FOR CONGRESS	7/11/2016	\$2,000.00
Republican Party Of Marathon County	7/25/2016	\$500.00
FRIENDS OF ERIK PAULSEN	8/8/2016	\$2,000.00
Republican Party of Wisconsin	8/8/2016	\$25,000.00
Friends Of Julian Bradley	8/16/2016	\$1,000.00
Adam Jarchow for Assembly	8/25/2016	\$1,000.00
Bob Kulp For Assembly	8/25/2016	\$1,000.00
James Edming For Assembly	8/25/2016	\$1,000.00
Jeffrey Mursau For Assembly	8/25/2016	\$1,000.00
John Spiros For Assembly	8/25/2016	\$1,000.00
Kathy Bernier For Assembly	8/25/2016	\$1,000.00
Mary Czaja For Assembly	8/25/2016	\$1,000.00
Nancy VanderMeer for Assembly	8/25/2016	\$1,000.00
Rob Swearingen For Assembly	8/25/2016	\$1,000.00
Romaine Quinn For Assembly	8/25/2016	\$1,000.00
Sheila Harsdorf For Senate	8/25/2016	\$2,000.00
Tom Tiffany For Senate	8/25/2016	\$2,000.00
MIKE GALLAGHER FOR WISCONSIN	9/6/2016	\$5,000.00
MIKE GALLAGHER FOR WISCONSIN	9/6/2016	\$5,000.00
MIKE GALLAGHER FOR WISCONSIN	9/6/2016	\$2,000.00
MIKE GALLAGHER FOR WISCONSIN	9/6/2016	\$2,000.00
Wausau/Central Wi Cvb	9/12/2016	\$5,000.00
DENHAM FOR CONGRESS	9/21/2016	\$1,000.00
Jennifer For Congress	9/21/2016	\$1,000.00
Republican Party Of Marathon County	9/21/2016	\$500.00
DON BACON FOR CONGRESS	9/29/2016	\$500.00
FRIENDS OF ERIK PAULSEN	9/29/2016	\$2,000.00
BILL SHUSTER FOR CONGRESS	10/19/2016	\$2,500.00
SCOTT GARRETT FOR CONGRESS	10/19/2016	\$5,000.00
STEVE KNIGHT FOR CONGRESS	10/19/2016	\$1,000.00
Yoder For Congress, Inc.	10/19/2016	\$5,000.00

Duffy for Wisconsin Donations—Continued

committee_name	Date	Amount
Shannon Zimmerman For State Assembly	10/21/2016	\$1,000.00
DENHAM FOR CONGRESS	10/24/2016	\$2,500.00
ROS-LEHTINEN FOR CONGRESS	11/4/2016	\$2,500.00
FRIENDS OF MIA LOVE	11/15/2016	\$1,000.00
HURD FOR CONGRESS	11/15/2016	\$1,000.00
POLIQUIN FOR CONGRESS	11/15/2016	\$1,000.00
Republican Party Of Marathon County	2/20/2017	\$700.00
St. Croix County Republican Party	2/22/2017	\$60.00
Sawyer County Republican Party	3/2/2017	\$5,000.00
7th Congressional District Republican Party	4/20/2017	\$100.00
Wisconsin Federation of Republican Women	6/8/2017	\$1,000.00
BLUM FOR CONGRESS	6/9/2017	\$1,000.00
Carlos Curbelo Congress	6/9/2017	\$1,000.00
Coffman For Congress	6/9/2017	\$1,000.00
DENHAM FOR CONGRESS	6/9/2017	\$1,000.00
DON BACON FOR CONGRESS	6/9/2017	\$1,000.00
FRIENDS OF ERIK PAULSEN	6/9/2017	\$1,000.00
KATKO FOR CONGRESS	6/9/2017	\$1,000.00
MCSALLY FOR CONGRESS	6/9/2017	\$1,000.00
POLIQUIN FOR CONGRESS	6/9/2017	\$1,000.00
Young For Iowa Inc.	6/9/2017	\$1,000.00
DUNCAN D. HUNTER FOR CONGRESS	6/22/2017	\$2,000.00
DUNCAN D. HUNTER FOR CONGRESS	6/22/2017	\$2,000.00
GLENN GROTHMAN FOR CONGRESS	6/22/2017	\$500.00
GLENN GROTHMAN FOR CONGRESS	6/22/2017	\$2,000.00
ROSKAM FOR CONGRESS COMMITTEE	6/22/2017	\$1,000.00
RYAN COSTELLO FOR CONGRESS	6/22/2017	\$1,000.00
SCOTT TAYLOR FOR CONGRESS	6/22/2017	\$1,000.00
Raul Labrador For Governor	6/30/2017	\$1,000.00
Nrcc	9/11/2017	\$10,000.00
Nrcc	9/11/2017	\$5,000.00
Nrcc	9/11/2017	\$10,000.00
Nrcc	9/11/2017	\$5,000.00
MARTHA ROBY FOR CONGRESS	9/18/2017	\$1,000.00
BLUM FOR CONGRESS	9/25/2017	\$1,000.00
BRIAN FITZPATRICK FOR CONGRESS	9/25/2017	\$1,000.00
BRIAN MAST FOR CONGRESS	9/25/2017	\$1,000.00
Carlos Curbelo Congress	9/25/2017	\$1,000.00
CLAUDIA TENNEY FOR CONGRESS	9/25/2017	\$1,000.00
Coffman For Congress	9/25/2017	\$1,000.00
Comstock for Congress	9/25/2017	\$1,000.00
DENHAM FOR CONGRESS	9/25/2017	\$1,000.00
DON BACON FOR CONGRESS	9/25/2017	\$1,000.00
FRIENDS OF ERIK PAULSEN	9/25/2017	\$1,000.00
GLENN GROTHMAN FOR CONGRESS	9/25/2017	\$1,500.00
GLENN GROTHMAN FOR CONGRESS	9/25/2017	\$1,000.00
GLENN GROTHMAN FOR CONGRESS	9/25/2017	\$1,000.00
HURD FOR CONGRESS	9/25/2017	\$1,000.00
JASON LEWIS FOR CONGRESS, INC.	9/25/2017	\$1,000.00
KATKO FOR CONGRESS	9/25/2017	\$1,000.00
MCSALLY FOR CONGRESS	9/25/2017	\$1,000.00
POLIQUIN FOR CONGRESS	9/25/2017	\$1,000.00
STEVE KNIGHT FOR CONGRESS	9/25/2017	\$1,000.00
Young For Iowa Inc.	9/25/2017	\$1,000.00
SMUCKER FOR CONGRESS	9/26/2017	\$4,000.00
Yoder For Congress, Inc.	9/27/2017	\$2,000.00
Yoder For Congress, Inc.	9/27/2017	\$2,000.00
North Hudson Pepper Festival	10/5/2017	\$199.00
Women2Women PAC	10/5/2017	\$1,000.00
Central Wisconsin Visitors Bureau	10/11/2017	\$5,000.00
Republican Party Of Marathon County	10/11/2017	\$500.00
Rusk County Gop	10/16/2017	\$25.00
Friends Of Pat Snyder	10/17/2017	\$1,000.00
Bringing America Together PAC	11/16/2017	\$1,000.00

Duffy for Wisconsin Donations—Continued

committee_name	Date	Amount
GEORGE HOLDING FOR CONGRESS INC.	11/16/2017	\$1,000.00
MIKE BOST FOR CONGRESS COMMITTEE	11/16/2017	\$1,000.00
Pittenger For Congress LLC	11/16/2017	\$1,000.00
Bringing America Together PAC	11/20/2017	\$1,000.00
MIKE BOST FOR CONGRESS COMMITTEE	11/20/2017	\$1,000.00
Pittenger For Congress LLC	11/20/2017	\$1,000.00
ANDY BARR FOR CONGRESS, INC.	11/30/2017	\$5,000.00
ANTONIO SABATO JR FOR CONGRESS	11/30/2017	\$1,000.00
Republican Party Of Marathon County	12/4/2017	\$25.00
DON BACON FOR CONGRESS	12/15/2017	\$1,000.00
MIKE GALLAGHER FOR WISCONSIN	12/15/2017	\$5,000.00
TOM MACARTHUR FOR CONGRESS INC.	12/15/2017	\$1,000.00
Waukesha County Republican Party	12/20/2017	\$350.00
Republican Congressional Spouses	12/21/2017	\$70.00
BUNNI POUNDS FOR CONGRESS	12/29/2017	\$2,500.00
Nrcc	1/17/2018	\$15,000.00
National Prayer Breakfast	1/22/2018	\$350.00
Douglas County Republican Party	1/29/2018	\$60.00
Republican Party Of Marathon County	2/7/2018	\$1,000.00
ANDY BARR FOR CONGRESS, INC.	2/8/2018	\$1,000.00
FRENCH HILL FOR ARKANSAS	2/8/2018	\$1,000.00
HUIZENGA FOR CONGRESS	2/8/2018	\$1,000.00
JASON SMITH FOR CONGRESS	2/8/2018	\$1,000.00
KUSTOFF FOR CONGRESS	2/8/2018	\$1,000.00
RANDY HULTGREN FOR CONGRESS	2/8/2018	\$1,000.00
TED BUDD FOR CONGRESS	2/8/2018	\$1,000.00
TOM REED FOR CONGRESS	2/8/2018	\$1,000.00
TREY FOR CONGRESS	2/8/2018	\$1,000.00
WALDEN FOR CONGRESS	2/8/2018	\$1,000.00
Yoder For Congress, Inc.	2/8/2018	\$1,000.00
EMMER FOR CONGRESS	2/19/2018	\$1,000.00
MIKE GALLAGHER FOR WISCONSIN	2/19/2018	\$1,000.00
Barron County Republican Party	2/26/2018	\$105.00
MARSHA FOR SENATE	3/1/2018	\$1,000.00
BUNNI POUNDS FOR CONGRESS	3/12/2018	\$2,000.00
Republican Party Of Clark County	3/14/2018	\$50.00
Carla Stream Campaign Committee	3/15/2018	\$160.00
Feidler For County Supervisor	3/15/2018	\$160.00
Friends Of Bob Long	3/15/2018	\$160.00
Friends Of Dan Fosterling Campaign	3/15/2018	\$160.00
Friends Of Lynda Miller	3/15/2018	\$160.00
Friends Of Scott Nordstrand	3/15/2018	\$160.00
Jacque Niccum Campaign Committee	3/15/2018	\$160.00
People For Gary Hanson	3/15/2018	\$160.00
RYAN SHERLEY FOR WISCONSIN	3/15/2018	\$160.00
The Congressional Club	3/15/2018	\$600.00
Citizens For Christy	3/19/2018	\$500.00
CATHY MCMORRIS RODGERS FOR CONGRESS	3/30/2018	\$2,500.00
CLAUDIA TENNEY FOR CONGRESS	3/30/2018	\$1,000.00
COFFMAN FOR CONGRESS	3/30/2018	\$1,000.00
GARRET GRAVES FOR CONGRESS	3/30/2018	\$1,000.00
MARSHA FOR SENATE	3/30/2018	\$1,000.00
SMUCKER FOR CONGRESS	3/30/2018	\$1,000.00
STOP J STREET	5/2/2018	\$2,000.00
BUNNI POUNDS FOR CONGRESS	5/15/2018	\$1,000.00
TIFFANY SHEDD FOR CONGRESS COMMITTEE	5/17/2018	\$1,000.00
Republican Party Of Wisconsin	6/7/2018	\$1,120.00
ANDY BARR FOR CONGRESS, INC.	6/29/2018	\$1,000.00
Carlos Curbelo Congress	6/29/2018	\$1,000.00
DEBBIE LESKO FOR CONGRESS	6/29/2018	\$1,000.00
ELIZABETH HENG FOR CONGRESS	6/29/2018	\$2,000.00
GREG FOR MONTANA	6/29/2018	\$1,000.00
HURD FOR CONGRESS	6/29/2018	\$1,000.00
JAIME FOR CONGRESS	6/29/2018	\$5,000.00

Duffy for Wisconsin Donations—Continued

committee_name	Date	Amount
MIKE MILLER FOR CONGRESS	6/29/2018	\$1,000.00
PETE STAUBER FOR CONGRESS VOLUNTEER COMMITTEE	6/29/2018	\$1,000.00
POLIQVIN FOR CONGRESS	6/29/2018	\$1,000.00
RANDY HULTGREN FOR CONGRESS	6/29/2018	\$1,000.00
STEIL FOR WISCONSIN, INC.	6/29/2018	\$1,000.00
STEVE KNIGHT FOR CONGRESS	6/29/2018	\$1,000.00
TOM MACARTHUR FOR CONGRESS INC.	6/29/2018	\$1,000.00
Republican Party Of Wisconsin	7/6/2018	\$523.21
Republican Party Of Wisconsin	7/6/2018	\$120.00
Hudson Boosters Parade	7/7/2018	\$104.50
The Republican Party Of Sheboygan County	7/7/2018	\$80.00
ANTHONY GONZALEZ FOR CONGRESS	7/14/2018	\$1,000.00
BRIAN FITZPATRICK FOR CONGRESS	7/14/2018	\$2,000.00
BRIAN MAST FOR CONGRESS	7/14/2018	\$1,000.00
BRIAN MAST FOR CONGRESS	7/14/2018	\$1,000.00
Carlos Curbelo Congress	7/14/2018	\$1,000.00
COFFMAN FOR CONGRESS	7/14/2018	\$2,000.00
CRESENT HARDY FOR CONGRESS	7/14/2018	\$1,000.00
CULBERSON FOR CONGRESS	7/14/2018	\$2,000.00
DENHAM FOR CONGRESS	7/14/2018	\$2,000.00
DIANE HARKEY FOR CONGRESS	7/14/2018	\$1,000.00
DINO FOR CONGRESS	7/14/2018	\$1,000.00
FASO FOR CONGRESS	7/14/2018	\$2,000.00
FRIENDS OF ERIK PAULSEN	7/14/2018	\$2,000.00
FRIENDS OF ERIK PAULSEN	7/14/2018	\$2,500.00
JASON LEWIS FOR CONGRESS, INC.	7/14/2018	\$1,000.00
JASON LEWIS FOR CONGRESS, INC.	7/14/2018	\$1,000.00
JOHN CHRIN FOR CONGRESS	7/14/2018	\$1,000.00
KATKO FOR CONGRESS	7/14/2018	\$2,000.00
MARK HARRIS FOR CONGRESS	7/14/2018	\$1,000.00
MARTY FOR CONGRESS INC	7/14/2018	\$1,000.00
MIKE BISHOP FOR CONGRESS	7/14/2018	\$2,000.00
MIKE BOST FOR CONGRESS COMMITTEE	7/14/2018	\$2,500.00
PETE STAUBER FOR CONGRESS VOLUNTEER COMMITTEE	7/14/2018	\$1,000.00
RANDY HULTGREN FOR CONGRESS	7/14/2018	\$2,500.00
Rodney for Congress	7/14/2018	\$2,500.00
ROSKAM FOR CONGRESS COMMITTEE	7/14/2018	\$2,500.00
ROTHFUS FOR CONGRESS	7/14/2018	\$2,000.00
SCOTT TAYLOR FOR CONGRESS	7/14/2018	\$2,000.00
TARKANIAN FOR CONGRESS	7/14/2018	\$1,000.00
VALADAO FOR CONGRESS	7/14/2018	\$2,000.00
WEBBER FOR CONGRESS	7/14/2018	\$1,000.00
YOUNG KIM FOR CONGRESS	7/14/2018	\$1,000.00
CHIP ROY FOR CONGRESS	7/23/2018	\$1,000.00
CLOUD FOR CONGRESS	7/23/2018	\$1,000.00
DAN CRENSHAW FOR CONGRESS	7/23/2018	\$1,000.00
DR JOHN JOYCE FOR CONGRESS	7/23/2018	\$1,000.00
GREG PENCE FOR CONGRESS	7/23/2018	\$1,000.00
GUY FOR CONGRESS	7/23/2018	\$1,000.00
KATIE ARRINGTON FOR CONGRESS	7/23/2018	\$1,000.00
MEUSER FOR CONGRESS	7/23/2018	\$1,000.00
VAN TAYLOR CAMPAIGN	7/23/2018	\$1,000.00
WILLIAM TIMMONS FOR CONGRESS	7/23/2018	\$1,000.00
Citizens For Grady Hartman	7/24/2018	\$500.00
DAVID ROUZER FOR CONGRESS	7/24/2018	\$1,000.00
Downtown Rhinelander Inc.	7/30/2018	\$25.00
KUSTOFF FOR CONGRESS	7/30/2018	\$1,000.00
Pittenger For Congress LLC	7/30/2018	\$1,000.00
DENHAM FOR CONGRESS	9/10/2018	\$5,000.00
HUIZENGA FOR CONGRESS	9/10/2018	\$2,500.00
GEORGE HOLDING FOR CONGRESS INC.	9/11/2018	\$1,000.00
Bolen For State Senate	9/13/2018	\$1,000.00

Duffy for Wisconsin Donations—Continued

committee_name	Date	Amount
Jacque For Senate	9/23/2018	\$2,000.00
STEIL FOR WISCONSIN, INC.	10/1/2018	\$2,000.00
STEIL FOR WISCONSIN, INC.	10/1/2018	\$5,000.00
The Forest Republican	10/4/2018	\$35.00
POLIQIN FOR CONGRESS	10/9/2018	\$1,000.00
TREY FOR CONGRESS	10/9/2018	\$1,000.00
WALTERS FOR CONGRESS	10/9/2018	\$1,000.00
FRENCH HILL FOR ARKANSAS	10/12/2018	\$2,500.00
GLENN GROTHMAN FOR CONGRESS	10/12/2018	\$2,000.00
POLIQIN FOR CONGRESS	10/12/2018	\$2,000.00
SMUCKER FOR CONGRESS	10/12/2018	\$1,000.00
MAJORITY IN ACTION	10/17/2018	\$2,500.00
TARKANIAN FOR CONGRESS	10/17/2018	\$1,000.00
Wausau/Central Wi Cvb	10/17/2018	\$5,000.00
PETE SESSIONS FOR CONGRESS	10/19/2018	\$1,000.00
Republican Party Of Wisconsin	10/19/2018	\$50,000.00
Rodney for Congress	10/19/2018	\$1,000.00
TARKANIAN FOR CONGRESS	10/19/2018	\$1,000.00
FRIENDS OF HAGEDORN	10/30/2018	\$5,000.00
MORRISEY FOR SENATE INC	10/30/2018	\$1,000.00
Rodney for Congress	10/30/2018	\$1,000.00
ROTHFUS FOR CONGRESS	11/2/2018	\$2,000.00
CLAUDIA TENNEY FOR CONGRESS	11/5/2018	\$1,000.00
DONOVAN FOR CONGRESS	11/5/2018	\$1,000.00
Republican Party Of Marathon County	12/19/2018	\$30.00
Douglas County Republican Party	2/4/2019	\$90.00
Washington County Republican Party	2/4/2019	\$50.00
Republican Party Of Marathon County	2/22/2019	\$500.00
7th District Republican Party	3/1/2019	\$30.00
7th District Republican Party	3/1/2019	\$120.00
Republican Party Of Dane County	3/1/2019	\$500.00
Walworth Gop	3/25/2019	\$50.00
The Republican Party Of Sheboygan County	4/25/2019	\$100.00
Republican Party Of Wisconsin	5/6/2019	\$450.00
Wisconsin Federation of Republican Women	5/23/2019	\$90.00
BRIAN FITZPATRICK FOR CONGRESS	5/29/2019	\$1,000.00
DON BACON FOR CONGRESS	5/29/2019	\$1,000.00
JOHN CARTER FOR CONGRESS	5/29/2019	\$1,000.00
KATKO FOR CONGRESS	5/29/2019	\$1,000.00
MCCAUL FOR CONGRESS, INC	5/29/2019	\$1,000.00
OLSON FOR CONGRESS COMMITTEE	5/29/2019	\$1,000.00
UPTON FOR ALL OF US	5/29/2019	\$1,000.00
ZELDIN FOR CONGRESS	5/29/2019	\$1,000.00
Waukesha County Republican Party	6/17/2019	\$100.00
Republican Women Of Greater Milwaukee	9/12/2019	\$1,000.00
SARA HART WEIR FOR CONGRESS	11/21/2019	\$2,000.00
The US Assoc Of Former Members Of Cong	11/26/2019	\$15,000.00
CLAUDIA TENNEY FOR CONGRESS	12/11/2019	\$1,000.00
TIFFANY FOR WISCONSIN, INC.	12/11/2019	\$2,000.00
SCOTT FITZGERALD FOR CONGRESS	12/20/2019	\$2,000.00
MCCARTHY VICTORY FUND	2/14/2020	\$5,000.00
TONY GONZALES FOR CONGRESS	2/29/2020	\$500.00
TIFFANY FOR WISCONSIN, INC.	3/4/2020	\$2,000.00
STEIL FOR WISCONSIN, INC.	4/1/2020	\$1,000.00
Republican Party Of Wisconsin	4/16/2020	\$5,000.00
ADAM KINZINGER—FUTURE 1ST COMMITTEE	6/17/2020	\$1,000.00
MCCONNELL SENATE COMMITTEE	6/17/2020	\$2,500.00
MCCONNELL SENATE COMMITTEE	6/17/2020	\$1,000.00
RUBIO/RECLAIM AMERICA JOINT COMMITTEE	6/17/2020	\$1,000.00
TEXANS FOR JODEY ARRINGTON	6/17/2020	\$1,000.00
Link For Senate	6/25/2020	\$1,000.00
Young For Iowa Inc.	6/29/2020	\$1,000.00
FRENCH HILL FOR ARKANSAS	7/10/2020	\$2,000.00
BLAINE FOR CONGRESS	7/27/2020	\$2,000.00

Duffy for Wisconsin Donations—Continued

committee_name	Date	Amount
CLAUDIA TENNEY FOR CONGRESS	7/27/2020	\$1,000.00
HUIZENGA FOR CONGRESS	7/27/2020	\$500.00
HUIZENGA FOR CONGRESS	7/27/2020	\$2,000.00
MCHENRY FOR CONGRESS	7/27/2020	\$2,000.00
MOWERS FOR CONGRESS	7/27/2020	\$1,000.00
NRSC	7/27/2020	\$7,500.00
STEIL FOR WISCONSIN, INC.	7/28/2020	\$1,000.00
Friends Of Pat Snyder	8/6/2020	\$1,000.00
Karl For Da	8/8/2020	\$1,000.00
The Time Is Now	9/25/2020	\$1,000.00
JOY FOR NY	9/29/2020	\$1,000.00
Veronica Diaz For State Assembly	9/29/2020	\$500.00
Bolen For State Senate	10/5/2020	\$1,000.00
Kapanke For Senate	10/5/2020	\$1,000.00
Rick Gundrum For 58th	10/8/2020	\$1,000.00
ANDY BARR FOR CONGRESS, INC.	10/9/2020	\$2,000.00
Friends Of Calvin Callahan	10/9/2020	\$1,000.00
Jacque For Senate	10/9/2020	\$1,000.00
KEAN FOR CONGRESS INC	10/9/2020	\$1,000.00
MIKE GALLAGHER FOR WISCONSIN	10/9/2020	\$2,000.00
NRSC	10/9/2020	\$2,500.00
TEXANS FOR RONNY JACKSON	10/9/2020	\$1,000.00
ZELDIN FOR CONGRESS	10/9/2020	\$1,000.00
DON BACON FOR CONGRESS	10/15/2020	\$1,000.00
HUIZENGA FOR CONGRESS	10/15/2020	\$1,500.00
JAIME FOR CONGRESS	10/15/2020	\$1,500.00
PETE SESSIONS FOR CONGRESS	10/15/2020	\$1,500.00
TONY GONZALES FOR CONGRESS	10/15/2020	\$1,500.00
PERDUE FOR SENATE	12/9/2020	\$2,000.00
Kristi For Governor	2/8/2021	\$5,400.00
MCCARTHY VICTORY FUND	3/31/2021	\$10,000.00
MCHENRY FOR CONGRESS	3/31/2021	\$2,000.00
MORAN FOR KANSAS	3/31/2021	\$2,000.00
SCOTT FITZGERALD FOR CONGRESS	3/31/2021	\$1,500.00
STIVERS FOR CONGRESS	3/31/2021	\$2,000.00
STIVERS FOR CONGRESS	3/31/2021	\$2,000.00
TEXANS FOR RONNY JACKSON	3/31/2021	\$2,000.00
NRSC	5/10/2021	\$5,000.00
ANN WAGNER FOR CONGRESS	6/9/2021	\$1,000.00
GREG STEUBE FOR CONGRESS	6/9/2021	\$1,000.00
MCKINLEY FOR CONGRESS	6/9/2021	\$1,000.00
SCOTT FITZGERALD FOR CONGRESS	6/9/2021	\$500.00
SCOTT FITZGERALD FOR CONGRESS	6/9/2021	\$500.00
STEIL FOR WISCONSIN, INC.	6/9/2021	\$1,500.00
TREY FOR CONGRESS	6/9/2021	\$1,000.00
ZELDIN FOR NEW YORK	6/9/2021	\$4,000.00
ANDY BARR FOR CONGRESS, INC.	6/30/2021	\$1,000.00
JEFF FORTENBERRY FOR UNITED STATES CONGRESS	6/30/2021	\$1,000.00
MARCO RUBIO FOR SENATE	6/30/2021	\$1,500.00
TED BUDD FOR SENATE	6/30/2021	\$1,000.00
TED BUDD FOR SENATE	6/30/2021	\$1,000.00
ANN WAGNER FOR CONGRESS	8/9/2021	\$1,000.00
VAN ORDEN FOR CONGRESS	8/9/2021	\$1,000.00
ARKANSAS SENATE REPUBLICAN NOMINEE FUND— TOM COTTON	9/30/2021	\$1,000.00
HUIZENGA FOR CONGRESS	9/30/2021	\$2,000.00
HUIZENGA FOR CONGRESS	9/30/2021	\$900.00
KUSTOFF FOR CONGRESS	9/30/2021	\$1,000.00
TREY FOR CONGRESS	9/30/2021	\$500.00
BLAINE FOR CONGRESS	11/9/2021	\$2,000.00
BLAINE FOR CONGRESS	11/9/2021	\$900.00
DEVIN NUNES CAMPAIGN COMMITTEE	11/9/2021	\$2,000.00
DEVIN NUNES CAMPAIGN COMMITTEE	11/9/2021	\$2,000.00

Duffy for Wisconsin Donations—Continued

committee_name	Date	Amount
MORGAN GRIFFITH FOR CONGRESS	11/9/2021	\$1,000.00
NANCY MACE FOR CONGRESS	11/9/2021	\$1,000.00
TREY FOR CONGRESS	11/9/2021	\$500.00
ASHLEY HINSON FOR CONGRESS	2/9/2022	\$1,000.00
Dale Kooyenga Campaign	2/9/2022	\$2,000.00
MOWERS FOR CONGRESS	2/9/2022	\$1,000.00
MCCARTHY VICTORY FUND	3/9/2022	\$12,500.00
Andy Barr For Congress	4/11/2022	\$500.00
Andy Barr For Congress	4/11/2022	\$1,000.00
RODNEY FOR CONGRESS	4/11/2022	\$1,500.00
BRUCE POLIQUIN FOR CONGRESS	5/9/2022	\$2,000.00
BRUCE POLIQUIN FOR CONGRESS	5/9/2022	\$2,000.00
FRIENDS OF CHRIS SMITH	5/9/2022	\$1,000.00
HUIZENGA FOR CONGRESS	5/9/2022	\$1,100.00
Jax First	5/9/2022	\$2,500.00
MAY LOR XIONG FOR CONGRESS	5/9/2022	\$1,000.00
RODNEY FOR CONGRESS	5/9/2022	\$500.00
RODNEY FOR CONGRESS	5/9/2022	\$500.00
STEIL FOR WISCONSIN, INC.	5/9/2022	\$500.00
STEIL FOR WISCONSIN, INC.	5/9/2022	\$500.00
FRENCH HILL FOR ARKANSAS	5/24/2022	\$2,000.00
Andy Barr For Congress	7/11/2022	\$1,000.00
MARIO DIAZ-BALART FOR CONGRESS	7/11/2022	\$1,000.00
MCHENRY FOR CONGRESS	7/11/2022	\$2,000.00
MORGAN GRIFFITH FOR CONGRESS	7/11/2022	\$1,000.00
TIFFANY FOR WISCONSIN, INC.	7/11/2022	\$1,000.00
Northland Freedom Alliance	7/12/2022	\$2,000.00
MCCARTHY VICTORY FUND	9/9/2022	\$12,500.00
NRSC	9/9/2022	\$7,500.00
BLAINE FOR CONGRESS	11/8/2022	\$2,000.00
SCALISE FOR CONGRESS	11/8/2022	\$1,000.00
Ted Budd For Senate	11/8/2022	\$1,000.00
Wisconsin Republican Party	4/10/2023	\$7,000.00
HUIZENGA FOR CONGRESS	6/9/2023	\$2,000.00
MOONEY FOR CONGRESS 2022	6/9/2023	\$2,000.00
BYRON DONALDS FOR CONGRESS	7/10/2023	\$2,000.00
FRENCH HILL FOR ARKANSAS	7/10/2023	\$2,000.00
FRENCH HILL FOR ARKANSAS	7/10/2023	\$1,000.00
MIKE GALLAGHER FOR WISCONSIN	7/10/2023	\$3,000.00
MIKE GALLAGHER FOR WISCONSIN	7/10/2023	\$2,000.00
ANN WAGNER FOR CONGRESS	8/28/2023	\$2,000.00
ANN WAGNER FOR CONGRESS	8/28/2023	\$2,000.00
CORY MILLS FOR CONGRESS	8/28/2023	\$1,000.00
MCCARTHY VICTORY FUND	8/28/2023	\$15,000.00
AUGUST PFLUGER FOR CONGRESS	10/10/2023	\$2,000.00
MCCARTHY VICTORY FUND	10/10/2023	\$5,000.00
SCALISE FOR CONGRESS	10/10/2023	\$1,500.00
Lawler for Congress	11/9/2023	\$1,500.00
SCOTT FITZGERALD FOR CONGRESS	11/9/2023	\$1,500.00
STEIL FOR WISCONSIN, INC.	11/9/2023	\$2,000.00
STEIL FOR WISCONSIN, INC.	11/9/2023	\$2,000.00
TEAM HAGERTY	1/9/2024	\$1,000.00
TEAM HAGERTY	1/9/2024	\$2,000.00
TUBERVILLE FOR SENATE, INC.	1/9/2024	\$500.00
TUBERVILLE FOR SENATE, INC.	1/9/2024	\$2,000.00
Andy Barr For Congress	3/11/2024	\$2,000.00
Andy Barr For Congress	3/11/2024	\$2,000.00
JOHNSON LEADERSHIP FUND	3/11/2024	\$15,000.00
Kate Garza for School Board	3/11/2024	\$600.00
Republican Party of Marathon County	3/11/2024	\$5,000.00
TIFFANY FOR WISCONSIN, INC.	3/11/2024	\$2,000.00
TIFFANY FOR WISCONSIN, INC.	3/11/2024	\$2,000.00
TEAM HAGERTY	4/9/2024	\$1,000.00
TEAM HAGERTY	4/9/2024	\$2,000.00

Duffy for Wisconsin Donations—Continued

committee_name	Date	Amount
BYRON DONALDS FOR CONGRESS	5/9/2024	\$2,000.00
KAT FOR CONGRESS	5/9/2024	\$2,000.00
THE MILLS VICTORY FUND	5/9/2024	\$2,000.00
FRENCH HILL FOR ARKANSAS	6/10/2024	\$2,000.00
TIM SCOTT FOR AMERICA	6/10/2024	\$2,000.00
ROYCE WHITE FOR SENATE	7/9/2024	\$500.00
STUTZMAN FOR CONGRESS	7/9/2024	\$2,000.00
Wisconsin Republican Party	8/9/2024	\$3,800.00
Jay Webber for Assembly	9/9/2024	\$2,600.00
Trinitas Classical Academy	9/9/2024	\$5,000.00
HOGAN FOR MARYLAND INC.	10/9/2024	\$3,300.00
ROB FOR PA	10/9/2024	\$2,000.00
Friends of Pat Snyder	11/5/2024	\$1,000.00
HUIZENGA FOR CONGRESS	11/5/2024	\$1,000.00
KEAN FOR CONGRESS INC	11/5/2024	\$2,000.00

The CHAIRMAN. Thank you, Congressman Duffy. Welcome, and welcome to your wife and your beautiful children. Thank you for being here and joining us today, and congratulations on your husband's and your father's appointment to this major position serving the people of the United States of America.

We will now move to questions. Congressman Duffy, let's just start with a broad question. If confirmed as Secretary of Transportation, what would you want you and your Administration's legacy to be when it comes to transportation and infrastructure?

Mr. DUFFY. I appreciate the question, Senator. The legacy of improving safety. A legacy of our working with this committee, but specifically Senator Cantwell, to make sure we get Boeing back on track, producing great airplanes that are safe airplanes.

And also, as President Trump has charged, building the big infrastructure projects that connect this country, without forgetting, by the way, rural America that uses that incredibly important infrastructure. But those three things I would like to be a legacy from my tenure as the Secretary of Transportation.

The CHAIRMAN. Terrific. Last year, one of the things this committee did working with the House was passing the FAA Reauthorization Bill. In the Senate, that is a bill that included over 200 amendments from both sides of the aisle.

Every member of this committee had amendments that were included in that bill, in addition to the majority of members of the Senate had amendments from both sides of the aisle that were included in that bill. And that was one of the reasons we saw such overwhelming bipartisan support for that legislation when it moved.

One of the elements of that bill was a provision that I authored to establish a center for advanced aviation technologies. The center is designed to accelerate integration of advanced air mobility and other emerging aviation technologies, such as air taxis, into the National Airspace System.

I drafted that provision to establish the center in Dallas, Texas, because of Dallas's central role as a hub of aviation experience, from the private sector, the world of the academics, and Government, particularly on power lift vehicles. It is now incumbent on

the Department of Transportation to stand up the Center for Advanced Air Mobility.

Would you commit to work with me to ensure that the Department establishes this center, consistent with Congressional intent?

Mr. DUFFY. I absolutely will work with you, Senator. And by the way, my daughter lives in Dallas, goes to the University of Dallas, and loves the city, so.

The CHAIRMAN. Well, fantastic.

Mr. DUFFY. Look forward to working with you.

The CHAIRMAN. And I do want to say you also have the prayers of all of us for your son and his wife in Los Angeles. What is happening there is truly horrifying and unspeakable. And so we pray that they are safe, and their family is safe.

Mr. DUFFY. Thank you.

The CHAIRMAN. The Surface Transportation Project Delivery Program allows the Federal Highway Administration to assign responsibilities for complying with the National Environmental Policy Act to a State.

The Texas Department of Transportation has exercised this authority since 2014, but it is up for renewal. The Federal environmental protections still apply, but TxDOT is much more efficient. On average, Texas completes an environmental assessment in less than 17 months, which is roughly half the time it takes the Federal Highway Administration.

If confirmed, will you prioritize the renewal of TxDOT's NEPA assignment authority from the Federal Highway Administration on reasonable terms before its expiration in March 2025?

Mr. DUFFY. Senator, I look forward to taking a look at the designation of Texas. Obviously, the state has done very well with this designation, speeding up the process. And so, yes, I commit to you that I will look at that and hope to reauthorize that designation.

The CHAIRMAN. Excellent. There are currently five applications for licenses to allow deepwater ports to operate and transfer oil and gas on ships at sea pending before the United States Maritime Administration, or MARAD.

These applications have been pending for the entirety of the Biden Administration, nearly quadruple the maximum time limit for review under the statute. In addition, the Biden Administration thoughtlessly and needlessly forced one company, the Texas-based Delfin LNG Deepwater Port, to start its application from scratch after slow walking it for more than five years.

President-elect Trump has promised to jumpstart American energy independence when he takes office. Will you commit to this committee that if confirmed, one of the first things you will do is direct MARAD to issue these five licenses consistent with the statute?

Mr. DUFFY. I commit you to following the law. And I understand from you and from the President how important American energy independence is and how important these applications and permits are to making sure that happens.

The CHAIRMAN. And I would also ask you, in particular, to expedite review of Delfin's re-application in Texas. The way they have been treated just hasn't been right.

Mr. DUFFY. Absolutely.

The CHAIRMAN. Under the Biden Administration, financial obstacles have only grown for the California high speed rail project. It currently has an unfunded gap of roughly \$100 billion, and yet the Biden Administration doubled down by awarding more than \$4 billion in taxpayer dollars to this ill-fated project.

DOT career staff reviewed the various applications related to those awards, but the Biden Administration refused to share those ratings with this committee, likely because those ratings do not support the Biden Administration's decision to continue funding the project.

If confirmed, do you commit to sharing with this committee the DOT's staff ratings for all applications of discretionary funding over the last 4 years in which the California high speed rail project received an award?

Mr. DUFFY. Senator, I believe in transparency, and so I would commit to sharing those ratings with the Committee.

The CHAIRMAN. Terrific. Thank you. And with that, I recognize the Ranking Member, Senator Cantwell.

Senator CANTWELL. Thank you, Mr. Chairman. I could go at least 20 minutes with questions in a first round, but I wanted to—so I am going to try to see if we can get short answers to things that make sense. First of all, are you a supporter of the Jones Act?

Mr. DUFFY. Yes.

Senator CANTWELL. Thank you. Are you a supporter of the Mega, and freight, and at grade crossing programs that we established under the recent surface transportation bill?

Mr. DUFFY. Yes. And I think this fits in with kind of a vision that President Trump has, those big projects that are so meaningful to communities that, I think you mentioned in your office, that oftentimes don't get done because they are really expensive. So, yes, that is important.

Senator CANTWELL. Yes. And we worked with Senator Wicker so that states that may not have an economy but yet there is still a mega-project within that region also get funded. Because it doesn't matter the size of the population, you can still have a mega project that has mega economic consequences and dwarfs the budget.

Mr. DUFFY. Yes.

Senator CANTWELL. What about culverts, supporting continued support for culverts?

Mr. DUFFY. Are we talking about the ones so we can have salmon run and spawn?

Senator CANTWELL. Yes.

Mr. DUFFY. Yes. I love salmon, and I love salmon spawning. So, and we have talked a lot about that. So, and again, we want to make sure that we are cognizant of the construction projects and what impacts they have on the environment, especially with—yes. So, yes, I would answer, yes.

Senator CANTWELL. OK. So aviation safety, you will meet with the families of the MAX crash victims?

Mr. DUFFY. Absolutely.

Senator CANTWELL. Thank you. Do you believe that the FAA should have a robust oversight of aviation manufacturing, including listening to whistleblowers on the ground?

Mr. DUFFY. I 100 percent do.

Senator CANTWELL. I think that that is—you know, part of our—part of my concern is that what our committee has been able to, you know, understand and confirm, you know, through our efforts and starting with, you know, Senator Wicker's efforts prior to ANSA, that according to a most recent article in the *Seattle Times*, 90 percent of complaints submitted by airline and manufacturing employees through the FAA's whistleblower program resulted in no violations.

This underscores the concerns about how do we get a strong FAA oversight and listening to the people that are on the ground, the machinists and engineers. Do you think that there should be a mandatory safety management system at the—at our manufacturers?

Mr. DUFFY. One more time—

Senator CANTWELL. You can take this for the record. Safety management systems are a redundant circle of continued safety improvements that the expert panel has suggested that we do. The expert aviation panel has suggested that is really what is missing.

And I think in the prior Administrations, people didn't really push for a strong safety management culture, and I think that is what we are still pushing to make sure that that is exactly—the FAA is saying that is what Boeing should do, but we have to continue to push.

Mr. DUFFY. Obviously, there has been a missing link. Obviously, there is a lot more work to do. And so, if this is part of the missing link to make sure we get a better safety record at Boeing, I am on board.

Senator CANTWELL. Great. And the issue about, you know, projects that, you know, I mentioned the I-5 bridge when we spoke, you know, the infrastructure investment that has already been planned, that the money has been out the door and has been—you know, it is on its way to doing the work. Will you commit to helping complete these projects that—and continue the funding?

Mr. DUFFY. That are underway, yes. And again, one of the complaints I have heard from the Committee is oftentimes the money is not moving fast enough. There has been questions about why it is taking so long.

So, I would—yes, I would love to work with you and make sure that the money gets out the door to the projects that are underway.

Senator CANTWELL. Great. And we have a very strong economy in the Northwest, but I expect, just like my colleagues, we have a lot of people who have to travel a long way to get to work. Why? Well, we haven't been built enough housing, but public transit becomes a very key cornerstone of the investments. And so, for us, that is the sound transit system. All in all, according to triple-A car ownership cost an average of \$1,000—ownership costs on average over \$1,000 a month.

Meanwhile, a sound transit pass costs \$100 a month. So making sure that we are going to keep our investment in public transportation. What—are you committed to working with this committee on public transit investment?

Mr. DUFFY. I am.

Senator CANTWELL. Yes, thank you. And then I, too, want to give my condolences as it relates to the fires in California. And my state knows these issues well and how devastating they can be.

And to your son and his family, I hope the best for them. In the very near future, the World Cup and the Olympics will be coming to places like Seattle and Kansas and L.A. Will you work with this committee on making sure that we have infrastructure investment to be the host for those kinds of facilities, those events?

Mr. DUFFY. Senator, I commit to working with you, yes, and the Committee.

Senator CANTWELL. Great. And I think that is all I am going to do this round, and we will go back on to some of these other issues. But thank you for your brevity and commitment on those issues.

Mr. DUFFY. Thank you.

The CHAIRMAN. Thank you. Senator Fischer.

**STATEMENT OF HON. DEB FISCHER,
U.S. SENATOR FROM NEBRASKA**

Senator FISCHER. Thank you, Mr. Chairman. Welcome, Mr. Duffy, and welcome to your family. We are very excited you are here, and congratulations on your nomination. Regardless of anybody's opinions that we may have on EVs, the fact remains that we now have more electric vehicles on the road to this country.

They are 30 percent heavier on average than gas powered cars. And because of that, they crash with up to 50 percent more impact on the vehicle and the roadway infrastructure. Despite this wear and tear that we are seeing on our infrastructure, EVs do not pay into the Highway Trust Fund. That trust fund, as you know, is already woefully inadequate. It is facing a shortfall.

And last Congress, I introduced a bill to remedy this by requiring EVs to pay a fair share. Do you think that—and would you be—if so, do you think that EVs should be paying into the Highway Trust Fund, and would you work to figure out a way to make this feasible?

Mr. DUFFY. Absolutely, Senator. I think you brought that up in the office, in our conversation. They should pay for use of our roads. How to do that I think is a little more challenging, but I would love to work with you and the Committee to make that happen.

Senator FISCHER. As you look long term, how would you, as the Secretary of Transportation, be able to ensure that the revenues are going to be there so that we can continue to manage a Highway Trust Fund that has been so vital in the growth of commerce across this country so that we can continue to have a road system that works?

Mr. DUFFY. You know, I think there has been three scenarios talked about. You can increase the gas tax, which I don't—I am not going to join you in that effort, but there is the gas tax. We could increase tolling, or there is a mile driven formula that could be used as well. My concern with that, though, is the privacy around the American citizens.

So I think that is a conversation that will fall within the purview of this committee, but I would be happy to work with you because

I do think, and I think Senator Cantwell brought this up, we could be far more efficient with our dollars.

If we could streamline the approach and get dollars into projects quicker, I think we would go a long way to shoring up the trust fund. Not all the way, but a long way to making sure there is more available dollars. Not for studies and consultants, but more for turning dirt.

Senator FISCHER. I would agree with you on that. When we look at the length of projects, what it takes from planning to be able to be shovel ready takes years in some cases. And every single year the cost increases for those projects.

So if we can shorten that time period, I would be thrilled to work with you on that. As we look at the FHWA, they have struggled to provide, I think, clear, consistent guidance across their division offices.

For example, I have heard from State Department of Transportation that there is a lack of consistent guidance from the USDOT regarding the requirements needed for states to justify building back better after a disaster.

If confirmed, how do you think you would be able to work across the Federal Highway Administration to ensure that division offices in regions all across this country, that they are consistent, that they are clear in their guidance to our State Departments?

Mr. DUFFY. I think that is a great question. So I would work with the divisional heads in each state. I would get their feedback. I would hear their complaints and take the best advice about how we can actually be clearer and streamline the process. I think one of the many complaints is, you know, often the rules and regulations that come from the Department. And if we cannot—not diminish safety, but also improve efficiency, I would like to work with you and the Committee on that.

Senator FISCHER. OK. I recently introduced the She Drives Act, which is bipartisan legislation that would require NHTSA to update its testing devices for female and male crash test dummies. And this legislation was necessary because the agency has taken over 10 years to move the rulemaking forward. If confirmed, how will you ensure that NHTSA is going to see some progress on rulemaking and safety priorities that we as a Congress have directed them to implement in a timely manner?

Mr. DUFFY. Senator, I didn't know this was an issue until you brought it up in your office. There is—I think there is only male crash test dummies. There is—obviously men and women are different and there is not crash test dummies for females. So, I would like to work with you. I will have a conversation with NHTSA and loop you into that conversation and see what we can do to move that forward.

Senator FISCHER. And move just the rulemaking forward.

Mr. DUFFY. Right.

Senator FISCHER. Yes. Thank you.

The CHAIRMAN. Thank you. Senator Schatz.

**STATEMENT OF HON. BRIAN SCHATZ,
U.S. SENATOR FROM HAWAII**

Senator SCHATZ. Thank you, Mr. Chairman. Thank you, Mr. Duffy, for being here and for visiting with me. I want to sort of zoom out before we get into some details. The tradition of the position of Secretary of Transportation is kind of unique. You know, you had President Bush nominate a Democrat, Norman Mineta.

President Obama nominate a Republican, Ray LaHood. And then a number of Secretaries who had their clear partisan affiliations, Chao, Buttigieg, Foxx, others, but once they got into the position, they just treated transportation like transportation.

And so, just on the big picture, I would like for you to offer clarity to the whole committee and to your staff, your future staff, that you are going to continue in that long tradition of bipartisanship and really nonpartisanship as it relates to transportation policy.

Mr. DUFFY. I appreciate that question and giving me a chance to talk about that. I don't think safety is a partisan issue. The projects that we talk about in your offices, and we will talk about today, those aren't partisan projects. Infrastructure is not partisan.

And so, I am committed to working in a bipartisan fashion to make sure we are looking at the best projects and the safest record. I look forward to doing that. I think you mandated that I go to Hawaii to see you. We can do that together in Hawaii. It is the only state I haven't been to, and I think you said I should—

The CHAIRMAN. It seems to me the entire committee needs to join on that trip.

[Laughter.]

Senator SCHATZ. I will issue my demand letter shortly, yes.

Mr. DUFFY. I think you said it in February or March time-frame was what you wanted.

[Laughter.]

Senator SCHATZ. On IIJA, just to be very clear, it is a Federal law. It was a bipartisan law. And I just want your assurance that in terms of releasing funds, that this will all be done on the level and not be intermediated by any political concerns?

Mr. DUFFY. Absolutely. You have my commitment. I will be on the level.

Senator SCHATZ. Thank you. I want to talk to you about tribal transportation. We have made actually a lot of progress on tribal transportation. That is one way to look at it. The other way to look at it is that we have basically abandoned this area of responsibility for the Federal Government for literally generations.

There are 157,000 miles of road in the National Tribal Transportation Facility inventory. 60 percent of these roads are unpaved. 60 percent of these American roads are unpaved through many of the states of people on both sides of the aisle.

What specific steps do you think the Department can take to ensure that tribes have access to infrastructure investments, technical assistance, and decisionmaking process that are on par with State and local Governments?

Because the problem, right, is that we established this new policy to try to make some—to make inroads here. But if the requirements are as if you are interacting with a State Department of Transportation, some of these tribes are small, right.

Mr. DUFFY. Yes.

Senator SCHATZ. Some of these tribes don't have a shot to do transportation and then a compliance piece and all the rest of it. So they really do need TA, and not to be treated as if they are sort of interlopers into this transportation space.

Mr. DUFFY. Yes. Senator Baldwin and I have a lot of tribes in the State of Wisconsin. I had five in my Congressional District. We have more than 60 percent of our roads are paved, you know, in our communities on tribal land. I was speaking to Senator Luján on this issue, and he voiced the same concern you do.

So many of these roads aren't paved. And so, I think you are right. Providing assistance, simplifying the process to make sure that our tribes can access money that is available to them to make sure they can build their tribal infrastructure and roads is an important part of the way I think about transportation and would welcome the chance to work with you on that.

Senator SCHATZ. You know, we have done this over the last couple of years, both with the bills that were passed on a bipartisan basis, some of the COVID relief, the IIJA in particular, but even the bills that were passed on a partisan basis, we sort of changed our policy to put tribes at the table, native people at the table, including Native Hawaiians and Alaska natives.

But the problem is at the Department, the program manager, the grant, you know, committee has never interacted with the tribes and so their criteria ends up being the barrier to entry. And so, I think you have got to kind of get into that thicket and start to clear some of the underbrush to make it—it is one thing for us to pass the bill. It is another thing for it to manifest itself in terms of getting this 150—60 percent of 150,000 miles of road are gravel. It is just unacceptable.

Mr. DUFFY. In the organizational chart, we do have a position here, and I have already thought about that, again, because it is a priority for me.

Senator SCHATZ. One final question, and this is something I have been working on, on a bipartisan basis, for a long time. You know, you are going to be the Secretary of the Department of Transportation, not just the Department of cars.

And there is this kind of ridiculous fight sometimes in this committee, but certainly in Congress, about pedestrians versus cyclists versus public transportation. Like everybody has everything depending on what the situation is, right. You are in New York City, you are suddenly a public transportation user.

Most people are also using sidewalks and people use bikes and cars and all the rest of it, and yet we fight as if these things are zero sum. And we just have a skyrocketing rate of pedestrian fatalities, and we have gotten into a place where—she agrees.

And we have gotten to a place where just fighting for the safety of pedestrians is somehow interpreted as like, I don't like cars, and I just would like for us to create a context in which we can all agree that pedestrian fatalities going up is a bad thing and we should all work on that problem.

It has nothing to do with your view about EV, or public transportation, or smart growth, or climate. I just don't want people to get knocked over when they are trying to walk to the supermarket.

Mr. DUFFY. I agree with you. Pedestrians dying is a bad thing and I would love to work with you on figuring out ways that we can make sure our roads are built safer, keeping our pedestrians or bikers, maybe even the scooterers, safe as well.

Senator SCHATZ. Thank you. Thanks for the extra time.

The CHAIRMAN. And I think we are all agreed now that death is bad. With that, Senator Moran.

**STATEMENT OF HON. JERRY MORAN,
U.S. SENATOR FROM KANSAS**

Senator MORAN. Chairman, thank you. Thank you to you and Senator Cantwell for your leadership now and in the past, and what will continue. And Mr. Duffy, thank you for joining us today and your willingness to serve.

Senator Cantwell mentioned Boeing. I want to highlight for you the importance of Boeing's recovery to all of the country. Boeing is important to us, certainly in commercial travel, but a hugely important component of our national security and defense, our capability of being able to do things and do them well.

I also would highlight that Spirit AeroSystems, Kansas's largest private employer, is a supplier to Boeing. And so, Boeing's success is important to the jobs and incomes that many Kansans earn. Wichita, the air capital of the world, is a significant component of the supply chain for Boeing and others, and I would love to hear you with your suggestions or thoughts about what the next step is in getting Boeing back in business?

Mr. DUFFY. I appreciate the question, Senator. I agree with you, Boeing is a national security issue. Boeing is the largest exporter of American product. Incredibly important. In one of my meetings someone said though, they need tough love, which is what they do need. I think we have to make sure they are implementing their safety plan.

We have to push the FAA to make sure they are implementing their safety plan. But I would like to talk to the safety experts at the FAA to see where we are at and where we need to go to make sure we continue to advance safe airplanes being built at Boeing and exported around the world.

Senator MORAN. Well, let me highlight the importance of that to places that you may not think about other than Seattle and Washington State. It is true in Kansas and Texas and many places across the country where the supply chain is damaged because Boeing is incapable of purchasing.

And I have said this every time I have talked about Boeing, none of us—it is the usual disclaimer, safety comes first. And I would highlight on what you said, there is no future for aviation and air travel in this country unless people are safe to fly, and unless they know and feel they are safe to fly.

So there are no shortcuts to be had, but it is not something that can linger forever without getting us back. Without—we would not avoid the circumstances our country faces in the absence of that capability disappearing. So I encourage you to work with speed and accuracy and efficiency, with safety at the forefront of your mind, but knowing this is an important task at the Department of Transportation, and particularly FAA, has.

I want to highlight for you the Federal Contract Tower Program. So this is a component of air traffic control. It is a public-private partnership in which communities that are rural and small can have access to air service and have access to the ability to guide those planes in and out of the airports safely and securely, and I just would encourage you to continue to prioritize this program.

I wanted to make sure you knew of its existence, and it gets awfully high marks from the DOT Inspector General.

Mr. DUFFY. And how important it is to this committee. And so, yes, I understand the importance of Federal Contract Towers.

Senator MORAN. The—you may take note, I don't know about all of our new members, but this is a highly rural committee with a lot of—

Mr. DUFFY. Which I appreciate, by the way. That is great.

Senator MORAN [continuing]. In these and other topics. Long distance, perhaps along the same path. Kansas is the home to the Southwest Chief, travels from Chicago to Los Angeles. My experience at—with Administrations, with the past Administration, and certainly with—from time to time with the Board of Directors of Amtrak is very little interest or care and concern for anything other than the Northeast Corridor, and I would highlight for you the importance of passenger rail service through many places across the country.

Mr. DUFFY. You mentioned this in the office, how important the Chief is, and I think a few other members mentioned it as well. So that point has been made and I understand it.

Senator MORAN. There is also—

Mr. DUFFY. And I agree with you, we can't forget rural communities.

Senator MORAN. Public-private effort for an extension of the Flier, which would go from Newton, Kansas to Oklahoma City, which then connects with Dallas. So it is one of those circumstances in which the states are putting in dollars to partner to get additional rail service. Finally, short line rail service.

Again, another rural issue. The short line rail industry is hugely important to Kansas and to rural places across the country. It is how we get grain to market. In many instances, years ago there were lots of abandoned tracks, and they were sold off for their steel.

There have been short line rail companies who have, rather than make the immediate profit of selling steel, have created railroads that actually provide service to rural communities across our state, and it is hugely important. I am an author of tax code provision 45G to help upgrade the short line rail industry from the tracks to compete and to connect, is a better word, with the long distance carriers.

And again, my purpose in raising this topic is to make sure that it is something that you are aware of. And I, of course, look for your support as we continue to try to make sure that rail services are available, in this case, in a freight way across the Nation.

Mr. DUFFY. In my community, this was an issue. If you can't move your product from rural America and connect, it creates huge problems for small businesses that employ the families that live in rural America. So, I would love to work with you on that.

Senator MORAN. Thank you, sir.

The CHAIRMAN. Thank you. Senator Baldwin.

Senator BALDWIN. Thank you, Mr. Chairman. When we had a chance to meet earlier, we talked a lot about Buy America rules. I consider myself a huge champion of Buy America rules, the straightforward idea that when you are using taxpayer dollars to build infrastructure, we should be employing American products, and American workers, and supporting American businesses.

Four years ago, when we had Pete Buttigieg sitting before this panel, I asked him about their Buy America rules, and particularly his commitment to work to discontinue a waiver that had been in place for 40 years that allowed Federal highway projects to sidestep Buy America rules. Well, earlier this week, the Department of Transportation finalized a rule to discontinue that long term waiver.

And it has been a long time coming, and I am proud to say that it will ensure stronger Buy America standards for highway construction. So I ask you today—this rule will be rolled out in two phases over the next 2 years. Are you committed to seeing this final rule through as written? And speak generally about your commitment to Buy America rules.

Mr. DUFFY. First, I want to—I appreciate you and your work for Buy America. It is an issue that I share with you, and I think you have been a leader in the Congress on this issue, and I commend you for that. It matters for Wisconsin, but also matters for the country as a whole.

And so, again, in broad sense, I agree with you, and you made wonderful points about how many waivers are issued to get around the rules. And I made a commitment to you in your office that I would work on that and look at it.

In regards specifically to this rule, I think it just came out. I haven't had a chance to review it. Sort of commit to a rule I haven't seen or read would be difficult for me, but the concepts that we have discussed I am committed to. And so, I would like to look at it and circle back with you, if you would accept.

Senator BALDWIN. We will talk further about it without question. On this same vein, when we passed the bipartisan infrastructure law in November 2021, it included my Build America, Buy America provision to strengthen Buy America preferences for iron and steel products, construction materials, and manufactured products on all Federal aid awards used for public works infrastructure construction.

The law includes requirements to impose strong Buy America standards on programs that are deemed deficient. Meaning that they are not covered at all, or the existing coverage is outdated or undermined by loopholes, as we have discussed. Do you commit to enforcing our Buy America laws, particularly for DOT programs that are deficient?

Mr. DUFFY. Yes, I commit to following the law as passed by Congress and especially in regard to these issues.

Senator BALDWIN. OK. Thank you. Last Congress, the Federal Aviation Administration Authorization Act was signed into law, and this law included a provision from my Air Carrier Access Amendments Act to ensure that airplanes are designed to accom-

modate people with disabilities and airlines meet accessibility standards, including for individuals who use wheelchairs. How will the Department, under your leadership, work to improve access to air travel for those with disabilities, including our Nation's veterans with disabilities?

Mr. DUFFY. And I appreciate you bringing that up, and I know Senator Duckworth and I talked about this as well. And I would just note that disabilities come in all forms, shapes, and sizes.

My daughter, who you have all met, she has Down Syndrome. We will deal with her own set of challenges with her, but making sure that people who have disabilities have access to all modes of transportation I think is critically important.

And I will work with you, and Senator Duckworth, and the Department of Transportation to see what additional steps we can and should be taking, one, to follow the law, but two, to make sure that everyone has access.

Senator BALDWIN. Thank you. In this next Congress, this committee will be working to reauthorize the Surface Transportation Bill. In 2022, we tragically lost Sarah Debbink Langenkamp, who was riding her bicycle home from—on a road in Bethesda, Maryland. Sara was raised in Wisconsin.

She was a U.S. diplomat and a mother of two boys who had been evacuated from Ukraine in the summer of 2022, only to be killed 2 weeks later. Last Congress, working with Sara's family, Senators Cardin, and Van Hollen, I introduced legislation that would make it easier for states and local Governments to use highway safety improvement program funding as a local match to build safe infrastructure for bike riders and pedestrians.

Senator Schatz brought this issue up also. What will the Department's plan be to eliminate traffic fatalities and serious injuries under your leadership?

Mr. DUFFY. My heart goes out to Sara's family. And again, I am well aware of when these tragedies hit, how they absolutely destroy families. And so, I would—I will take a look at the bill that you all authored, and I would commit to working with you to figure out what steps we can take to make sure our roadways are safer for everybody.

The CHAIRMAN. Thank you. Senator Sullivan.

**STATEMENT OF HON. DAN SULLIVAN,
U.S. SENATOR FROM ALASKA**

Senator SULLIVAN. Thank you, Mr. Chairman. And, Mr. Duffy, congratulations to you and your beautiful family. I also want to congratulate our Chairman. You know, his opening remarks. I didn't know our—my good friend and firebrand from Texas ever sang Kumbaya to anybody.

[Laughter.]

Senator SULLIVAN. Learning a lot here. There you go. Mr. Duffy, I believe you are very highly qualified to be the Secretary. I certainly plan on supporting you. You are certainly as qualified as the current Secretary of Transportation, who I supported 4 years ago, so I am hoping all of my colleagues on this committee, everybody will support Mr. Duffy.

I think your vision of a golden age for transportation is a great vision. I appreciate our meeting. As I mentioned, my state has a lot of unique challenges on infrastructure. We are resource rich, infrastructure poor.

Alaska is 120 times bigger than Connecticut and we have less road miles than Connecticut. No offense to Wisconsin, we are 10 times—over 10 times bigger than you guys and we have less than one-seventh the amount of roads than Wisconsin has. In much of the discussion on infrastructure and transportation, when D.C. talks about rebuilding infrastructure or paving roads, but it doesn't often focus on the fact that in some places we don't even have infrastructure.

Alaska wasn't even a state when the Eisenhower Administration launched the big Federal highway building program. So I am going to ask you the easiest question of the day. Will you commit to coming to Alaska in the summer? You can bring your family. You can do salmon fishing with me after we get some infrastructure—

Mr. DUFFY. And this is an easy one.

Senator SULLIVAN. Maybe you go after your trip to Hawaii, but will you come to my state and see these challenges? Because there are real challenges. You can hear about them. But unless you are on the ground, it is tough.

Mr. DUFFY. I would love to come to Alaska, and I promise you I will not sing any Hobo Jim for you.

Senator SULLIVAN. Oh, you are right.

Mr. DUFFY. I sang to him in the office.

Senator SULLIVAN. That was very good.

Mr. DUFFY. It was very good.

Senator SULLIVAN. Thank you. Let me talk about another one that you and I talked about. I just want to get your commitment on, we have 251 communities in Alaska that are not connected by roads. Most people in America think, well, every community is connected by roads. Well, not in our state.

So air service is essential. Essential Air Service is essential. Dozens of communities in Alaska are covered by the Essential Air Service Program and would have no other way or means to get food or get people out of their communities.

Will you commit to supporting ample funding for the Essential Air Service Program in the DOT budget?

Mr. DUFFY. Yes. Senator, I was surprised. I think you indicated you have more than 60 Essential Air Service airports in Alaska—

Senator SULLIVAN. Yes.

Mr. DUFFY [continuing]. Which that was—it is a big number. I have several in my old Congressional District. I know how important it is to my communities, which probably have closer access to airports than your communities. So, yes, I have been a supporter and will continue to support Essential Air Service.

Senator SULLIVAN. Great. I am really glad you highlighted aviation safety. Given our lack of roads and our isolated communities, we have more pilots per capita than any state in the country, but unfortunately we have the highest rates of accidents, including fatalities on aviation.

The NTSB in February 2020 put out a big report dealing with Alaska aviation and listed these numbers, which are very trou-

bling. Can you continue to work with me on the Alaska Safety Initiative? It was in the FAA bill this year?

It is focused on better available weather data reporting, infrastructure for some of these small rural airports. This year's FAA bill authorizes up to \$25 million annually for this safety initiative for Alaska, which is desperately needed given our very high rates of crashes and fatalities.

Mr. DUFFY. Sir, I wasn't aware until you pointed out how many fatalities you have in Alaska. I would welcome the opportunity to work with you on that issue.

Senator SULLIVAN. Thank you. I am a big fan of the air traffic controllers as well. They do incredible work in my state.

And so I am glad you did a shout out to them at the beginning. Let me ask one final question. It is a long, big topic, but it is so important. We talked about it. It is permitting reform. We need it. A lot of people say we need it, and then when we try to get anything done, we can't get anything done.

A lot of the, my view, lower 48 radical environmental groups use NEPA to block projects, not help projects. We have, you know, we are kind of the parade of horrors in Alaska. Secretary Chao helped break a NEPA logjam in the Cooper Landing Bypass on the Sterling Highway on the Kenai Peninsula in Alaska.

It took almost 40 years to get that EIS, OK. This is madness. And it took 20 years to permit a gold mine in Alaska. Secretary—or Senator Cantwell had this issue of a new runway at SeaTac Airport. Took 15 years to get the permits just to build a new runway.

So what are your ideas on NEPA reform, and will you commit to making that a top priority? I have talked to President Trump about it. I know it is a really big focus of his. We have a great opportunity, but we need it. And enough talk on this. We got to do something.

Mr. DUFFY. We do. So again, the length of time it takes to do projects, way too long. The NEPA process is complicated and time consuming. We don't have to trade-in making sure we protect the environment to do projects.

And so, I would like to work with this committee, which obviously has a very large role in permitting reform. But I commit to do what I can at the Department to speeding up the process.

Senator SULLIVAN. Great. Thank you very much. Thank you, Mr. Chairman.

The CHAIRMAN. Thank you. Senator Klobuchar.

**STATEMENT OF HON. AMY KLOBUCHAR,
U.S. SENATOR FROM MINNESOTA**

Senator KLOBUCHAR. Thank you very much, Chairman Cruz. Thank you to our nominee and his many—the many Duffys behind him. So I hear we have already talked about the Stillwater Bridge. I have a painting of our bridge on the—on my office wall. And we had to, along with others here, had to actually take a lot of grief from people in both our parties, I would say.

And now the way I look at it, it is the most beautiful bridge in our state. And I always tell people it is not a bridge to nowhere. It is a bridge to Wisconsin. And I appreciated your work on that. And I know you have already been committed to and been—and

said you were committed to continuing bipartisan work and supporting the work that needs to be done on the bipartisan infrastructure law. You want to add just briefly to that?

Mr. DUFFY. If I could, I just—I appreciate the partnership and friendship that we all built together with Senator Baldwin and yourself, and it was a bipartisan group. Again, we needed an act of Congress to build this bridge.

When we walked on the old Stillwater Bridge, which is I think Senator Baldwin mentioned, 80 years old, there were boats falling off the bridge. And so, I think that was a great project. When I fly in Minneapolis and drive up to Hayward, where I was born and raised, I go across that bridge and I am proud every single time of the bipartisan work that we did together, and I would like to continue that kind of work should I be confirmed.

Senator KLOBUCHAR. Thank you. One example different than bridges are aviation towers, Duluth, not too far from Wisconsin, has one of the oldest ones in the Nation. I think the third oldest.

Representative Stauber, who I know you know, and I, and Senator Smith have been working on this. And just will you commit to support Federal funding to upgrade our airports, air traffic control towers?

Mr. DUFFY. I do commit to that. And I welcome the opportunity to see the tower in Duluth. And you have one—one is flying in Duluth?

Senator KLOBUCHAR. Mm-hmm.

Mr. DUFFY. Is that the one that is—

Senator KLOBUCHAR. We have a tower in Duluth that is important for the airport. But also we have Cirrus jets. And as you know, with Superior. And then we also has a Reserve, Guard Reserve unit up there.

So it is pretty important. Distracted driving. It takes 5 seconds to drive across a football field at 55 mph. We have a 19 year old from our State who died tragically in an accident involving a distracted driver. Nine people in the U.S. are killed every day in accidents that are reported to, well, people looking at their phones distracted.

If confirmed, do you commit to continue the work actually started under Ray LaHood when he was the Transportation Secretary to combat distracted driving?

Mr. DUFFY. I do. I commit to that. And for someone who has young drivers himself—and again, it is not just young drivers who get distracted, but oftentimes it seems like they are the ones that are more prone.

I am—I would love to work with you and the Committee to make sure we figure out a pathway forward to make sure these youngsters and every American is making sure they are paying attention to the roadway and not their phones or something else in their vehicle.

Senator KLOBUCHAR. Very good. We are proud of the Borealis line with Amtrak. Many more riders than were predicted, reaching 100,000 riders in the first 5 months involving Wisconsin and Minnesota. Will you commit to working to improve and maintain passenger rail?

Mr. DUFFY. Yes.

Senator KLOBUCHAR. OK. Very good. Recreation and the trails. Did anyone else ask you about snowmobiles or ATVs? And I know you have just been waiting for that, given our two states.

So the Recreational Trails Program provides funding to states to develop and maintain outdoor recreational trails through taxes paid on gasoline used to fuel snowmobiles, ATVs, and other recreational vehicles that do not use highways.

This has been highly popular. We have been able to forge a coalition with bicycles, bike riders, and with the ATVs, snowmobiles. You know, it used to be kind of a divide on this recreational trails, and I lead that legislation. Do you agree that programs like this one are important for tourism and for just the quality of life of the citizens of our country?

Mr. DUFFY. I know the benefit in Northern Wisconsin to these trails, what it does to bring people in from Minnesota who—love to ride in our wonderful trails. I am sorry about that, Senator. But no, I would commit to working with the Committee, and I understand the importance of these trails for the quality of life.

Senator KLOBUCHAR. OK. And last, blocked rail crossings not only inconvenience drivers, but also delay emergency vehicles and threaten public safety. We have had a number of accidents, some tragic, and we recently got some grants throughout Minnesota to continue working on these blocked rail trails—blocked rail intersections. Are you committed to addressing blocked rail crossings?

Mr. DUFFY. 100 percent. This was an issue that came up when I was in Congress. Incredibly frustrating to deal with the railroads that are blocking these crossings.

And again, in small communities, it is really challenging if someone is having an emergency to get across the tracks and make sure they get necessary care, if they have to drive for 40 or 50 miles in a roundabout way. So, yes, I would love to work with you on that.

Senator KLOBUCHAR. OK. Thank you. Thank you, Chairman.

The CHAIRMAN. Thank you. Senator Blackburn.

**STATEMENT OF HON. MARSHA BLACKBURN,
U.S. SENATOR FROM TENNESSEE**

Senator BLACKBURN. Thank you, Mr. Chairman. And Mr. Duffy, welcome. We are delighted to see you here. And a few quick things that I have for you.

Number one, Tennessee is an auto manufacturing state. And with EVs, research that is being done on AVs, and what we are finding out is that the Chinese automakers are trying to partner up with Mexico and then bring their automobiles into our marketplace.

And, of course, that allows them to collect sensitive U.S. data. It allows them to threaten our critical infrastructure. And as we are looking at this AV technology, we want to make certain that the U.S. remains competitive and the leader here.

So talk with me for 30 seconds about your thoughts on AVs, the innovation, the safety, and keeping China out of the marketplace?

Mr. DUFFY. Yes, I think we need clear rules that are going to allow our innovators to stay in America and develop products that are going to advance the autonomous vehicles that they envision.

And without clear rules or a patchwork of rules state by state I think we put ourselves behind those countries that allow for innovators to expand and grow.

And so, I would commit to the Committee and to the Congress that if I am confirmed, I want to work on rules that make sure there is clarity for those innovators. Again, if we don't do this is going to be technology—

Senator BLACKBURN. And safety on our streets as we look at the AVs.

Mr. DUFFY. Yes.

Senator BLACKBURN. Let me ask you about raising the pilot age. This is something that the Chairman and I have worked on. Senator Graham has joined us in this effort.

We have a pilot shortage, and by raising the pilot retirement age we could put some experience back in the cockpit and solve this. Now, the U.S. Ambassador to ICAO has refused to participate in the process globally of looking at this. So will you work with me and the Chairman as we work to raise the pilot retirement age?

Mr. DUFFY. I would welcome the opportunity to work with you.

Senator BLACKBURN. Thank you. Let's talk Memphis. Not only are we good for blues and jazz and a lot of good barbecue, but we are the logistics hub of America. It is home to all Class I railroads.

And FedEx, the world's largest express carrier is headquartered there. And of course, we have got the port there on the Mississippi River. And we know a couple of things about keeping America moving.

Now, there has been a lot of talk and many articles written about how people are leaving some of these blue states and coming to places like Tennessee. And this means that we need to look at where those Federal highway dollars are spent and placing them in areas with growing needs rather than areas that are losing population.

And it also means we need to cut that red tape, as you were talking about with Senator Sullivan. So how can you cut that red tape at DOT and work with us for areas where we have growing transportation needs?

Mr. DUFFY. Senator, I appreciate the question. Obviously, Tennessee is expanding. Florida is expanding. States that have infrastructure that was never set up to have this many people come in.

And so, I will look forward to working on where we can cut red tape. And this is a space that I have to actually get into the Department, should I be confirmed, because I think depending on the program, depending on whether it is rail or roads, the answer is different.

But I would like to partner with you and make sure that we bring efficiency to the Department of Transportation so we can have great build outs in places like Tennessee.

Senator BLACKBURN. That would be very helpful because many times getting that permission is what slows this down.

If you spend two minutes with Senator Hagerty, or me, or Senator Tillis, or Senator Budd who is down here, you are going to hear us talk about Hurricane Helene and I-40, and the way that road has just been demolished right there on the North Carolina, Tennessee border.

And we are continuing to try to work through this process to get that rebuilt but we need to know that this is going to be front and center with you so that we can get that interstate rebuilt and reopened.

Mr. DUFFY. Both you and Senator Budd have brought this up to me. I have talked to Congresswoman Virginia Foxx as well. If I am confirmed, the first trip I would like to make is with the both of you to see the devastation and destruction and the needs to rebuild your states.

Senator BLACKBURN. Thank you so much. I know you from your time in the House. You are a strong consensus builder. The Department of Transportation needs that. We look forward to confirming you and we expect great things.

Mr. DUFFY. Thank you, Senator.

Senator BLACKBURN. Thank you.

The CHAIRMAN. Thank you. And Senator Kim, welcome to the Committee and you are recognized.

**STATEMENT OF HON. ANDY KIM,
U.S. SENATOR FROM NEW JERSEY**

Senator KIM. Thank you, Chairman. I am glad to be part of the Committee. And I am really excited about these Hawaii and Alaska trips that we will be doing.

[Laughter.]

Senator KIM. I invite people to come to New Jersey and maybe we can time it for the FIFA World Cup final. But Mr. Duffy, thanks so much for coming before us. I was really heartened to hear what you said in your opening remarks that the President-elect is talking to you about the need for big, durable projects that connect our Nation.

One such project is the Gateway Tunnel Project. Incredibly important, not just for my state and my neighboring state, New York, but for our entire nation and our economy. Something that would be a major disaster for our Nation economically if something were to happen.

In response to the Ranking Member, Senator Cantwell's question, you said that you would support keeping funding going for projects that are already underway. I just want to see if we can commit—get a commitment from you that that would also apply to the Gateway?

Mr. DUFFY. Yes. So I appreciated our conversation. You brought up the Gateway, among other things. And again, I want to look at what funding has gone out, but I imagine those good projects that are underway, we would continue.

Senator KIM. OK. Well, I appreciate that. And look, I will continue to work with you to have the knowledge about this because it is so incredibly vital for our nation, and it is something that I hope we can all have bipartisan agreement on those types of projects.

A couple other things. You know, we talked about this. We have had a lot of problems with this last year in New Jersey when it comes to public transit, delays on NJ Transit. I got stuck at Penn Station uncertain when I would be able to get back to my family. It has caused such delay.

I guarantee you we cannot have another summer like that again. We have got to figure this out. So, you know, I guess, you know, what I just want from you is a commitment that we can work together with urgency here because it is not just about NJ Transit at the State side.

Because of the primacy of the rails for Amtrak, you know, this is something that we need to make sure we have a Federal partner that is willing to work, and I want to see if you are going to be that Federal partner for us?

Mr. DUFFY. Yes, Senator. I would welcome the opportunity to continue to work with you and learn more about the issues that you have with New Jersey Transit.

Senator KIM. Yes, look, and it is not just NJ Transit. You know, you and I, we take the Amtrak to and from D.C. Like a lot there that we need to make sure we are dealing with the Northeast Corridor.

Look, I will be very honest here. I have watched and seen, you know, some of the debates that we have when it comes to Amtrak funding here in Congress. You have had to take some votes on this.

We have seen how the majorities in the House and we will see how the Republican Majority in the Senate moves on this, but I have been concerned by some of these efforts to try to slash Amtrak funding in the past. I would like your thoughts on this and whether or not you understand the importance of keeping Amtrak funding going?

Mr. DUFFY. Yes. Some of you on the Committee have brought up my votes where I didn't vote for Amtrak funding. I will just note I did represent Northern Wisconsin. We don't have any Amtrak. And my constituents would—my old constituents would bring that up in my town halls.

But again, this committee has spoken loudly about Amtrak and rail in their home communities. And so, I am going to continue to work with the Committee and abide by the law, enforce the law, and implement the law as passed by this body.

Senator KIM. Because you are looking to represent everyone in this country when it comes to this work.

Mr. DUFFY. It is more than just Northern Wisconsin right now.

Senator KIM. That is right.

Mr. DUFFY. If I am confirmed.

Senator KIM. One other thing, and this was a bit of a, you know, an issue that has come up just over the last couple of months, but I just figured I would raise it with you. We have had some issues in New Jersey when it comes to drones, whether or not these are causing significant issues. Issues over flight space.

And frankly, just a lot of problems of, you know, is it a drone, is an aircraft, and especially at nighttime. I think FAA can play a critical role in helping us delineate this. FAA is the one—the part—the entity that allowed for night flying of drones.

I think there is a lot more we can do to help distinguish just to make sure that we have a sense of what is legitimate use as well as what, you know, might be a problem. And I think that there is a greater ability. Do you agree with that? Is that something we can do together?

Mr. DUFFY. I 100 percent agree with you, Senator. And my kids? faces lit up when they realized that you are the Senator from New Jersey because they did see the drones coming over the house long before it was even a story. I was getting videos. And so some who said these were airplanes or something else or a DJI drone. I appreciate your bringing that topic up. I would—I think we need smart rules.

Senator KIM. Yes. I mean, look, I think, you know, some of what I saw we were able to delineate as aircraft but, you know, no doubt there is drone usage, over a million drones registered in this country.

And I think when it comes to night flying, when it comes to flying over people's personal homes, certainly when it comes to sensitive critical infrastructure, military installations, others, I think there just needs to be a tightening up here and I think that that is something we can do in a bipartisan way.

Mr. DUFFY. And we need transparency.

Senator KIM. That is right.

Mr. DUFFY. What is happening, who is flying, and so. But again, I think there is a lot of work to do on the rulemaking fund here, and I would welcome partnering with you to do that.

Senator KIM. OK, great. Thank you. I yield back.

Senator CAPITO. Hello. Senator Budd.

**STATEMENT OF HON. TED BUDD,
U.S. SENATOR FROM NORTH CAROLINA**

Senator BUDD. Thank you, Chair. Mr. Duffy, great to see you. Enjoyed our time in the office a couple of weeks ago. Rachel, great to see you and your beautiful family here. Congratulations on your nomination.

I have great memories, fond memories of our time together on Financial Services, and as only Maxine could say, reclaiming my time. All right. So talking again about Western North Carolina. You know, the roads were devastated by Helene.

Returning roads, bridges, and highways to working condition and restoring full access to mountain communities is going to take billions of dollars and months of hard work. Senator Blackburn mentioned it.

The big problem right now seems to be delays. What—so what can we do? First of all, thank you for your commitment just a moment ago to work on that, but what are some things we can do to overcome the delays that we are seeing on this road building?

Mr. DUFFY. So, first of all, Senator, I appreciate you bringing that up. Again, I think when people from rural America feel like they are forgotten because they are from rural America, I think it is shameful.

I want to make sure that they are not forgotten, at least should I be confirmed from the Department of Transportation, which is why I have committed in your office and to Senator Blackburn as well to make sure that I go there first and foremost. I think it is going to take some work to streamline the process, but this is an emergency.

Again, when we have communities that don't have connection because their roads have been washed away, I will commit to that I

will do everything in the power of the Department of Transportation to move the process forward as quickly as possible, so these communities get access and roads that are functional again.

Senator BUDD. I appreciate you bringing that up. And as I talk with all these 25 Western counties that were most affected, their greatest fear is being forgotten.

Mr. DUFFY. Yes.

Senator BUDD. So thank you for bringing that up and letting them know that they are not forgotten. You know, in North Carolina, we are at the forefront of developing and reintroducing commercial supersonic flight.

Like so many others in other fields, you know, China has invested heavily in supersonic flight, threatening not only American jobs, but our national security as well. So given the importance of maintaining U.S. leadership in this space, how will you help us or ensure that DOT and FAA will work to streamline regulations so that American companies can take the lead and not China?

Mr. DUFFY. Yes. Senator, I would work with you. Obviously, you know the aerospace and aviation space very well. But again, making sure we have those corridors where supersonic flights can fly and test. Making sure we have rules in place that allow for the continued innovation in this space.

Again, we can't let the weight of Government hold down innovation at a time when China is leaping forward, nipping at our heels. We have to make sure that those innovators, again in supersonic flight and many other spaces, continue to have a home in America where they can experiment, again with the backdrop of safety, but make sure that innovation and creativity is happening here.

Senator BUDD. Thank you. You know, the FAA, and again bringing up drones, it was directed by Congress to provide a draft rule for BVLOS, or beyond visual line of sight. And that was supposed to be September of last year, but again, they failed to meet this deadline.

Without clear guidance from FAA, commercial drone companies are forced to operate on a patchwork of waivers and exemptions. It stifles innovation and puts the U.S. further behind China, yet another issue there. So, again, what can we do on that specific issue to streamline and make sure that the FAA actually meets these deadlines?

Mr. DUFFY. Senator, I think even worse than the point you bring up, they will pack up and they will go to a different country where they have clarity of rules, where they can test their products and continue to innovate as opposed to the patchwork that you referenced.

I want to look at where we are at in the rulemaking, but we can't have a patchwork approach. We have to have clear rules to beyond visual line of sight and make sure that this innovation continues to happen here.

And I want to offer clarity to this space. It has the potential of revolutionizing so many different things in the way our economy works. Let's make sure it happens here.

Senator BUDD. Thank you. So I am hearing a lot about, you know, the pilot shortage, as we talked about a few moments ago.

But, you know, starting with student pilots who are going to help us solve this.

A lot of them are telling me they are waiting months to either get a flight test, or those who are seeking additional ratings, they are waiting more than 3 months to schedule their practical test.

So what can we do to shorten that—or will you commit to work with me to shorten that? I think we need a lot more oversight of the DPE, the Designated Pilot Examiner Program. Any thoughts on that?

Mr. DUFFY. Yes, Senator. I would welcome the opportunity to work with you and consult with you on what we can do to shorten that time-frame for these young pilots.

Senator BUDD. I appreciate that. Thank you. Good luck.

Senator CAPITO. Thank you. Senator Peters.

**STATEMENT OF HON. GARY PETERS,
U.S. SENATOR FROM MICHIGAN**

Senator PETERS. Thank you, Madam Chair. Congressman Duffy, good to see you here.

Mr. DUFFY. You too, Senator.

Senator PETERS. Congratulations on your, let's just say, impending nomination. We still have to wait a few days for that, but congratulations on that, and certainly appreciate the opportunity to spend the time that we did in my office prior to this to kind of go in depth on a number of topics and concerns that I have, and it was good to hear that you share those concerns as well.

And the top of that list, as a Senator from Michigan, you know that making the future of the American auto industry in America is a matter of both economic as well as national security, especially when it comes to outcompeting the Chinese Government backed automobile companies that we are competing with.

And it also means of supporting union workers and American companies that are making the vehicles of the future, including both gas powered cars as well as electric vehicles that are both made in my home state. We want to make sure consumers have a choice between vehicles as they are making those decisions.

So my—really the only question I have for you on this topic is, if confirmed, will you work with me to support policies that ensure the future of the auto industry in the United States? I will be focused particularly on Michigan, but this is again all about the country.

Mr. DUFFY. I would expect that to be the first question. Senator, yes, I would love to work with you. Obviously, it is important to Detroit, to Michigan. But to your point, it is incredibly important to America as a whole.

Obviously, China is innovating. They are trying to come into our markets, trying to undercut us on prices. And to make sure that we continue to build great vehicles here in America, at the heart of Detroit and elsewhere, I will partner with you.

Senator PETERS. Wonderful. I also want to revisit a topic that we talked about in our meeting when you were in my office, and that is Line 5, an oil pipeline, a gas pipeline that is 70 years old and runs under the Great Lakes, particularly under the Straits of

Mackinaw, a particularly precarious place if there were to ever be a leak there.

And given your previous role as Co-Chair of the House Great Lakes Task Force, I know you certainly understand and are passionate about the Great Lakes as a source of drinking water for more than 40 million people. And it is an economic driver and a lifeline in the region, and certainly it should go without saying an oil spill in the Great Lakes would be absolutely devastating.

So given DOT's purview over the Pipeline and Hazardous Materials Safety Administration, PHMSA, can I count on you to work with me to do everything in our power to make sure there never, ever is an oil spill in the Great Lakes?

Mr. DUFFY. Largest body of freshwater. A huge part of our economy through shipping. And I was not aware that this line was— [technical problems] It actually comes through my old Congressional District in Northern Wisconsin as well. I would welcome the chance to work with you. We do not want to have a spill in the Great Lakes.

Senator PETERS. Right. Thank you. And sticking with the topic of our Great Lakes, I want to talk about the importance of investing in our ports, which ensures that our manufacturers can stay competitive and that goods are delivered to consumers all across the Midwest, as well as the entire nation.

DOT's Port Infrastructure Development Program supports much needed developments and improvements in safety, efficiency, and reliability. The program has gone through our Great Lakes ports and has certainly provided a boost, but I will be frank, our funding is very hard to come by with the Great Lakes—Great Lakes ports receiving just a little as sometimes two percent of the funds in the past years.

There are a lot of ports in this country, but as you know, a great deal of commerce goes through our ports, whether in Wisconsin and all of the Great Lakes states. That is unacceptable. So if confirmed to lead DOT, will you support robust funding for our ports? And on top of that, will you work to ensure that funding is actually distributed fairly so that Great Lakes ports are not left at a competitive disadvantage as we have been for far too many years?

Mr. DUFFY. Senator, that is almost as easy of a question as am I going to go to Hawaii with Senator Schatz? Of course. And Senator Baldwin was shaking her head. I understand the importance economically to our ports and the Great Lakes, and I will work with you and the Committee to make sure we have adequate funding and fair funding for the Great Lakes ports.

Senator PETERS. Right. Right. And I also—I know Senator Sullivan, we talked about Senator Schatz, Senator Sullivan brought up an issue that he mentioned the importance of Essential Air Service. And I know he certainly boasted that he has the most in the country. Well, I am going to boast we are number two.

Michigan is number two in terms of the number of EAS airports. And as you well know, these airports are critical for economic development. If you don't have access to an airport to connect you to the broader world, it is pretty difficult to have development in rural places all across our country.

And I know you are used to one that your constituents use regularly in Iron Mountain, Michigan. A lot of folks from Wisconsin fly through there and absolutely critical. So I am going to ask you, as you have already answered this question, but not everybody has asked the question yet. If confirmed, will you commit to not cutting Essential Air Service programs and supporting that critical service and lifeline to many of our communities?

Mr. DUFFY. I do hope everyone asks me that question, and I am going to reiterate, yes. In my old Congressional District in Rhinelander, we have an Essential Air Service airport. Eau Claire, Wisconsin is one as well.

So again, I am well aware of individuals who live in areas that aren't close to these larger airports. And so, I fully understand that and am going to work with this committee in the support of Essential Air Service.

Senator PETERS. Right. Well, thank you, Congressman Duffy. And again, it is wonderful to see your wonderful family here behind you, supporting you, and certainly wish you the best of luck. Thank you, Madam Chair.

Senator BUDD. Thank you. Senator Curtis.

**STATEMENT OF HON. JOHN CURTIS,
U.S. SENATOR FROM UTAH**

Senator CURTIS. Thank you, Madam Chair. Well, Representative Duffy, I had the honor of serving with you in the House. And from that experience, we didn't serve on the same committees, but I certainly know of your reputation, and I am pleased for your nomination here today.

And if you handle your work in transportation like you did in the House, we are in good hands. But I must tell you, as a father of six, I am even more impressed by what is on display today. I don't think I could take my six kids anywhere and have them sit anywhere for over an hour as well as these kids have.

And I am willing to give the bulk of the credit to your wife, but no doubt you had something to do with these kids. So, very impressive. And I will tell you, though, all that said, I did note in your remarks you read their names as you were introducing them, and I get it.

[Laughter.]

Senator CURTIS. Like if I were to introduce my kids in a setting like this, I would read their names too. But when you and I travel Utah on your way to these other states, I am going to grill you a little bit and see if you can give me their birthdays. And if you can give me their birthdays, I have an even harder question, and that is their teachers' names.

Mr. DUFFY. Senator, I do know their names, but I was fearful that I could be so stressed out. I didn't want to forget them so I—

[Laughter.]

Senator CURTIS. Yes. Listen, I would have done the same.

Mr. DUFFY. And they knew I was going to read them as well, and I might have someone point that out. So, I thank you for that.

Senator CURTIS. I would just say, so impressive. What—you know, I mean you can judge a person by a lot of things, but I have

always felt like you can judge them by their family and their kids. And congratulations. Very, very impressive.

Mr. DUFFY. Thank you, Senator.

Senator CURTIS. So I appreciate our meeting that we had and your vision for the Department of Transportation. Enjoyed sharing Utah's priorities with you. And if you have any takeaways from my few minutes with you today is that the growth rate in Utah, by a lot of measures we are the number one or certainly way up there in the size of growth in our state.

We are expecting half a million new people in the next few years. Now, depending on like some states, that is not a big deal. Utah with three million people, that is a big deal. So clearly, the infrastructure is a very important part of what we are doing.

Managing that growth, there is both a State role and a Federal role, and I am really proud of my state. I think we do things very well and realize the State responsibility, but I look forward to partnering with you on the Federal responsibility to deal with that growth.

And as you know, in the past, we talked in our office about some of the things Utah's observed with the Department of Transportation is that sometimes they are more responsive to the states that didn't plan well and have a crisis than the states that plan well and want help with long term preparation.

And it feels like sometimes the dollars go to those folks and not to the people who have done the long term preparation. And I just would like to invite you and your Administration to kind of join me in Utah in rewarding good behavior by planning and helping those projects get funded as well, as a high priority as those that seem to be a little bit more in crisis.

Mr. DUFFY. Yes, Senator. And I think in the—I mean it as well, the passenger rail between Salt Lake City and Provo and one other city?

Senator CURTIS. Ogden.

Mr. DUFFY. Ogden. How important that has been, what kind of passengers actually ride that rail, and how effective that has been of reducing congestion and moving people efficiently and rapidly between the cities.

And I think those are the kind of projects that I would look at as the success story that—again, probably because your communities have planned, are now being implemented. Incredibly effective in population centers that truly need and use infrastructure.

Senator CURTIS. Yes. And thank you for bringing that up. That was on my list. As we mentioned in my office, that the vast majority of that runs on a single track, one track. Meaning that when two trains come together, one of them has to wait someplace.

And you can see the inefficiencies in that. And Utah spent a lot of money, but we will need some Federal help getting that dual track going. And 80 percent of our population lives within those three cities, which is less than 100 miles.

Mr. DUFFY. Yes.

Senator CURTIS. So we would love to have your help working on that.

Mr. DUFFY. I would love to work with you on that. I think you said something about skiing at Alta or something like—

[Laughter.]

Senator CURTIS. Yes, that is part of the package deal as we entice you to the—I feel like these other cities have to get a commitment from you to go to Utah. Everybody just wants to go.

Mr. DUFFY. Exactly. Hawaii, though, too, is pretty good.

Senator CURTIS. Yes. In just a few minutes, let me bring up the Olympics. We talked about that. Utah had the opportunity of hosting the Olympics previously, and this will be our second Olympics.

I think we were a, you know, a model for how Olympics can be hosted. But once again, a real Federal role, a real state role, and would like to invite you and ask as you go to this new role that we can brainstorm on how to make Utah a showcase to the world on transportation.

Mr. DUFFY. I would welcome that opportunity, Senator. Thank you.

Senator CURTIS. Yes. And then just finally out of time, but one thing I mentioned, we did a project near my home as a state. We expanded our interstate there, our Federal interstate. State spent \$1.7 billion of their own money. Didn't take a dollar from the Federal Government because it increases the cost of projects by roughly 30 percent. So we would love to work with you on deregulation and spending those dollars well. And with that, I regret that I am out of time.

Mr. DUFFY. Just to make one other point on that is, I have read some studies have indicated up to 40 percent of the cost is in the permitting and the studies that are done.

Senator CURTIS. Duplicative.

Mr. DUFFY. Absolutely. So making sure we speed that up, I will be the partner.

Senator CURTIS. Thanks so much. Yes.

Mr. DUFFY. Thank you.

Senator CAPITO. Senator Luján.

**STATEMENT OF HON. BEN RAY LUJÁN,
U.S. SENATOR FROM NEW MEXICO**

Senator LUJÁN. Thank you very much, Madam Chair. Mr. Duffy, thanks for being with us today and for your focus on safety throughout your testimony. If I heard you correctly, you told Senator Cruz that you want your legacy as Secretary of Transportation to be improving safety.

I cannot think of a more noble and important priority in your work than your commitment to making our country safer for our families and for our communities. I also want to say thank you for sharing your wife, Rachel's story. I know firsthand how hard it is to speak about these tragedies and these traumas.

Thirty years ago, I was hit on by a drunk driver. Thank God you are here. Thank God I survived. It took me a long time to even learn how to tell my story. I don't like talking about it. And even, I can feel the swelling around my eyes right now. It still brings back these memories whenever you even think about it.

It is one of the reasons why I introduced the Halt and Ride Act with my colleagues. I want to thank the Chair because she has been a steadfast leader on getting this done. I introduced legisla-

tion that I believe will dramatically end, dramatically reduce not just drunk driving deaths, but distracted deaths and crashes across America.

As many as 10,000 people die a year. Not fortunate like Rachel and I to still be here and share our story so that others don't go through this. I was proud to speak at the announcement of the advanced notice of proposed rulemaking in December 2023 upon passage of this bipartisan legislation, and I want to thank Senator Rick Scott of Florida for the work that he has done in this space.

However, I am disappointed that we haven't made more progress since then. I am very disappointed that under this Administration, the rule has not been finalized. More work has been done but more people's lives could be getting saved in the next couple of years. The problem is getting worse with drunk driving, as we have seen. With drunk driving deaths, they have increased 33 percent since 2019.

These are preventable deaths, and it is in the Department's hands right now. Not only does this law make sense to make us safer, but it also makes economic sense. According to NHTSA, in 2019, the economic cost of alcohol involved in distracted driving crashes alone totaled \$167 billion in a single year.

The final deadline to finish this rulemaking will come during this Administration, under your time as Secretary of Transportation. If you want your legacy to be improving safety and saving lives, this is a good place to start.

Mr. Duffy, yes or no, do you commit to providing me with an update on the status of the rulemaking, including a timeline to complete it within 6 months of your confirmation?

Mr. DUFFY. So, Senator, first if I could just say, I appreciated you sharing your story with me in your office, which prompted me to share mine with Rachel with you. And far too many families are being destroyed, losing loved ones by drunk drivers.

So I commit to looking at the status of where this rule is, and I will get back to you. And I think one of the things I mentioned to you, my concern, I think you shared it as well, is that we can have technology that can save lives, but the technology that is smart can also be stupid.

I want to make sure we also protect people's privacy in regard to uploads of information, and I think you were in agreement with me on that. But again, I think your point is you want to see the technology and the intent of the law executed. I will work with you on that.

Senator LUJÁN. And Mr. Duffy, that was the reason for this legislation and for the rulemaking was to collect this information, to have a thoughtful approach. Because years ago, Congress did move forward in working with the automotive industry as well.

And Investing in other technology and things of that nature, some of that is being considered today. At least nine auto manufacturers have filed patents on some form of technology. At least the following 14 Tier 1 and 2 suppliers, the major suppliers of building autos in America have also filed.

We have seen this technology deployed in Europe. There were stories recently of people's lives being saved as well. So I agree we should have smart technology. Technology that is actually going to

prevent these deaths and crashes and all the trauma associated with them. And so I appreciate that very much.

One follow-up here as my time has expired is, yes or no, do you commit to ensuring that the National Highway Transportation Safety Administration has the manpower, the people power, and resources it needs to acquire technology, develop testing procedures, and finish the rulemaking on time?

Mr. DUFFY. Yes, Senator, I do. You guys will set the, you know, funding levels. But yes, I commit to looking at where we are at with this law and what has to be done to make sure it is brought to a completion.

If I could just make one other note, you mentioned the eye movement technology, which I thought was fascinating. I hadn't heard before, which is very similar. It is the horizontal gaze nystagmus, where you will see when someone has been drinking, their eyes will start to twitch. So I look forward to talking to you as well about the technology that exists on this front.

Senator LUJÁN. And Madam Chair, as I close, look, if you have a health episode, if you have a heart attack, you lose that gaze. Everyone is on their darn phones these days.

Mr. DUFFY. Yes.

Senator LUJÁN. I believe this will help. So, thank you, Madam Chair. I know I have gone over my time here. This is such an important issue, and I hope to God that we can get this done for all the families that are out there. Thank you, Madam Chair.

Senator CAPITO. Thank you. Senator Moreno.

**STATEMENT OF HON. BERNIE MORENO,
U.S. SENATOR FROM OHIO**

Senator MORENO. [Technical problems]—well, first of all, congratulations on being nominated by President Trump.

Mr. DUFFY. Thank you.

Senator MORENO. I am hopeful that we will get obviously you in a bipartisan way across the finish line and all the other nominees so that President Trump can get to work on the agenda that he ran on, that the voters overwhelmingly supported, to make this country great again.

I also want to ask you a tough question. You know, you have been asked to make a lot of commitments. So as somebody with extensive and deep knowledge of the Big 10, do you commit to cheer for Ohio State on Monday?

[Laughter.]

Mr. DUFFY. We cannot discuss that a little further, Senator.

[Laughter.]

Senator MORENO. Obviously, as you know, the automobile industry is near and dear to my heart.

Mr. DUFFY. Yes.

Senator MORENO. I spent my entire adult life in retail automotive. I think what is really important is for us to know how we got here. We did not invent the automobile. That was done by another country.

But we invented what the automobile became. And the automobile became a symbol of freedom. Just ask any 16 year old who

gets his driver's license for the first time what that license really means.

The vast majority of Americans don't take public transportation or airplanes to get from point A to point B. They get in an automobile to do that. And for the longest time, as this country has developed our automotive sector, it has been a very simple formula. You had car companies that listened to their dealers, that listened to their customers, that made the cars that consumers wanted.

And that power of the marketplace dictating the pace of innovation has led to an automotive industry that thrived in this country. The auto industry supported probably somewhere above 7 percent of our entire GDP.

But it seems like in the last few years there has just been this idea that car companies, instead of listening to their dealers and their customers to dictate where they should go, where innovation should lead, is that somehow Washington, D.C. inserted itself in between the relationship between manufacturers and consumers.

There is no better example than the weighing of one particular power train versus another as to what should be incentivized or produced and made. And unfortunately, we have played into the hands of China.

China could never compete with us with internal combustion engines. Instead, they decided to go all in on electric vehicles. And they have now convinced a lot of people here in this city that electric vehicles is the only path forward.

As a result, instead of investing in safety technologies and innovation that consumers want, they are losing tens of billions of dollars to make cars that people just do not want to buy. So I would love to work with you to find a way to make America's automakers thrive again in this country by allowing them and freeing them to make the cars that consumers truly want and are truly demanding.

Mr. DUFFY. Senator, I appreciate the question. And I couldn't agree with you more that we shouldn't be forced to buy cars that Washington wants. We should be able to buy the cars that we want.

And I think there is room in this space for electric vehicles and gas powered vehicles. And it might depend on, you know, your priorities, the places that you live, the temperatures of where you live, but I want to see a robust marketplace. And I would—again, you have a lot of expertise in this space.

I enjoyed our conversation, which you brought up a few points to me that I wasn't aware of. But I would welcome the chance to continue to work with you and pull off of your expertise, should I be confirmed as the Secretary of Transportation.

Senator MORENO. I can assure you that in my decades of experience in the retail automotive business watching customer behavior in the showroom, I have never had one single solitary client ask me what kind of car their elected official wanted them to buy. That was never something that was asked of me.

Instead, it was what car makes sense for them. So I look forward to working with you on that. And I will spend the last few moments of my time here directed to your wonderful wife. Thank you for allowing him to come back into the public space.

Doing this is going to be really, really hard. I don't know how you manage nine kids. I have only four, so I am an amateur by your standards. But thank you, and thank you to your kids, because this is hard on them as well, because it is all of you as a family that are serving this country, and it takes a deep love of this Nation to do what you are doing.

So thank you so much for doing this.

Mr. DUFFY. I am very grateful, Senator. Thank you.

Senator CAPITO. Senator Markey.

**STATEMENT OF HON. EDWARD MARKEY,
U.S. SENATOR FROM MASSACHUSETTS**

Senator MARKEY. Thank you. And welcome, and welcome to your beautiful family. And as you and I talked about in my office, I was hit by a car—

Mr. DUFFY. Yes.

Senator MARKEY.—at age five of the middle street and hurts a lot. And then you told me about your wife's story as well. So it is something that we both understand from personal experience, and it actually is why I focus so much on auto safety—

Mr. DUFFY. Yes.

Senator MARKEY.—as an issue. Very personal to me, and I know what happens to families when they are affected. So I repeatedly urged transportation leaders to prioritize safety, and I am glad to hear that you will do so.

At the moment, the National Highway Transportation Administration is conducting an investigation into a number of car manufacturers, including Tesla's full self-driving. And the question I would ask you is, regardless of outside political pressure, can you commit to allowing the traffic safety investigators to follow the evidence and operate objectively as part of their investigations?

Mr. DUFFY. Senator, just I appreciated and enjoyed our meeting in your office. There is a history there that I was not all aware of and I am grateful that you shared that with me. Yes, I commit to this committee and to you that I will let NHTSA do their investigation.

And I think I also mentioned to you that a lot of the players in these spaces, I haven't met any of them. So, yes—

Senator MARKEY. It is going to be a lot of pressure. You hear a lot of talk here about pedestrians being hit. You mentioned the number of people who die on our highways. We just have to make sure—

Mr. DUFFY. Yes.

Senator MARKEY.—that we don't see history repeating unnecessary—unnecessarily, OK. Just key to me and I think to your own family. I just want to say right up at the top, just to clarify, there is no fuel economy standards that mandates the use of electric vehicles. That is not a law. I just want to put that out there. That does not exist.

We are going to keep hearing it. Just not true. Not accurate, OK. Manufacturers can use all available technologies to comply with the standards and save drivers money. So I am the Democratic author of the 2007 law to increase our fuel economy standards.

And ultimately, if they are abided by, it saves consumers \$26 billion of—because they don't have to pay the guy at the gas station to put it into their pump because they got more miles per gallon. That is what it is all about, American innovation. American ingenuity in moving forward.

So from my perspective, you know, I have a question that is just going to go right to the heart of this, which is whether or not the law, as it is written under the Energy Conservation and Policy Act, that NHTSA is required to set maximum feasible average fuel economy standards that cars and truck manufacturers can achieve.

If confirmed, will you follow the law in setting these standards and setting the maximum feasible fuel economy standards as supported by the technological evidence provided to your agency?

Mr. DUFFY. Senator, I have all respect for the body that I also served, and I will follow the law.

Senator MARKEY. You will follow the law, which is great. Last Congress, this committee heard over and over again that having multiple crew members on the train in East Palestine increased safety and helped prevent the disaster from being even worse.

The Federal Railroad Administration's objective research on this issue has also concluded that technology is no replacement for having multiple crew members on each freight train. I was proud to work with incoming Vice President J.D. Vance on this committee to include a provision in the Railway Safety Act to require at least two crew members.

The Federal Railroad Administration has also now imposed this requirement. So, if you are confirmed, do you support the requirement that freight trains have two crew members?

Mr. DUFFY. Can just we take a moment. I just—what happened in East Palestine, I think all of us on the Committee were horrified by it, by what happened to the community, what happened to their air and their water.

And I share in that and want to make sure that we have the utmost safety in regard to rail. I believe I can—you worked with the Vice President. I am sure that he will have a position on the two person crew, which will flow down to the Department of Transportation, which I will abide by.

Senator MARKEY. Well, again, the Federal Railway—Railroad Administration has imposed that requirement already. Will you stand by that requirement?

Mr. DUFFY. Yes. Yes.

Senator MARKEY. You will?

Mr. DUFFY. Yes.

Senator MARKEY. OK. Well, that is important for us to hear. Thank you, Madam Chair.

**STATEMENT OF HON. SHELLEY MOORE CAPITO,
U.S. SENATOR FROM WEST VIRGINIA**

Senator CAPITO. Thank you. Thank you. I want to thank—Senator Sheehy is allowing me to go forward in question before him and he is going to take the Chair. And I have a wonderful view of your family, and they are amazing. I will have to tell you, you are boring some of them to death. But in any event, that is probably a good thing.

You know, you and I shared the Financial Services Committee together, and we did a field—I came to Wisconsin with you and did a field hearing and enjoyed it. So, thank you for serving. The surface transportation authorization expires on September 30, 2026. As you know, these are complicated, very large bill.

I chair the Environment and Public Works Committee where we are already beginning the bill development process by reviewing existing programs and policies. And we are going to be working, obviously, with this committee, with Chairman Cruz and also Ranking Member Cantwell to make sure we are we are coordinated here.

Can you please commit to supporting us because we are going to need comprehensive technical assistance to develop this correctly and describe how you would ensure that we get the necessary technical assistance as we are developing this bill?

Mr. DUFFY. First, if I could, thank you again. When you came to Wisconsin, were in Wausau, Wisconsin, you saw some of the finer offerings that we have in our state. So I do appreciate that, and it has been a pleasure to meet with you and work with you in your capacity on the Committee.

But I will direct the Department to provide all necessary technical assistance to the Congress, and I will fully work with this committee as we work through that process, as well as with the Administration.

Senator CAPITO. So in the prior—in the bill that we are working under now in the IIJA, there were two specific areas and—well, there was a lot of creation of some discretionary programs. You and I talked about this.

Some of them haven't even really been rolled out. The rules and regulations, you know, is—were over three years passed that bill signing. And it is my hope that you would commit to reviewing and updating as necessary what this Biden Administration, they have really dragged their heels on this thing, the benefit cost analysis guidance that they have put forward and make sure that we are looking at the vital role that bridges and roads play in connecting rural areas like mine and states like yours.

Mr. DUFFY. Yes, absolutely, Senator.

Senator CAPITO. Thank you. One of the other things in the bill is a thing called One Federal Decision. It was supposed to help with ease of permitting. It was supposed to put one particular agency in charge, maybe the Corps, Fish and Wildlife, and others would go up to the Federal Highway Administration.

I can't get an accurate reading as to whether this is working or not. I can't get an accurate reading of whether these other agencies are abiding by this. It makes good common sense. We have all talked about project delivery and how things can go quicker.

I don't know how familiar you are with the One Federal Decision process. Are you familiar with it, and will you please take a look at it to make sure the desires that we had initially are actually being met in the end?

Mr. DUFFY. Should I be confirmed, I will become more familiar with it. And I think it makes a lot of sense, and I think it goes to the point the bipartisanship in this committee but also in the body as a whole of figuring out how we can streamline this process, and

again, be responsible, but also move projects. So I would work with you on that, and I will report back on what I find.

Senator CAPITO. You know, the model for that has been used in some energy projects and hoping that what we have done in transportation can translate into other project development.

Permitting goes into this as well. But it just hasn't met the expectations, so we need to work on that. I know safety, you mentioned that would be what your legacy would be, and we have talked a lot about safety of—away from drunk driving and disasters and everything. One of the things that has been occurring in our state, and I actually talked to somebody about this yesterday, is workplace safety, when somebody is working on the highways.

We have had some tragic accidents where people are just blowing into workers, killing them in some instances. Maryland had a terrible accident. I think this is—we need to look at best practices here to see where we can make drivers more aware when they enter a work zone, they are really entering a work zone where people are putting their lives in danger.

So I would encourage you—I don't know if you have any thoughts on that in terms of keeping our highway workers or construction workers safe while they are out there, sometimes in the middle of the night.

Mr. DUFFY. I think that is a really important point. I will look at the data and I would love to partner with you to figure out what we can do to make sure that those who, again, are just doing the work of building great roads in America aren't losing their lives because of inattentive or reckless drivers.

Senator CAPITO. Right. Yes. And last, I would say that the rail safety—the East Palestine accident occurred seven miles from West Virginia. A lot of the emergency responders who responded to that were volunteer firefighters from my state. Obviously, everyone—I mean, everybody pitched in to help there.

But I do think there are things that we can work working with the industry, working with others, the union, and everybody to make sure that our rails are as safe as they possibly can be as they move the goods and the people throughout the country. So I want to work with you on that as well.

Mr. DUFFY. I would welcome that. And also just I mean even knowing what hazardous materials are on trains and communities know and so they can prepare should there be an accident I think would go a long way to making sure we don't have the scenario that we had in East Palestine.

Senator CAPITO. Right. I think one of the aftermath of that has been some training, additional training so that this, you know, they know the materials. They know what the best way to handle it is. So we have made strides there. We just need to continue that. And it is really good to see you again.

Mr. DUFFY. You as well. Thank you, Senator.

Senator CAPITO. I am going to Senator Blunt Rochester.

**STATEMENT OF HON. LISA BLUNT ROCHESTER,
U.S. SENATOR FROM DELAWARE**

Senator BLUNT ROCHESTER. Thank you, Madam Chair. And thank you to the members of this committee for your warm wel-

come. And I want to also say thank you so much to Mr. Duffy for our meeting earlier this week, and I want to welcome your family, your beautiful family. But I will say, as a first time grandparent myself, I am going to give all the credit to the grandparents.

As we discussed in my office, the Department of Transportation plays a critical role in our global competitiveness. It impacts our economy. But we also focused on workforce, supply chains, which is vitally important to me, and infrastructure.

And we have had some conversations here before about port expansion, and we know that the bipartisan infrastructure law provided \$2.25 billion for the Port Infrastructure Development Program to improve our Nation's ports.

And in my state, we have Port Wilmington that we discussed. And right now we are in the midst of an expansion project that will not only help our economy globally, but it will also create good paying jobs.

And I just want to follow up on Mr. Peters question because I appreciated your commitment to making sure that there is funding. But I just want to, because there is so much need, I wanted to ask you specifically, will you commit to supporting additional funding for the Port Infrastructure Development Program in the next surface transportation reauthorization?

Mr. DUFFY. First Senator, I want to thank you for making time—it was yesterday that you made time to meet with me, so I do appreciate that. I know how busy you are.

And this is a topic that you brought up and which I—you know, I understand how important our ports are to American commerce, making sure the great products that we produce in this country have a pathway to countries around the world that go through the great ports like the one in your community.

Also, we saw during COVID, when the supply chain breaks down, we need to make sure that we can get products from around the world into this country that we don't produce. And so, I would welcome the opportunity to work with you to make sure that we have the resources to make sure that our ports can meet the needs of today's economy.

Senator BLUNT ROCHESTER. Thank you so much. And as a follow-up, we also talked about our airports and that we should, as a country, continue to have robust airports but really be world class in our airports.

And so, will you continue to support funding for airport terminal and infrastructure improvements in the next surface transportation reauthorization? I think I shared with you that our airport in Delaware, even though people might not assume we have—we do have airports in Delaware as well. Small but mighty.

Mr. DUFFY. You did say that. Yes, so again, I think we should have beautiful airports in America. Sometimes folks will travel overseas and see these, you know, beautiful airports. And again, our infrastructure, our airports have aged.

Maybe there are built 40 or 50 years ago. The Congress has put money into this effort, and I will work with this committee and with you to make sure that money gets out in appropriate ways so we can continue to build out our airports and meet today's needs.

Senator BLUNT ROCHESTER. And I want to shift to public transportation. As I shared, we are a small state, but we are urban, suburban, rural, and coastal. And particularly many communities in America are rural communities.

And I wanted to talk a little bit about making sure that we have adequate access to public transportation. I know in Delaware, when folks can't get to jobs, they can't get to appointments, health care appointments, unless they have a car, or own one, or have some other way. So as Secretary, in your golden age of travel, can you talk about connecting rural and coastal communities to rail access?

Mr. DUFFY. Yes. I appreciate that question, Senator. And from my vantage point, oftentimes I do think rural communities can be forgotten. And again, we are smaller populations. One of the balances that I think I will have to make with this committee is the amount of dollars it costs to connect rural communities, whether it is, you know, through rail.

Maybe there is other better options, or maybe it is, you know, busses or other forms of transportation. But I would welcome the chance to work with you to figure out pathways in which we can make sure our communities get connected to the arteries of this country that connect everybody.

Senator BLUNT ROCHESTER. Yes. I want to make sure also to follow up on Senator Kim's point. We talked a little bit about Amtrak, and you actually shared that you have had great trips on Amtrak. I want to make sure that Amtrak—

Mr. DUFFY. I don't know I said great.

Senator BLUNT ROCHESTER. Yes, you did. I wrote—I want this on the record.

[Laughter.]

Mr. DUFFY. You might have overstated that but—

Senator BLUNT ROCHESTER. You see, I will put this on the record. Great trips on Amtrak. Beautiful. And but I want to make sure that we continue to support that rail because it is so vital. And then the last thing, a lot of people have talked about the pilot shortage, and this is something we didn't talk about in our conversation, but I would love to follow up with you.

Delaware State University, our HBCU, has the first probably program in the country that is an aviation program, and we are growing pilots, helicopter pilots, as well as airplanes. So we would love to follow up with you on the efforts that Delaware State University is making in partnership with the private sector, with the public sector, as well as a model for the rest of the Nation.

Mr. DUFFY. I would welcome that. And just, I think this is a great industry to get into, a great career path, and I think we have to do a better job of incentivizing young Americans to consider aviation as a career. So I would love to follow up and speak with you on that. Thank you, Senator.

Senator BLUNT ROCHESTER. Thank you. I yield back.

Senator SHEEHY. [Technical problems]—well, you know, I got promoted quickly. Recognizing Senator Wicker. And now I am fired as Chairman because the real one is back.

[Laughter.]

**STATEMENT OF HON. ROGER WICKER,
U.S. SENATOR FROM MISSISSIPPI**

Senator WICKER. Well, thank you very much. And Representative Duffy, great to have you here. And you and I had a great conversation. Let me just reiterate a thing or two, and then I want to invite you to Mississippi and to New York, OK.

But first of all, I understand you had several questions about Essential Air Service. You have spoken favorably about that. There are many parts of Wisconsin that are rural. I can tell you that in Mississippi, all of our airports would have problems if it weren't for the Essential Air Service Program.

It gets cars off the road and helps the situation on our highways and for air travel. So I am glad to know that you have said something about—positive about Essential Air Service. I want to ask you to come and visit us in Mississippi in June of this year when the Amtrak rail twice daily between Mobile and the Gulf Coast of Mississippi, and New Orleans, and back opens in June of this year.

I have worked with a number of Secretaries of Transportation about this. The service was ended after Hurricane Katrina back in 2005, and this was a sore spot for my predecessor, Senator Trent Lott, and for my colleague, Senator Cochran. And now it is Senator Hyde-Smith and I who are working on this.

We are just about there. I think maybe one other little FRA award is coming, and in June, that service will reopen. Let me just tell you, Amtrak isn't going to work all over rural America, but we have got the City of New Orleans that goes from Chicago. It runs down through Memphis, then to Jackson, and about 180 miles further to New Orleans.

That segment of Amtrak is widely traveled. And I can just tell you that it is the same type of service or the same type of population centers as the major City of Mobile onto the Gulf Coast, and then a major American City of New Orleans.

Amtrak works from Jackson to New Orleans. It will work from Mobile to New Orleans. It is—basically all you have to do is preside over it and come see us. I do want to invite you. Your calendar is not full for June, is it, Mr. Duffy?

Mr. DUFFY. Senator—

Senator WICKER. Will you look at coming to see us at this big reopening?

Mr. DUFFY. I don't have my phone with me, but I think I don't have anything in June right now.

Senator WICKER. OK.

Mr. DUFFY. But I want to commend you. You brought this up in our meeting we had together, and the amount of effort you have put in to make this a reality. So with an invitation, I would welcome the opportunity to come and see you in Mississippi as this project, after long delays, is launched.

Senator WICKER. Great. Good. Thank you for that, and you will be warmly received. Now, let me invite you to Kings Point, New York. So why is a Mississippi Senator inviting the next Secretary of Transportation to New York? It is because I am a Board Member of the Merchant Marine Academy, and you will not be the first Secretary of Transportation that I have hosted there.

But I can assure you, my friend, that in addition to the three service academies, Air Force, Annapolis, and West Point—and the Coast Guard Academy, the Merchant Marine Academy at Kings Point, New York is a fine opportunity for young Americans.

And it not only provides great officers for our merchant Marine, but having been to graduation there, having been there as a member of the Board and having served there for several years, also their graduates serve—many, many of them move right into the Armed Services, the three branches and the Coast Guard.

And so, it is a vital part of educating young Americans. It is a great opportunity for them. But as a Board Member I can tell you, since it is not in DOD, and it is under—going to be under your jurisdiction, we have not been able to get the infrastructure repairs done that perhaps would have been easier had Kings Point been under the Pentagon.

Many of the buildings, and I have seen this, exhibit crumbling concrete, leaking pipes, mold, inadequate heating and inadequate air conditioning for the midshipmen. And yet still we have young people from all 50 states and the territories applying to come to this great educational institution and get an education, a world class education that is unmatched anywhere.

So I would invite you as soon as you get your schedule to make plans to come—it is just really about an hour and half, hour and fifteen minutes from New York City—to come to Kings Point, see what we have there, see what the real estate is, and what a great tradition we have there, and principally to see the quality of the great young Americans who have an opportunity to get an education there.

Will you commit during the year 2025 to coming to Kings Point and seeing the Merchant Marine Academy?

Mr. DUFFY. 100 percent. And I encourage young Wisconsinites to take the commission that we could offer as Members of Congress to go to the Merchant Marines. We never filled the slots, but I think this is an important role of the Department of Transportation. If we go together, I think it is Nikki from Senator Cantwell's team. Maybe she will join us as well and we will—maybe we will go to a football game is what she suggested, so.

Senator WICKER. Yes, they are competitive in their division, and as you can imagine, they are probably just as athletic as you are.

[Laughter.]

Mr. DUFFY. Is that—I don't know if that is good or bad.

[Laughter.]

Senator WICKER. Thank you very much. Essential Air Service?

Mr. DUFFY. Yes.

Senator WICKER. Amtrak for Mississippi, Alabama, and New Orleans. And the Merchant Marine Academy. Thank you for your time.

Mr. DUFFY. Thank you.

Senator WICKER. And congratulations. Thank you, Mr. Chairman.

The CHAIRMAN. Thank you, Senator Wicker. Senator Duckworth.

**STATEMENT OF HON. TAMMY DUCKWORTH,
U.S. SENATOR FROM ILLINOIS**

Senator DUCKWORTH. Thank you, Mr. Chairman. Representative Duffy, welcome and thank you for taking the time to meet with me and also for our phone call yesterday. I want to second what the Chairwoman of the Tammy Caucus in the Senate had to say about Buy America.

It is critical to the U.S. steel industry, and the U.S. steel industry and our steel workers are critical to our Nation's commerce and also our defense industrial complex. We need to be able to make our own steel and we need to be able to sell that steel. And so it is really important to enforce the Buy America provisions.

If confirmed, you will be taking the helm at DOT at a critical time. And we have already talked about safety and air transportation. You have mentioned dignified treatment of traveling Americans, and I am particularly interested in the over 70 million of us who have some form of a disability.

And I have to say that I hope that you will support the ASAP Act, which provides funding to make our nation's—it is called the All Stations Accessibility Program. It provides funding—it was passed as part of the bipartisan infrastructure deal to make all stations for mass transit stations accessible for all persons who face challenges, not just a mobility disability like I have, but also, as you have mentioned, cognitive disabilities, vision, hearing.

When everything is done on—you have to buy your ticket on a flat screen, that makes somebody with a vision impairment—very difficult for them to do that. When you have some stations set up in a way that is very challenging for people with cognitive disabilities, it makes it very hard for people to access mass transit. So I hope that you will support the ASAP Act as Secretary of Transportation?

Mr. DUFFY. First, I am going to say, I appreciate your generosity and the meetings we had in your office, and also the phone call we had yesterday. I am grateful for that and thank you. And I am not that familiar with the Act.

I would love to review it, but if it is a law passed by Congress, I will follow it. And I am committed to you and the Chair of the Tammy Caucus to making sure we do have access with all kinds of disabilities to our transportation system. And I never got a straight answer on how Tammy Baldwin from Wisconsin got the chairmanship, but we can talk about that later.

Senator DUCKWORTH. She was unanimously nominated and voted upon when she left the room to go use the restroom.

[Laughter.]

Senator DUCKWORTH. She came back, and she was a Chairwoman. So going back to the bipartisan Infrastructure Act, it is crucial that DOT continues to implement the law and—as Congress directed.

And Illinois and every other state needs to receive all the funding that has been awarded to it on time and without undue delay. And this funding is going to both red states and blue states. If confirmed, will you ensure that the bipartisan Infrastructure Act continues to get implemented in a timely manner?

Mr. DUFFY. I commit to implementing the law. And from—I mentioned this earlier, but a number of people have indicated that they thought that the money was going out slowly after being obligated. So I would work to make sure we are getting it out the door faster for these really important projects and try to identify what the holdups are.

Senator DUCKWORTH. Thank you. As you know, and we have had this conversation with—already has been brought up. I remain very concerned about aviation safety. I am on the Aviation Safety subcommittee. I chaired it with help—along with Senator Moran, a wonderful partner on passing the FAA reauthorization. If confirmed, will you faithfully execute the 1500 hour rule?

Mr. DUFFY. Yes. I will follow the law, which has the 1500 hour rule.

Senator DUCKWORTH. Thank you. If confirmed, will you ensure that the FAA Reauthorization Act is implemented in a timely manner so that its safety enhancements will be promulgated without undue delay?

Mr. DUFFY. Yes.

Senator DUCKWORTH. This is also a critical time for oversight of Boeing. We have already talked about this.

The FAA has conducted enhanced oversight since a door plug blew out of a 737 MAX last year. This is long overdue and must continue. In October, a scathing Department of Transportation Inspector General report found not only that FAA oversight of Boeing production prior to the Alaska Airlines incident was ineffective, but that report also disclosed that a few months before the door plug blew out, FAA oversight officials had initiated a request to delegate airworthiness inspections back to Boeing so that they would be self-inspecting without any criteria for doing so.

This is a dereliction of FAA's oversight responsibility. If confirmed, will you ensure that the FAA conducts appropriate oversight of Boeing?

Mr. DUFFY. 100 percent.

Senator DUCKWORTH. Thank you. I also want to make sure that we continue to address, as I have talked about, accessibility for Americans with disabilities. If confirmed, will you work with me to continue improving transportation for access for individuals with disabilities, all forms of disabilities?

Mr. DUFFY. Yes, I look forward to working with you, Senator.

Senator DUCKWORTH. Thank you. And I am out of time. I yield back, Chairman.

Mr. DUFFY. Thank you.

The CHAIRMAN. Thank you. Now, recognize Senator Sheehy.

**STATEMENT OF HON. TIM SHEEHY,
U.S. SENATOR FROM MONTANA**

Senator SHEEHY. Thank you, Chairman. Sean, welcome. Thanks for taking on this challenge. Rachel and your beautiful family, thanks for coming, especially Valentina.

My wife has two brothers with Down Syndrome, and they are the light of our family too, and they are my kids' favorite uncles. They like them better than me by a lot, so. I want to talk about FAA aircraft manufacturing specifically. My background, I am a water

bomber pilot. The planes you see on TV right now in California, that is what I used to do.

And, you know, our Nation's aviation infrastructure is very challenged right now. And what Senator Duckworth just said is very true, but one of those issues is the Federal Government can't solve everything.

And one of the dynamics that the Federal Government has created is we have one single company in this country that makes planes, big planes, airliners. A few decades ago, we had several.

We had McDonnell, we had Douglas, we had Lockheed, we had Convair, and Boeing, and they all competed with each other to create the best product, the safest product, the most trusted product. We have allowed and frankly encouraged this massive consolidation.

And I think it would behoove the FAA to help create competition again in that marketplace inside America, not just with Airbus or Embraer that are other nations' companies. So I would be curious what your thoughts would be of what the FAA—what the DOT, and FAA specifically, could do to try to encourage increased domestic competition on large aircraft manufacturing?

Mr. DUFFY. Senator, I appreciate the question. And it was a great conversation you and I had in your office about what can actually happen. And I asked you the question, is it possible? Can we get these innovators to actually, you know, startup and, you know, make additional planes in America?

And you said, absolutely. I would like to work with you. Obviously, you are an innovator yourself, a businessman who has been very successful, who knows this space. I think it is important to talk about or talk with people like you on what needs to happen on rule changes, on the permitting process that will allow startups to expand and grow because I do believe, and I think you do as well, competition gives us better products and better pricing.

And if we had more competition, I think that would be better for all Americans. So, I would welcome the chance to work with you to figure out what has to be done that startups could actually build planes in America.

Senator SHEEHY. Great. Thank you. Another piece. We are starting—this is starting in Europe right now, but due to automation and the pilot shortage, which has been mentioned several times today which is critical, we are seeing proposals to put single pilots in airline cockpits.

And although that sounds great and reduces cost, in the event of an emergency, it is a two crew environment. You need multiple people on that flight deck to mitigate that emergency. I am a survivor of a fatal plane crash myself. I luckily got out and my partner did not, and you need two people managing that emergency.

So I would ask that you—it probably won't be your specific decision, but you apply rigorous, rigorous scrutiny to any pressure that you are getting to put single pilots in the cockpits where they have hundreds of people's lives in their hands.

The technology is not ready. I don't think it will ever be ready. And the 99.999 percent of the flights that go well, that is not why you have two pilots up there. It is for the very rare occasion when things don't go well.

Mr. DUFFY. Yes, absolutely.

Senator SHEEHY. OK. And then obviously, what we are seeing—what is happening in Los Angeles right now, there is not an FAA code to govern aerial firefighting. Right now, one of the most critical airborne missions we have in this country is governed by crop dusting regulations, and air charter regulations, and airline regulations.

But nowhere in there do we have specific FARs that dictate how aircraft will operate safely in the aerial firefighting environment. And as a result, it is one of the deadliest jobs in the world, is to be a firefighting pilot.

So I think it is high time the FAA recognizes we are in a new era of wildland fire aviation. And instead of allowing it to be shoehorned into inappropriate codes, we need to start drafting an FAA code that can actually focus on wildland firefighting. So I look forward to your willingness to look at that.

Mr. DUFFY. And especially when we see what is happening in California right now. I wasn't aware that firefighters were using crop duster codes until you brought it up. So I would welcome the chance. And obviously we should have a certain set of rules for those who are flying for firefighters versus crop dusting.

Senator SHEEHY. Once again, thank you to your family for letting you do this. It is a big job. And obviously, Montana is a big state. I won't invite you there because it is cold and, you know, you probably don't want to go there right now in January.

But what I will say is we have a lot of highways and rail that is critical to our economy. So like anyone else has mentioned, I look forward to commitment to those programs. So thank you for taking on this duty.

Mr. DUFFY. Thank you, Senator.

The CHAIRMAN. I will note folks from Northern Wisconsin might be among the few who don't think Montana is all that cold. Senator Rosen.

**STATEMENT OF HON. JACKY ROSEN,
U.S. SENATOR FROM NEVADA**

Senator ROSEN. Thank you, Chairman Cruz and Ranking Member Cantwell for having this hearing. And Congressman Duffy, thank you for being with us here today, for your service, prior service, your willingness to continue to serve. And we all do know our families serve and sacrifice with us.

So, thank you for doing that. I really appreciated too our productive meeting that we had ahead of this hearing. And we are going to talk a little bit about how you are going to support our infrastructure, as everybody else has talked about their state. So I am going to follow in that and talk a little bit about Nevada.

And so in Nevada, our economic well-being, and everybody thinks think they know this, it heavily relies on travel and tourism. In 2023, Las Vegas Harry Reid International Airport saw over 57 million passengers, the most in its history.

We generated \$35 billion in economic output, and we support over a quarter of a million jobs at our hotels, and our convention halls, and the airport itself. So as demand rises to historic levels, travel demand for business, for personal, how can DOT play a

greater role in—how you actually play that greater role, excuse me, in facilitating our tourism across the country? We want to ensure transportation is easier.

We have talked about rail. We talked about air travel. Easier, more efficient. It supports our good paying jobs. And will you commit to working with me on making sure that the Department prioritizes key projects and states like Nevada that really depend on tourism?

Mr. DUFFY. Not like Nevada, but Northern Wisconsin, we love our tourism as well. It is a huge part of our economy. So I understand that. And I appreciated our meeting. I thoroughly enjoyed it. We did it in the Capitol. I will break away for a few moments. I think Nevada seems to be a perfect example of investments in rail projects that can make commutes better. You mentioned—is it—what is the—

Senator ROSEN. High speed rail Bright Line is coming.

Mr. DUFFY. No, but what is the road—what is the freeway between you and L.A.?

Senator ROSEN. Oh, I-15.

Mr. DUFFY. I-15. I lost that, but I-15, you said, is bumper to bumper no matter the time or day. And making investments that will move people between those two cities can reduce congestion and—

Senator ROSEN. Yes—no, I am sorry. Go ahead.

Mr. DUFFY. I think it is projects like that that make a lot of sense, a lot of ridership. And again, taking cars off the road, I think it makes it better for everybody. And who doesn't want to go to Las Vegas?

Senator ROSEN. Well, that is true. And I will tell you though, whether you are urban or rural, our airports are the gateways there. And then we do have the trains. One of my questions that we have too is about the I-15, and the Bright Line, and the projects that we have both for high speed rail.

But what most people don't know is that Nevada, we actually have a couple of ports along I-80 and I-15. They are inland ports. Why are they important? It is not just for travel and tourism. It is for the shipping lanes, you know, the ports of San Francisco and Los Angeles.

We want to bring those goods in. We drop them off in Nevada. I-15 and I-80, the two major arteries going into the country from the West Coast. And that allows those trains and trucks to go back, and it really relieves congestion in our supply chain.

So it is really important. Will you commit to being sure that we expand those—have the Bright Line project? Of course, that brings travel and tourism, but we really have to expand our freeway capacity in order to also help with our supply chain, which helps economics—economic input everywhere, right?

Mr. DUFFY. You did confuse me when you said in our meeting that you have the biggest port or one of the biggest ports.

Senator ROSEN. No, it is not the biggest port, but we do have inland ports. So and it is really to drop those containers off to move in, right.

Mr. DUFFY. The point is really well made, and I would welcome the chance to continue to work with you—

Senator ROSEN. Thank you.

Mr. DUFFY.—on the needs of Nevada and the infrastructure around these containers, and also the, again, the projects of rail and roads.

Senator ROSEN. Thank you. We are going to—we moved a little bit ahead. I am going to talk about emerging transportation technology. Nevada has been on the cutting edge again for transportation technology.

We host the only Statewide FAA authorized drone test site as where various autonomous vehicles, marked transportation pilot projects, and a Hyperloop One testbed is there. It is really important. We have this great line of sight in some of our desert spaces in Southern Nevada.

So, Congressman Duffy, if confirmed, I know my time is about to end, how will you ensure the Department continues to encourage creativity and innovation in our transportation sector and help us to grow some of these things that we are doing so well in Nevada?

Mr. DUFFY. I don't know that everyone would think traditionally of transportation as being innovative, but it is innovative now. And to your point, all of these new technologies are developing.

And again, I think will be data driven, will be safety driven, but I think we need to have rules that—and I mentioned this before, clear guardrails about how these innovators can expand and grow and create product here. I don't want to see those Americans with these fantastic ideas on how they can revolutionize whether it is drone or drones, or VTOLs, or autonomous vehicles, that they pack up and they go somewhere else.

I want them in Nevada and in other states around this country. So the products, and the manufacturing, and the technology is ours. And I think the Department, if I am confirmed, I will lead in making sure that we have rules that allow for that investment and that creativity.

Senator ROSEN. Thank you. I appreciate it. I am going to yield back. Oh, I think your kids are probably hungry for lunch, so we will yield back quickly.

The CHAIRMAN. Thank you. Senator Young.

**STATEMENT OF HON. TODD YOUNG,
U.S. SENATOR FROM INDIANA**

Senator YOUNG. Thank you, Chairman. Congressman Duffy, great to be with you. I look forward to serving with you in this new capacity.

We had a great meeting in my office, and I just want to ask you a few questions building on that conversation. I represent the state of Indiana, and therefore on account of our vibrant agricultural sector, our manufacturing sector, logistics, economy, transportation and infrastructure is—dare I say, it is an important part not just of our economy, but also of our culture.

In fact, we identify ourselves as the state as the crossroads of America from time to time. So if confirmed, I am certainly looking forward to working directly with you on a number of ongoing priorities. I want to begin by flagging with you the largest, at least for so many of my constituents, project priority, and that is the I-69 Ohio River Crossing Project.

This is a crucial final connection between Evansville, Indiana, and Henderson, Kentucky. It is going to provide massive safety and economic benefits not just to Indiana, but more broadly to the economy. Will you commit to work with me to secure Federal funding for this project and others like it?

Mr. DUFFY. And I appreciate the time we spent together in the House and the meeting we had together in your office. Yes, I would welcome the opportunity to work with you on the project or more. Possibly come to Indiana and sit with you for a conversation in your office.

Senator YOUNG. Fantastic. We will look forward right upon your confirmation to following up with your team about aligning schedules for that visit. Turning to autonomous vehicles.

I have long been a proponent of continuing to encourage our innovators to go out there and keep innovating, but also to ensure them that we are going to adopt a regulatory atmosphere that is friendly to autonomous vehicles. We see many other countries aiming to lead in this space. China, perhaps most notably, is catching up, and we will soon be surpassed if we don't adopt pro-AV policies.

I see here a real opportunity for improvement by the Trump Administration over the outgoing Administration. So what are your thoughts generally on AVs and what opportunities do you see, Congressman Duffy, at DOT for AV policy?

Mr. DUFFY. I appreciate the question. And I think you make an incredibly important point, which is this is not just wonderful technology that potentially has a potential of making our roads safer, but this is a national security issue.

We can't fall behind China or other countries as it comes to AV technology. Right now, we have a patchwork of laws from state to state. I believe there has to be a Federal law by which all of these innovators can abide by no matter if they are in Texas, or in California, or somewhere else.

And again, I will always make sure that safety is key. But after safety, we want to give a wide runway for these companies and innovators to create products that are going to bring us this new technology that, again, can revolutionize the way we get items, how we travel, whether you are taking an Uber or—it can be remarkable and exciting.

Senator YOUNG. Can I just say here, I am really impressed and encouraged that you identified this as a national security priority, because with this technology, as with so many other emerging technologies, they are dual use in nature.

So if we can incentivize the innovators to keep innovating, the capital markets to keep deploying capital, workers to continue to be trained in this area, then there are spillover effects to the Pentagon, to our intelligence agencies, and others.

This is an argument that needs to continue to be made so that everyone understands that all of our Departments here in Washington, from DOT to DOC and SBA and beyond, they are all national security entities. We need to fund them, and we need to be attentive to their programming just as much as we are to DOD.

Congressman Duffy, the last surface reauthorization bill included a pilot version of my bipartisan Drive Safe Act. The pilot was quite simple. We wanted to establish an apprenticeship program to allow

for the legal operation of commercial motor vehicles in interstate commerce by CDL holders under the age of 21.

Let me just explain how this works. If you live in Gary, Indiana, up near Chicago, you can drive all the way down to Lawrenceburg, Indiana right near Cincinnati, Ohio, driving a big rig. age 19, drive a CDL.

But you can't go from Gary, Indiana over to the Illinois line. You can't go from Lawrenceburg, Indiana into Ohio doing the same thing even if those states authorize it. So why is that? Why is that? Well, let's just say charitably there are vested interest that really don't want us to solve the driver shortage problem.

So we passed a pilot program out of Congress. It took us years to get this damn thing done. And we sent it off to the Biden Administration that signed it into law, and they have reconstrued the language in a, what strikes the average person, I was actually trained in the law incidentally, but as a bizarre construction of the Nation's law.

So I guess what I would ask you is would you commit to reviewing how the Biden Administration screwed up the implementation and potentially try to fix this broadly bipartisan effort? And if it is—if it can't be fixed administratively, and I strongly believe it can, then might you work with me to improve the language next go around?

Mr. DUFFY. Senator, I don't know if this was your bill when we served in the House together, but as a co-sponsor of this in the House, and I saw the same concerns.

Senator YOUNG. Yes, sir.

Mr. DUFFY. Again, we want to make sure that these young people are safe when they drive and maybe there are some additional standards they have to have. And I haven't looked at the bill that you passed, but I commit to you that I will look at where the Department is or how they mangled the intent of the Congress to make sure that what Congress passed is fairly and rightfully implemented. And if there is a problem with it, I will work with you and clearly tell you what that problem is.

Senator YOUNG. It is all I need. Congrats again, Congressman. And, Mr. Chairman, I yield back. Trying to get his attention.

Mr. DUFFY. Thank you, Senator.

Senator YOUNG. Yes, sir.

The CHAIRMAN. Thank you very much, Senator Young. All right. We are going to do, I think, what is going to be a very abbreviated second round. I have got a couple of follow-up questions. Senator Cantwell does. And then there are a couple of Senators on both sides who are trying to make it. So if they make it before we are done, they will get around. And if they don't, they won't.

Mr. DUFFY. So let's go quick then and set up a caucus.

[Laughter.]

The CHAIRMAN. All right. Two other things I wanted to raise with you. Last year, the FAA fined SpaceX for alleged violations of Federal aviation regulations in 2023. One claimed moving launch control from one building to another violated SpaceX's communications plan.

The other claim, that SpaceX conducted a launch with an unapproved rocket propellant site despite approval by the Federal offi-

cially responsible for range safety. Under the law, the Secretary of Transportation is ultimately responsible for licensing commercial space launch and reentry activities to protect public safety.

Fines like these, in my judgment, are not only corrosive but are counter to U.S. law, which says that DOT should “encourage, facilitate, and promote commercial space, not stymie, curtail, and obstruct it”. If confirmed, will you commit to reviewing these penalties, and more broadly, to curtailing bureaucratic overreach and accelerating launch approvals at FAA’s Commercial Space Office?

Mr. DUFFY. Yes. I commit to doing a review and working with you in following up on the SpaceX launches and what has been happening at the FAA with regard to the launches.

The CHAIRMAN. Yes. It is a huge job driver in a major part of America continuing to lead in space and it is exciting. I had the chance to be at the Starship Launch down in Boca Chica just a couple of months ago.

By the way, if you haven’t done that, I encourage you. It is awesome in not the Valley Girl sense of the word, but the true inspiring awe to see a 22 story Statue of Liberty blasting into the skies. And 5 years ago, that was an empty stretch of beach at the Southern tip of Texas.

And so, if you haven’t been there, it is definitely worthwhile. And by the way, that might be a trip worth bringing the kids to because it is really cool seeing a launch.

Mr. DUFFY. I haven’t been, but I want to see you. Thank you.

The CHAIRMAN. All right. Final question. The authorizing legislation for the pipeline safety programs at the Pipelines and Hazardous Materials Safety Administration expired at the end of Fiscal Year 2023.

While the relevant House committees marked up pipeline safety bills in the last Congress, this committee did not take action on them. I found this concerning because the Biden Administration has used DOT to slow the production and the movement of American energy.

This committee plans to pursue a Senate pipeline safety bill that has the proper focus on cost effective and data driven regulations. Two related questions. Number one, do you agree that pipelines are one of the safest modes of surface transportation?

Mr. DUFFY. I do.

The CHAIRMAN. And do you agree that the Department of Transportation should be focused on safety and let data drive regulatory decisions?

Mr. DUFFY. Yes.

The CHAIRMAN. Very good. Thank you. Senator Cantwell.

Senator CANTWELL. Thank you, Mr. Chairman. A couple of follow-ups too. You know, the rulemaking authority that you have as DOT is incredibly important. And, you know, individuals that work within your organization, I brought up earlier about Mr. Bradbury’s nomination to work with you as Deputy.

And I note that in producing some documents, even Senator Wicker had frustrations in getting documents out of the Administration. So I hope that you guys will comply with requests from our committees on that. And on the rulemaking, I hope that, you know,

your prioritization—in the Project 2025, he suggested maybe we should get rid of Essential Air Service.

I think they will probably hear a lot from people on this committee about not doing that. But that you are not going to prioritize things that are going to undermine safety or consumer advocates—consumer protections.

Mr. DUFFY. So just to—I have never read Project 2025, so I am not sure what is in it, but the President is going to decide policy and he made me the Secretary. And so, again, this is a good example.

I didn't realize that Essential Air Service was in Project 2025. The President stepped away from it. It is not part of his—it hasn't been part of his agenda. But as I have been clear in like six questions I think, I have been a supporter of Essential Air Service.

Senator CANTWELL. Great. And just the notion of rulemaking not to undermine safety or consumer priorities.

Mr. DUFFY. I am committed to that.

Senator CANTWELL. Great.

Mr. DUFFY. And the point—you brought up transparency, and I think your team did when I met with them yesterday or two days ago. I am committed to transparency and providing the documents that you all have requested in a timely manner.

Senator CANTWELL. So one thing—thank you for that. One thing is the bipartisan infrastructure bill that was done 5 years ago obviously did advanced funding for 5 years appropriations on those big grant programs because they want to get—well, it really becomes an agreement between DOT and the applicant that both of their commitments to move forward. So are you going to honor those commitments?

Mr. DUFFY. I would anticipate honoring those commitments, especially if the law has been followed and the agreements are being met. I think I might get some backlash from this committee if you are halfway through a project and there was an effort to pull funding. So no, projects are going well, funding is flowing, and the deal is being met. I don't see an issue with that.

Senator CANTWELL. Great. Thank you, Mr. Chairman.

The CHAIRMAN. Thank you. I have been told that Senator Schmitt is sprinting back from Judiciary where he was just asking questions. So I have been instructed to stretch for a moment. So I am going to ask you an incredibly difficult question. Can you tell this committee the most amazing characteristics about your wife?

Mr. DUFFY. Well, that she has actually—

The CHAIRMAN. And feel free to elaborate because we are waiting on Senator Schmitt.

[Laughter.]

Mr. DUFFY. I am going to take my time. So and—I better not get this wrong. No, listen, I am grateful for a wife. And I think everybody who has a family looks at their kids and their spouse.

But as someone who has nine kids, I would love to take credit for doing the hard work and the heavy lifting of raising kids, but I have to give that award and gold medal to my wife who has been the center in the heart of our family.

And as you have had a chance maybe to get to know Valentina little bit here today, and I am just stretching you guys. So we are

going to wait for Senator Schmitt. Having a Downs child can be—when you get that diagnosis can be very scary because there is a point of unknown with a Downs child, and we were no different. It was a little bit scary.

But she has truly been the joy of our life. She had open heart surgery and had a full recovery. And she is very friendly. So when Senator Baldwin came into the ante room—she is very bipartisan too. So she went up and was hugging Senator Baldwin, and then the Senator was very kind and hugged her back. And then a break. And then she is like, that wasn't enough. We are going to hug again.

And so, they had a second—they had a second hug. So just to put a point on that, it is—anyone who has that diagnosis, I would just tell you they are wonderful, beautiful children and they will bring happiness and joy to your life.

And I would encourage people to take a hard look at that when they make decisions. When—I appreciate Senator Schmitt allowing me to talk about Valentina and my family as you sprinted down here.

The CHAIRMAN. Well, and I will tell you, Senator Cantwell and I were observing the absolute joy Valentina has. And perhaps a lesson all of us can learn that at times we think things in life might be dour, and her joy and marvel at everything around her is inspiring to see.

Mr. DUFFY. I appreciate that. And it was probably less stressful for me not to be able to see that behind me, so.

[Laughter.]

The CHAIRMAN. And with that, I recognize Senator Schmitt.

**STATEMENT OF HON. ERIC SCHMITT,
U.S. SENATOR FROM MISSOURI**

Senator SCHMITT. Thank you, Mr. Chairman. It is good to say that. And yes, I am sorry I missed that, but you and I had a chance to talk a little bit about her in my office. And we shared that very special bond of being dads of kids with special needs. My Stephen is 20 now, but it is the reason I do this.

And the perspective, as you know, that you gain from it is, is life changing and I am very grateful. So, thanks for sharing that. Even though I didn't get to hear that public portion, we talked about it in my office. I want to just start by saying—extend my congratulations to you and your family.

You are going to do a great job. I thought our conversation in my office was great. We talked about a bunch of different things, and I think the American people deserve new leadership in this position and be focused on the right thing. So I just want to rifle through a couple of questions.

One of the things I think in refocusing the attention of the office, and one of the real challenges I think we have dealt with the last 4 years, is this obsession the Biden Administration has had with DEI.

And Pete Buttigieg, for example, implemented this and was focused on this in a month before the first national ground stop of the national air—of our national airspace since 9/11. He was busy

renaming the air notice system to be more inclusive. I just think it is such a priority problem that we have had the last four years.

I really welcome your leadership. And so, how do you intend to tackle that to sort of like refocus the Department on, you know, building big, beautiful roads, as President Trump says, right?

Mr. DUFFY. I appreciate the question. And this is—when we talk about safety, and we are talking about getting on airplanes and flying through the airspace, so air traffic controllers, and pilots, and the mechanics, and the machinists that build the planes, we want the hiring decisions to be based on merit.

We want excellence. We want the best people in these jobs. Now, we can have a conversation and should have a conversation about what communities are withdrawing from. Are we accessing the right community and saying, hey, there is great community—there are great opportunities at Boeing, or one of the airlines, or an air traffic control.

Accessing a lot of communities with information about opportunities in these fields is something that I would commit to doing, but we can only hire the best and the brightest because everyone's safety is at stake.

Senator SCHMITT. It is on the line. And you and I talked last time we met, under the FAA there is the Office of Commercial Space Transportation or CST, and it is responsible for licensing and regulating all the commercial space—the commercial rocket launch and reentry activities in the United States.

It is a little known agency. The only reason, quite frankly, that I am aware of it is because I was the Ranking Member of the Space and Science Subcommittee the last few years and learned more than I ever thought I would ever learn coming into the Senate about how important and how critical this competition is we have with China in space. I mean, they are there in a real way.

Everything, of course, is dual use for them. But, you know, I just want to make sure that we are on the same page and work together on these issues that are only going to become more prominent, even though these agencies aren't you know heard of, in this sort of 21st century competition we have with the CCP.

Mr. DUFFY. I would welcome the opportunity to work with you. And you are right, we are in the heart and center of some of the biggest innovation spaces and we are in direct competition with China.

Senator SCHMITT. And I may have the opportunity of a lifetime for you for the first big, beautiful airport in St. Louis. Lambert is going through this redesign. And I say that sort of tongue in cheek, but not really.

You have heard a lot of those questions here today about, you know, rural airports and the redesigns and sort of updating because a lot of them are outdated. And these are the kind of the core of the infrastructure projects you are talking about, right? This is sort of like core mission stuff?

Mr. DUFFY. Yes. The big projects that connect us where we may not have had the right investments that we have let crumble and age. I know 35W in Minnesota, Senator Klobuchar would talk about.

The President has given me the directive to say, let's build these big projects that connect the country, that move our products from coast to coast. And again, that doesn't mean we forget about rural America. Rural America has to connect into this big infrastructure.

But if that infrastructure that connects us doesn't exist or is crumbling, you can't serve those rural communities as well. I think in regard to airports also, making sure we upgrade and have airports of the 21st century is important.

Senator SCHMITT. And one last comment in my 10 seconds remaining here. This gets talked about a lot, but EVs are heavier, a lot heavier than traditional vehicles and that is going to—there is going to be ramifications whether—there is not much of a market for it right now, even with a mandate.

And the mandate, I don't know what is going to happen with it. You would have to comment on that. But the reality is they are here to some degree in our roads and our bridges, and lot of the infrastructure just wasn't built for that kind of weight. So I know it is something to sort of keep an eye on in your time.

Mr. DUFFY. Yes.

Senator SCHMITT. But congratulations to you and your family. You are going to be great at this position, I have full confidence.

Mr. DUFFY. Thank you, Senator. I look forward to working with you.

The CHAIRMAN. Thank you very much and terrific job today. A final question is required of all nominees. If confirmed, do you pledge to work collaboratively with this committee to provide thorough and timely responses to the Committee's requests and to appear before the Committee when requested?

Mr. DUFFY. Yes.

The CHAIRMAN. Thank you. I have here 44 letters of support from various organizations for Congressman Duffy's nomination to be Secretary of Transportation that I ask unanimous consent to be inserted in the hearing record. Without objection, so ordered.

[The information referred to follows:]

AMERICAN FOREST & PAPER ASSOCIATION
January 2, 2025

Hon. TED CRUZ, Chairman,
Hon. MARIA CANTWELL, Ranking Member,
U.S. Senate Committee on Commerce, Science, and Transportation,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of the American Forest & Paper Association (AF&PA), I am writing in support of President Trump's nomination of Mr. Sean Duffy as nominee for Secretary of Transportation.

AF&PA serves to advance U.S. paper and wood products manufacturers through fact-based public policy and marketplace advocacy. The forest products industry accounts for approximately 5 percent of the total U.S. manufacturing GDP, manufactures about \$350 billion in essential products annually and employs about 925,000 people. The industry meets a payroll of about \$65 billion annually and over 75 percent of our facilities are located in counties that are over 80 percent rural. The forest products industry is circular by nature. AF&PA member companies make essential products from renewable and recyclable resources, generate renewable bioenergy and are committed to continuous improvement through the industry's sustainability initiative—*Better Practices, Better Planet 2030: Sustainable Products for a Sustainable Future*.

The timely and cost-effective movement of products to and from these communities is essential to our industry. We rely on our Nation's highways, railroads, and

ports to transport goods, making infrastructure maintenance crucial to the health of our sector.

AF&PA advocates for necessary infrastructure enhancements, including policies that promote efficiency, safety, and address shippers' concerns within rail, maritime, and highway freight transportation. That's why we support sensible reforms to increase access to competitive freight rail services and modernize the Surface Transportation Board (STB).

We believe Mr. Duffy is highly qualified for this important role and will execute President Trump's transportation agenda thoughtfully and effectively. His Capitol Hill experience and relationships will be invaluable for negotiating new transportation agreements and improving existing ones.

Based on our knowledge of Mr. Duffy's background, we are confident that his expertise, experience, and professionalism make him an outstanding candidate for this role.

Kind Regards,

HEIDI BROCK,
President and Chief Executive Officer.

OWNER-OPERATOR INDEPENDENT DRIVERS ASSOCIATION
Grain Valley, MO, January 6, 2025

Hon. TED CRUZ,
Chairman,
Senate Committee on Commerce,
Science, and Transportation.
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Senate Committee on Commerce,
Science, and Transportation,
Washington, DC.

RE: Letter of support for Mr. Sean Duffy as Secretary of U.S. Department of Transportation

Dear Chairman Cruz and Ranking Member Cantwell:

The Owner-Operator Independent Drivers Association (OOIDA) is the largest trade association representing the views of small-business truckers and professional truck drivers. We have approximately 150,000 members located in all fifty states that collectively own and operate more than 240,000 individual heavy-duty trucks.

We are writing to express our strong support for Sean Duffy to be confirmed to serve as Secretary of the U.S. Department of Transportation (DOT). Mr. Duffy's previous support for small-business truckers indicates to us that he will bring the right perspective to the role and work to ensure that DOT's actions reflect the priorities of America's professional drivers.

During his time as a Member of the U.S. House of Representatives, Mr. Duffy demonstrated his interest in addressing regulatory burdens affecting small-business truckers. He signed a letter to the Federal Motor Carrier Safety Administration expressing his support for an OOIDA petition that would have provided relief to small-business truckers from the controversial Electronic Logging Device (ELD) mandate. This was a common-sense petition that would have addressed the most burdensome regulation ever issued for the trucking industry.

With this request, Mr. Duffy recognized that regulations should not be one-size-fits-all, and more importantly, that Congress and Federal regulators should provide relief to small businesses when regulations have significant costs with little to no benefits.

We believe this is the appropriate regulatory approach for the Secretary and DOT. Trucking is one of the most heavily regulated industries in America. While compliance with regulations has never been higher, many of these policies have not improved highway safety or efficiency. These ineffective rules have driven up costs for small-business truckers, pushing many safe and experienced operators out of the industry. It is absolutely critical that the Secretary recognize it is not just mega carriers, with huge back offices, support staff, and operating capital, that must comply with these regulations. A significant portion of our members are single-truck motor carriers, and the trucking industry more broadly is overwhelmingly made up of small businesses. About 50 percent of registered motor carriers operate a single truck, and 85 percent of carriers operate 6 trucks or fewer.

The men and women operating these small carriers are not only driving truck and managing the day-to-day operations of their business, they must also ensure they are compliant with all federal, state, and local regulations. If confirmed, we believe that Mr. Duffy would guide the Department in reviewing overreaching regulations

that do nothing to improve safety and make it more difficult for small-business truckers to thrive.

Since his nomination, Mr. Duffy's team has reached out to us to better understand the needs of small-business truckers and professional drivers. On too many issues, our members' viewpoint is disregarded in favor of larger carriers seeking to maximize their bottom line or "safety advocates" with little experience in driving truck. We appreciate that Mr. Duffy and his team have solicited our input because, in order for any trucking or transportation policy to be successful, it must have the buy-in from those who will have to comply with the rules.

We are also encouraged that Mr. Duffy has received bipartisan support among Senators for his confirmation. OOIDA focuses on policies that will improve the lives and working conditions of the men and women who make their living behind the wheel. These policies do not fall neatly along partisan lines, and we believe that the Secretary should fairly consider policies and proposals regardless of any apparent partisan implications.

Given his demonstrated interest in issues affecting small-business truckers and professional drivers and outreach to better understand these issues, we believe that Mr. Duffy is well-suited to serve as DOT Secretary and ask that you vote to advance his nomination.

Thank you,

TODD SPENCER,
President and CEO,

Owner-Operator Independent Drivers Association, Inc.

SHIPPERS COALITION
January 7, 2025

Hon. TED CRUZ,
Chairman,
Senate Commerce Committee.

Dear Chairman Cruz:

We write to you in support of former Representative Sean Duffy's nomination to be Secretary of the United States Department of Transportation. Mr. Duffy's record shows that he will be a staunch advocate of further strengthening our supply chains at a time when it is most needed. We urge the Committee to take up and vote in support of his nomination promptly.

At a time when one more event could disrupt our entire supply chain, be it a potential strike at East and Gulf Coast ports or a natural disaster, we must ensure we have the right leadership in place to withstand those disruptions and find creative and common-sense solutions to bolster our supply chain and economy.

The Shippers Coalition represents over 80 of our country's most prominent companies and trade associations in the agribusiness, manufacturing, and food and beverage industries. The Shippers Coalition seeks to improve supply chain fluidity and freight transportation efficiency while advancing transportation safety, reducing congestion on our roads, and protecting infrastructure. We stand ready to help the Committee as you confirm President-elect Trump's nominees and continue to evaluate how Congress can work with the Administration to strengthen our supply chain.

Sincerely,

Shippers Coalition

Agriculture Transportation Coalition
American Beverage Association
American Chemistry Council
American Forest and Paper Association
American Frozen Foods Institute
American Soybean Association
Anheuser-Busch
Beer Institute
Cargill
Consumer Brands Association
Fertilizer Institute
Graphic Packaging
Hendrickson International
Procter & Gamble
Scotts Miracle-Gro
Seaboard Corporation
Smithfield Foods

International Bottled Water Association
International Dairy Foods Association
National Association of Chemical Distributors
National Association of Manufacturers
National Cattlemen's Beef Association
National Council of Farmer Cooperatives
National Grain and Feed Association
National Milk Producers Federation
National Pork Producers Council
Niagara Bottling
North American Meat Institute
PepsiCo
Soy Transportation Coalition
The Coca-Cola Company
The Home Depot
Tyson Foods

cc: Ranking Member Maria Cantwell

ASSOCIATION FOR UNCREWED VEHICLE SYSTEMS INTERNATIONAL
January 8, 2025

Hon. TED CRUZ,
Chair,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Chair Cruz and Ranking Member Cantwell,

On behalf of the Association for Uncrewed Vehicle Systems International (AUVSI), I am writing to express our organization's strong support of former Representative Sean Duffy (R-WI) as the next Secretary of the Department of Transportation (DOT). With his distinguished career in public service and his proven track record of leadership, I and our organization are confident that Mr. Duffy is the ideal candidate to lead our Nation's efforts to enhance infrastructure, modernize transportation systems, and ensure the safety and efficiency of our transportation networks.

AUVSI represents over four hundred corporations and 8,000 professionals across more than sixty countries in industry, government, and academia. We are eager to work with the Trump Administration, and specifically Mr. Duffy, to strengthen U.S. leadership in commercial autonomy and related technology. It is critical that the United States aggressively develop the workforce and technology needed for future transportation, robotics, and advanced systems to remain globally competitive.

AUVSI's members span the defense, civil, and commercial sectors and multiple transportation domains, inclusive of hardware and software companies. Our member companies design, build, and operate uncrewed aircraft systems (UAS, or drones), maritime vessels (uncrewed surface vehicles (USVs) and uncrewed underwater vehicles (UUVs)), ground platforms including automated vehicles and robots, as well as counter-UAS systems for detecting and mitigating drones. We also represent leaders in advanced air mobility (AAM), including manufacturers, aircraft autonomy providers, component suppliers, and infrastructure developers. We welcome the opportunity to work with Mr. Duffy across all operational domains and educate him and his staff on the critical issues facing the uncrewed systems industry.

During his time in Congress, Mr. Duffy demonstrated a deep understanding of the needs of our country's transportation and infrastructure. As a representative from Wisconsin, he was a staunch advocate for policies that promoted job creation, economic development, and responsible fiscal management. His ability to build bipartisan support, collaborate across party lines, and effectively address the diverse needs of his constituents would serve him well as the Secretary of Transportation, where collaboration and innovation are key to success.

Mr. Duffy's experience in policymaking, combined with his firsthand knowledge of the challenges facing our Nation's transportation infrastructure, makes him uniquely qualified for this critical role. His commitment to improving public safety, increasing transportation options, and fostering sustainable growth is exactly what our Nation needs to meet the demands of a rapidly changing global economy.

In addition to his policy expertise, Mr. Duffy's leadership style is characterized by his ability to work tirelessly on behalf of the American people, always prioritizing their needs and concerns. His work ethic and dedication to public service have earned him respect from colleagues and constituents alike. I believe that these qualities will be invaluable in his leadership of the DOT.

As the United States looks to address the growing challenges facing our transportation systems, I can think of no one better suited to lead the charge than Mr. Duffy. His vision, experience, and commitment to improving our Nation's transportation and infrastructure networks will ensure that our country remains competitive, safe, and accessible for generations to come.

We urge the Senate Commerce, Science, and Transportation Committee to confirm Mr. Duffy expeditiously so he can start his important work on behalf of our members and the American people.

Sincerely,

MICHAEL ROBBINS
President and CEO,
AUVSI.

AVIATION COUNCIL OF PENNSYLVANIA
Harrisburg, PA, January 9, 2025

Hon. Senator TED CRUZ,
United States Senate,
Washington, DC.

Dear Senator Cruz,

On behalf of the Aviation Council of Pennsylvania (ACP), I am writing to express our strong support for the Senate confirmation of former Congressman Sean Duffy as Secretary of the U.S. Department of Transportation. Mr. Duffy's extensive experience and leadership make him exceptionally well-qualified to guide the Department in addressing the challenges and opportunities facing our Nation's transportation systems, particularly in the aviation sector.

As a critical component of Pennsylvania's aviation infrastructure, the Federal Aviation Administration's (FAA) Contract Tower Program (FCT) is a testament to the success of government-industry partnerships. Pennsylvania is home to five contract towers located in Latrobe, State College, Harrisburg Capital City, Lancaster, and Williamsport. These towers play a vital role in enhancing safety, providing improved air traffic control services, and achieving cost savings for both the FAA and taxpayers. The benefits of the FCT program have been repeatedly validated by the Department of Transportation's Office of Inspector General and enjoy strong bipartisan and bicameral congressional support.

Mr. Duffy brings firsthand knowledge of the vital role general aviation airports play in rural communities, having represented a congressional district where these airports are a critical lifeline despite lacking commercial service. Notably, nearly 90 percent of Pennsylvania's airports operate without commercial service. During his tenure, Mr. Duffy co-sponsored impactful legislation to support and strengthen these essential community and economic aviation hubs.

The U.S. Department of Transportation needs a leader with a proven ability to drive meaningful progress and promote innovation. Sean Duffy's demonstrated commitment to public service and his understanding of the transportation landscape uniquely position him to advance key initiatives in aviation transportation safety. His leadership will be instrumental in strengthening the aviation industry by:

- Enhancing safety and operational efficiencies through innovative technologies such as biometrics and predictive maintenance;
- Reducing the environmental impact of aviation through infrastructure improvements and the adoption of new technologies; and
- Modernizing aviation programs to prioritize safety, reduce administrative burdens, and better respond to the needs of states and communities.

Pennsylvania communities rely on transportation funding and programs to improve safety through law enforcement initiatives and other critical activities. Too often, these programs are hindered by inefficiencies and outdated processes. Sean Duffy's leadership will ensure that the Department of Transportation can modernize its programs to be more outcome-focused, efficient, and responsive.

We urge the Senate to act swiftly in confirming Sean Duffy as Secretary of the U.S. Department of Transportation. His vision and leadership will be invaluable in advancing the safety, innovation, and sustainability of our Nation's aviation systems.

Thank you for your consideration of this important nomination. The Aviation Council of Pennsylvania looks forward to working with Secretary Duffy to further strengthen aviation safety and innovation.

Sincerely,

GABE MONZO,
President,
Aviation Council of Pennsylvania.

AIRLINES FOR AMERICA
January 9, 2025

Chairman TED CRUZ,
 United States Senate,
 Washington, DC.

Ranking Member MARIA CANTWELL,
 United States Senate,
 Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

Airlines for America (A4A), representing the leading U.S. passenger and cargo airlines, strongly supports the nomination of Congressman Sean Duffy to be Secretary of the Department of Transportation (DOT).

Congressman Duffy has a proven track record of tackling tough issues, and A4A is eager to collaborate with him. Given the long-term and mounting challenges facing our aviation system—such as the air traffic controller staffing shortage, modernization of the air traffic system, capacity constraints and infrastructure recapitalization, among others—it is paramount that DOT has stable and deft leadership focused on the core challenges that face our aviation system. We believe Congressman Duffy's ability to work collaboratively is exactly the kind of leadership needed at this time in our Nation's history.

Much is at stake: Every day, U.S. airlines operate more than 27,000 flights, transporting 2.7 million passengers and 61,000 tons of cargo. U.S. passenger and cargo airlines directly employ more than 1 million full-time and part-time workers across the globe, and commercial aviation drives 5 percent of U.S. Gross Domestic Product (GDP). Commercial air travel in the U.S. is the safest mode of transportation in the world, but keeping it that way requires desperately-needed government attention and investment in both human and technology infrastructure.

While our deregulated commercial aviation system is extremely competitive, the system has been hampered by zealous micromanagement of airline operations and a lack of focus on critical staffing and infrastructure challenges. We welcome Congressman Duffy's needed leadership on these crucial issues that impact every single passenger and cargo consumer.

A4A urges the Senate to expeditiously confirm his nomination.

Sincerely,

NICHOLAS E. CALIO,
President and CEO.

DAIMLER TRUCK NORTH AMERICA
Portland, OR, January 9, 2025

Hon. TED CRUZ,
 Chairman,
 Committee on Commerce, Science, and
 Transportation,
 United States Senate,
 Washington DC.

Hon. MARIA CANTWELL,
 Ranking Member,
 Committee on Commerce, Science, and
 Transportation,
 United States Senate,
 Washington, DC.

On behalf of Daimler Truck North America (DTNA), I am writing to express our strong support for the nomination of Sean Duffy for Secretary of Transportation (DOT).

DTNA is the largest commercial vehicle manufacturer in the United States, with over 40 percent market share in the heavy-duty on-highway segment. This market leadership means that fully 30 percent of America's goods are delivered using our products daily. Whether it's hauling freight, transporting people, or building and maintaining critical infrastructure, our truck and bus brands, including Freightliner, Western Star, Thomas Built Buses, Freightliner Custom Chassis, and Detroit Diesel, are trusted by the Nation's fleets. Our nearly 18,000 U.S. employees are dedicated to keeping America moving. DTNA strongly believes in investing in America to drive economic growth, create jobs, and ensure a stable and prosperous future for all Americans.

As the market leader, DTNA has a long history of working closely with the U.S. Department of Transportation and recognizes the enormous responsibilities of the Secretary. Throughout his tenure in the U.S. Congress and career thereafter, Mr. Duffy has demonstrated exceptional leadership and vision.

DTNA is confident that under Mr. Duffy's leadership, the American people will benefit from his tireless work and commitment to service. DTNA strongly encourages you to support Mr. Duffy's nomination and we look forward to the positive impact he will bring to DOT.

DTNA eagerly anticipates working with the Committee, President Trump, and the DOT on advancing policies and regulations, including through the upcoming Surface Transportation Reauthorization, that will support reliable transportation nationwide, the economy, roadway safety, and innovation.

Thank you for your consideration.

Sincerely,

JOHN O'LEARY,
President and CEO.

CC: Sean Duffy, Nominee, Secretary of Transportation

TOYOTA MOTOR NORTH AMERICA, INC.
Washington, DC, January 9, 2025

Chairman TED CRUZ and Ranking Member MARIA CANTWELL,
Senate Committee on Commerce, Science, and Transportation,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of Toyota Motor North America, Inc., I am writing to express our support for the swift confirmation of Former Representative Sean Duffy to serve as Secretary of the Department of Transportation.

Across the country, Toyota employs over 48,000 Americans who build, innovate, and deliver world-class vehicles. We are dedicated to providing safe, reliable, and dependable vehicles to our customers. Toyota is continuously innovating, providing mobility solutions and advanced safety features year over year.

We are at a critical juncture in vehicle safety. Recent data from the National Highway Traffic Safety Administration shows traffic fatalities decreasing by 3.2 percent in the first half of 2024 compared to the same period in 2023. This progress underscores the importance of continued focus on safety initiatives. Mr. Duffy's leadership will be crucial in furthering these efforts and working towards the goal of zero traffic fatalities.

We are also at a time of rapid technological revolution, and we need a Transportation Secretary who understands and embraces innovation. The continual integration of advanced technology in vehicles is set to transform our industry, enhancing automation, safety, and efficiency. Mr. Duffy's forward-thinking approach will be essential in creating a regulatory environment that fosters such advancements while ensuring public safety.

Toyota is pleased to support the confirmation of Sean Duffy as the next Secretary of Transportation. We look forward to working together toward a safer, more efficient, and technologically advanced transportation future for our Nation.

Sincerely,

STEPHEN CICCONE,
Group Vice President, Government Affairs.

ALLIANCE FOR CHEMICAL DISTRIBUTION
January 10, 2025

Hon. TED CRUZ,
Chairman, U.S. Senate,
Committee on Commerce, Science, and Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member, U.S. Senate,
Committee on Commerce, Science, and Transportation,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

We write to you on behalf of the Alliance for Chemical Distribution (ACD) and the American Chemistry Council (ACC) to recommend the confirmation of Sean Duffy as Secretary of the Department of Transportation (DOT or "Department"). Mr. Duffy has a proven track record of getting things done and fighting for the Amer-

ican people while serving as a congressman for nine years. If confirmed as DOT Secretary, ACD and ACC are confident that he will lead the Department with integrity and further guide the DOT toward its mission of improving America's transportation system.

ACD supports and champions the chemical distribution experts the world depends on to safely, reliably, responsibly, and sustainably move the chemical products essential to our daily lives. ACD's more than 400 chemical distribution industry members are primarily small, multi-generational family-owned businesses. ACC represents more than 190 of America's leading chemical companies. Our members produce a wide variety of chemicals, polymers, and related products that make our lives and our world healthier, safer, more productive, and more sustainable.

The business of chemistry supports over 25 percent of the U.S. Gross Domestic Product and directly touches nearly all manufactured goods. ACD and ACC members rely on all modes of transportation to deliver chemicals crucial to everyday life and the chemical industry is one of the largest shipping customers for both freight rail and trucking. These chemicals are used in critical functions such as water treatment, food production, healthcare, and much more. We rely on a strong, resilient, and efficient freight transportation network to support our domestic and international supply chains.

It is critical that the DOT, and agencies within the Department such as the Pipeline and Hazardous Materials Safety Administration, Federal Railroad Administration, and Federal Motor Carrier Safety Administration, put forward regulatory solutions that empower American businesses to fully utilize the United States' dynamic transportation system. This is especially important when considering the several supply chain crises the country has endured in just the past few years. Mr. Duffy's experience working across the aisle in Congress on finding solutions demonstrates his ability to guide the DOT and its agencies to future success.

ACD and ACC believe that Mr. Duffy would effectively lead the Department in improving the country's transportation system. We strongly recommend confirming Mr. Duffy as DOT Secretary.

If you have any questions or require additional information, please do not hesitate to contact us.

Sincerely,

ERIC R. BYER,
President and CEO,
Alliance for Chemical Distribution.

CHRIS JAHN,
President and CEO,
American Chemistry Council.

AMERICAN COUNCIL OF ENGINEERING COMPANIES
January 10, 2025

Hon. TED CRUZ,
Chairman,
Committee on Commerce, Science and
Transportation,
U.S. Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and
Transportation,
U.S. Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of the American Council of Engineering Companies (ACEC)—the business association of the Nation's engineering industry—we wish to express our strong support for the nomination of Sean Duffy as Secretary of the U.S. Department of Transportation.

As a former Member of Congress, Mr. Duffy understands the essential role that our transportation networks play in the Nation's supply chain, economic development, and the safety and wellbeing of its citizens. During his career, he has consistently proven himself to be pragmatic, strategic, and innovative in addressing policy challenges, and we are confident that he will be an effective leader for the U.S. DOT.

This is a critical time for transportation policy, as the new Administration will oversee implementation of the last two years of the Infrastructure Investment and Jobs Act (IIJA) and begin working with you and your colleagues on the next surface transportation reauthorization law. Federal highway, transit, and rail programs are funding tens of thousands of projects across the country, and the engineering indus-

try is committed to collaborating with our public sector partners to continue to make good use of these funds. We are eager to work with you, as well as the new team at U.S. DOT to continue the push to modernize our transportation networks to enhance our competitiveness, incorporate new technologies and regulatory reforms to streamline project delivery, improve safety, and enhance resilience and sustainability.

We thank you for scheduling this committee hearing so early in the new year, and we look forward to a quick confirmation process.

Sincerely,

LINDA BAUER DARR,
President and CEO.

AIR METHODS CORPORATION
Greenwood Village, CO, January 10, 2025

Hon. TED CRUZ,
Chairman,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of Air Methods Corporation and the approximately 5,000 medics, nurses, pilots, mechanics, and patient advocates who provide critical emergency air medical transport care across the nation, I write to offer our full support for the nomination of Sean Duffy to be Secretary of the U.S. Department of Transportation (DOT).

As a former Member of Congress representing Wisconsin's 7th congressional district, Representative Sean Duffy has demonstrated a deep understanding of the critical role that emergency air ambulance providers plays in supporting public safety, access to healthcare, and economic vitality, particularly in rural areas of the country. In addition, his support for the Veterans Mobility Safety Act of 2016 demonstrates his commitment to our Nation's veterans and his willingness to address complex transportation challenges with pragmatic solutions—qualities essential for the effective oversight of DOT. As such, please accept our statement in support of nominee Sean Duffy to serve as Secretary of the Department of Transportation.

As the 119th Congress works on advancing a comprehensive transportation reauthorization package, nominee Sean Duffy's experience will be invaluable. We look forward to his swift confirmation and are committed to working together to provide quality emergency medical services for all Americans.

Sincerely,

CHRISTOPHER BRADY,
SVP, General Counsel and Corporate Secretary,
Air Methods, LLC.

AMERICAN TRUCKING ASSOCIATIONS
Washington, DC, January 10, 2025

Hon. TED CRUZ,
Chairman,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of the American Trucking Associations (ATA) and the 8.5 million hard-working men and women employed in the trucking industry in every state and congressional district, I write to offer my full support for the nomination of Sean Duffy to be Secretary of the U.S. Department of Transportation (DOT).

As a former Member of Congress representing Wisconsin's 7th congressional district, Representative Duffy is a proven leader who recognizes that a resilient transportation network and modernized infrastructure are keys to a thriving economy, social and economic mobility, and job creation. While serving in Congress, Rep.

Duffy worked on behalf of his constituents to expedite the construction of the St. Croix River Crossing Project, reaffirming our confidence that, as Secretary, he will focus DOT's attention and resources on physical infrastructure projects that support the efficient transportation of goods. Rep. Duffy's experience serving on the House Financial Services Committee further reinforces that he will be a diligent and responsible steward of DOT's critical mission to deliver a globally competitive and safe transportation system. Moreover, Rep. Duffy's collaboration with the Wisconsin Motor Carriers Association while serving in Congress highlights his unique comprehension of the intricacies of the trucking industry and its indispensable role in the Nation's economy and supply chain.

Ultimately, a well-maintained and reliable transportation network is crucial to the delivery of the Nation's freight and vital to our country's economic well-being. As the 119th Congress begins its work crafting a comprehensive, robust surface transportation reauthorization package, Rep. Duffy's extensive experience and understanding of our Nation's transportation needs will be invaluable and will facilitate a reliable partnership between DOT and Capitol Hill.

ATA believes that Sean Duffy will make an excellent Secretary of Transportation and urges the Committee to swiftly report his nomination favorably to the full Senate for consideration.

Sincerely,

CHRIS SPEAR,
President and CEO,
American Trucking Associations.

cc: Members of the Senate Committee on Commerce, Science and Transportation

JOBY AVIATION
Santa Cruz, CA, January 10, 2025

Hon. TED CRUZ,
Chairman,
U.S. Senate Commerce Committee,
Washington, DC.

Dear Chairman Cruz,

Joby Aviation is pleased to provide a statement in support of nominee Sean Duffy to serve as Secretary of the Department of Transportation. As you know, the United States is in a global race for aviation leadership in the next generation of aircraft: powered-lift aircraft. While the United States has historically led the world in developing new aircraft, our leadership in this space requires a Secretary committed to ensuring Day-1 operations of powered-lift aircraft during his time at the Department of Transportation. Nominee Sean Duffy will provide a steady hand in championing innovative, safe technologies, like powered-lift aircraft. As such, please accept our statement in support of nominee Sean Duffy to serve as the Department of Transportation Secretary:

Statement of Support: The DOT is the most respected transportation body in the world. Nominee Sean Duffy is well poised to lead this critical agency and provide forward-leaning leadership at the Department of Transportation. We're confident that Sean Duffy will champion excellence while advocating for continued American leadership in innovative aerospace technologies, like powered-lift aircraft.

We look forward to nominee Sean Duffy's swift confirmation and are committed to working together to ensure the United States' leadership in the next generation of aviation.

Best regards,

GREG BOWLES,
Head of Government Policy.

TRANSPORTATION INTERMEDIARIES ASSOCIATION
Alexandria, VA, January 10, 2025

Hon. TED CRUZ,
 Chairman,

Hon. MARIA CANTWELL,
 Ranking Member

Committee on Commerce, Science, and Transportation,
 Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell,

On behalf of the Transportation Intermediaries Association (TIA), we want to congratulate you on your roles at the helm of the U.S. Senate Committee on Commerce, Science, and Transportation. As the professional organization of the \$340 billion third-party logistics industry, we are also happy to write in support of Sean Duffy to be Secretary of the U.S. Department of Transportation (DOT).

As a Congressman, TIA worked with the Honorable Sean Duffy to address issues impacting the logistics industry. We greatly appreciate that he has already highlighted economic growth and supply chain optimization as key priorities. Our members sit at the center of the supply chain, ensuring that freight is facilitated from origin to destination in the safest and most economical way possible.

We look forward to working with Congress and U.S. DOT to address some of the biggest challenges facing the logistics industry, including combating fraud, promoting free market competition, and modernizing FMCSA's safety fitness determination.

Promoting Free Market Competition.

TIA believes the recent FMCSA Notice of Proposed Rulemaking (NPRM) on "Transparency in Property Broker Transactions" poses a significant threat to the industry and could have serious unintended consequences. The proposal represents a gross overreach of the agency's jurisdiction by requiring the disclosure of private contractual rates. Such a mandate would disrupt price competition, leading to market consolidation, reducing business flexibility, encouraging anti-competitive behavior, and enhanced cybersecurity risks that potentially expose sensitive information. This effectively leads to the re-regulation of industry and undermines the principles of deregulation and market freedom.

Combating Fraud in the Supply Chain.

Since the onset of the COVID-19 pandemic, an estimated billion dollars' worth of consumer goods are stolen in the 3PL industry annually, causing widespread supply chain disruptions and increased consumer costs. TIA advocates for restoring FMCSA's authority to assess civil penalties for unauthorized and fraudulent brokerage activities. Strengthening enforcement mechanisms is crucial to safeguarding the integrity of the supply chain and protecting the interests of American businesses and consumers.

Modernization of the Safety Fitness Determination (SFD).

Transitioning from the current three-tiered safety rating system to a simplified "fit" or "unfit" system will provide greater clarity and enhance safety by evaluating carriers more objectively and effectively using already available technology. TIA believes this modernization effort will reduce confusion and legal liability for third-party logistics providers, prompting a safer and more transparent industry.

With 46 years of expertise, TIA is committed to upholding our industry's reputation for ethical and professional excellence. We look forward to continuing our partnership as the trusted voice in a mode-agnostic industry dedicated to enhancing U.S. global competitiveness. Please do not hesitate to reach out to us as a resource on these and other critical issues.

Sincerely,

CHRIS BURROUGHS,
President and CEO,

Transportation Intermediaries Association.

ASSOCIATION OF AMERICAN RAILROADS
Washington, DC, January 13, 2025

U.S. Senate Committee on Commerce,
 Science, and Transportation,
 Chairman TED CRUZ,
 Washington, DC.

U.S. Senate Committee on Commerce,
 Science, and Transportation,
 Ranking Member MARIA CANTWELL,
 Washington, DC.

Dear Chairman Cruz & Ranking Member Cantwell,

On behalf of the members of the Association of American Railroads (AAR), I write to support the nomination and confirmation of Congressman Sean Duffy to lead the U.S. Department of Transportation (DOT). As you know, America's freight railroads operate the safest, most efficient, cost-effective, and environmentally sound freight transportation system in the world.

During Congressman Duffy's time in the House of Representatives, he focused on ensuring safe, efficient transportation that reduced costs, bolstered domestic manufacturing, and enhanced competitiveness. We share these priorities and do not doubt that, when confirmed, he will build upon his past successes.

Specifically, we believe that DOT's priorities should be laser-focused to ensure a safe and efficient supply chain that supports domestic priorities, including manufacturing. When regulations are necessary, we believe DOT's decisions should be data-driven and performance-based to enable maximum safety benefits and continued safety innovations. Finally, American innovation and technology should be embraced and encouraged to lead to an even safer and more efficient national transportation system.

We appreciate this Committee's expeditious consideration of Congressman Duffy's nomination and look forward to working together to ensure America's freight rail networks remain the envy of the world.

Sincerely,

IAN N. JEFFERIES,
President and CEO.

AMERICAN ASSOCIATION OF STATE HIGHWAY
 AND TRANSPORTATION OFFICIALS
January 13, 2025

Hon. TED CRUZ,
 Chair,
 Committee on Commerce, Science, and
 Transportation,
 United States Senate,
 Washington, DC.

Hon. MARIA CANTWELL,
 Ranking Member,
 Committee on Commerce, Science, and
 Transportation,
 United States Senate,
 Washington, DC.

Dear Chair Cruz and Ranking Member Cantwell:

We at the American Association of State Highway and Transportation Officials (AASHTO) write to express our utmost support for former Congressman Sean Duffy, nominated by President-elect Trump to serve as the Nation's next Secretary of Transportation. Given his more than eight years of service in the U.S. House of Representatives, we believe Secretary-designate Duffy understands how to navigate the political landscape in Washington to get things done, something that we will need in the next leader of the U.S. Department of Transportation (USDOT) as we begin the process of reauthorizing the Federal surface transportation programs.

Every state department of transportation in the country is currently hard at work improving safety and quality of life in their communities one project at a time. This is made possible through the enduring federal-state partnership in building, operating, and maintaining transportation infrastructure for the past 109 years.

Thank you for your leadership in providing Congressional oversight of the USDOT, and we look forward to working with the Secretary-designate and the incoming Trump Administration to ensure the continued delivery of a safe, efficient, and multimodal transportation system for all.

Sincerely,

JIM TYMON,
Executive Director.

AMERICAN BEVERAGE ASSOCIATION
Washington, DC, January 13, 2025

Hon. TED CRUZ,
 Chairman,
 Committee on Commerce, Science, and
 Transportation,
 United States Senate,
 Washington, DC.

Hon. MARIA CANTWELL,
 Ranking Member,
 Committee on Commerce, Science, and
 Transportation,
 United States Senate,
 Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

I write to share the American Beverage Association's strong endorsement of the Honorable Sean Duffy to serve as Secretary of the Department of Transportation. Throughout his career, Congressman Duffy has demonstrated the character and vision needed to bring a new era of America-first leadership to the Department of Transportation. He understands the critical role our roadways, rails and airspace play in building a stronger economy, protecting our national security and moving people and goods across our country.

As a member of Congress from the great state of Wisconsin, he championed transportation modernization bills and prioritized improving infrastructure for the Badger State. He brings to the job the perspective of rural America, which he represented in Northern Wisconsin, to our urban centers. He knows the importance of integrated transportation systems to move commerce throughout a heavy manufacturing and tech state like Wisconsin and move those products across the country as well. His ability to navigate Congress and effectively work with governors nationwide will serve our country well.

America's non-alcoholic beverage industry depend upon strong and safe routes to get our products to market. We look forward to working with the Secretary-designee on vital issues to our economy:

- Modernizing trucking regulations to ensure safety while improving efficiency as we move goods through commerce.
- Updating pilot programs to identify ways to attract more American workers to trucking.
- Modernizing the Commercial Driver's License program to allow qualified states to issue licenses, not only the driver's state of residence.
- Expanding the Federal definition under which governors may temporarily issue overweight permits in times of emergency. This includes not only natural disasters, but also public health emergencies and critical supply chain disruptions.

Congressman Duffy also has the support of the Shippers Coalition, a consortium of more than eighty associations and companies in the agribusiness, food and beverage manufacturing sectors. He is also supported by small businesses like the independent truckers who are the backbone of our country.

On a personal note, I know Congressman Duffy to be a person of high character, integrity and humility. An incredibly dedicated father to a beautiful family. A person who understands, and works to meet, the needs of every day Americans. I urge the Committee to favorably report the nomination of this dedicated public servant who is eminently qualified to lead the Department of Transportation and serve the American people ensuring safe and reliable transportation.

Sincerely,

KEVIN W. KEANE,
President and CEO,
 American Beverage Association.

ASSOCIATION OF EQUIPMENT MANUFACTURERS
Washington, DC, January 13, 2025

Hon. TED CRUZ,
 Chairman,
 Committee on Commerce, Science, and
 Transportation,
 United States Senate,
 Washington, DC.

Hon. MARIA CANTWELL,
 Ranking Member,
 Committee on Commerce, Science, and
 Transportation,
 United States Senate,
 Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

The Association of Equipment Manufacturers supports the nomination of Sean Duffy to be Secretary of the U.S. Department of Transportation.

The equipment manufacturing industry supports 2.3 million jobs, contributes \$316 billion to the U.S. GDP annually, and plays a critical role in the construction and maintenance of our Nation's infrastructure assets.

Effective leadership at the U.S. Department of Transportation is more critical than ever as it will be responsible for the continued deployment of record levels of Federal highway, public transportation, and airport infrastructure investments, as well as the reauthorization of the surface transportation programs scheduled for 2026.

While in Congress, Representative Duffy worked on a number of transportation issues important to his state and region. In many of his public statements and actions, he reaffirmed the effectiveness of bipartisanship to ensure continued Federal investments and successful delivery of infrastructure projects.

Thank you for scheduling the January 15 hearing on the nomination, and for continuing the Committee's strong track record of bipartisan, expeditious action on this critical cabinet position. We look forward to prompt action in moving this nomination forward.

Sincerely,

MEGAN TANEL,
President,

Association of Equipment Manufacturers.

cc: Members of the Senate Committee on Commerce, Science, and Transportation

AMERICAN PUBLIC GAS ASSOCIATION
January 13, 2025

Hon. JOHN THUNE,
 Majority Leader,
 United State Senate,
 Washington, DC.

Hon. CHARLES E. SCHUMER,
 Minority Leader,
 United States Senate,
 Washington, DC.

Hon. TED CRUZ,
 Chairman,
 Senate Committee on Commerce,
 Science, and Transportation,
 Washington, DC.

Hon. MARIA CANTWELL,
 Ranking Member,
 Senate Committee on Commerce,
 Science, and Transportation,
 Washington, DC.

Dear Majority Leader Thune, Minority Leader Schumer, Chairman Cruz, and Ranking Member Cantwell:

On behalf of the American Public Gas Association (APGA), I want to express our support for the President's nomination of Mr. Sean Duffy to serve as Secretary of the Department of Transportation (DOT).

APGA is the trade association representing more than 730 communities in 38 states across the U.S. that own and operate their retail gas distribution entities. These include not-for-profit gas distribution systems owned by municipalities and other local government entities, all accountable to the citizens they serve.

The construction, operations, and maintenance of the pipelines owned by APGA's members are regulated by DOT's Pipeline and Hazardous Materials Safety Administration (PHMSA). APGA works closely with PHMSA to achieve the agency's mission: "to protect people and the environment by advancing the safe transportation of energy and other hazardous materials that are essential to our daily lives." In alignment with this goal, PHMSA's Natural Gas Distribution Infrastructure Safety and Modernization grant program for publicly and community-owned natural gas systems has aided 128 communities across 29 states, many of which are APGA mem-

bers, in replacing aging distribution pipeline infrastructure and purchasing modern leak detection equipment.

As the Member of Congress representing Wisconsin's 7th congressional district, Mr. Duffy demonstrated his commitment to public service and safety. We believe Mr. Duffy is well equipped to execute DOT's critical mission of keeping Americans safe and improving the efficiency and reliability of the Nation's transportation infrastructure.

It is our sincere hope that Mr. Duffy's nomination will move quickly and successfully through the Committee and the full Senate. We thank you in advance for your consideration.

Sincerely,

DAVE SCHRYVER,
President and CEO,
American Public Gas Association (APGA).

BETA TECHNOLOGIES
South Burlington, VT, January 13, 2025

I am writing on behalf of BETA Technologies to express our support for former Representative Sean Duffy's nomination to become U.S. Department of Transportation (DOT) Secretary.

BETA Technologies is an aerospace company pioneering the development of Advanced Air Mobility (AAM) aircraft in order to revolutionize the way goods, people, and services are transported throughout the U.S.—and across the globe. BETA's aircraft are at the forefront of American innovation and will increase access to medical services, disaster response, and passenger transportation to rural and urban communities alike—making it faster, cheaper, and more reliable. BETA is designing, manufacturing, and assembling these enabling technologies right here in the U.S. We're growing rapidly, with 800+ employees and a 188,000 square foot production facility that is capable of producing up to 300 aircraft annually.

We congratulate Mr. Duffy on his nomination to become U.S. DOT Secretary. As a former member of Congress, he uniquely understands the needs of rural communities and the importance of fostering connectivity for those constituents. His experience working in a bipartisan manner on transportation and infrastructure policies will bring valuable insight and efficacy as the new leader of the U.S. DOT.

Mr. Duffy's leadership will come at an especially important time to support American aerospace innovation, as the next U.S. DOT is poised to be the first to oversee FAA type certification of AAM aircraft and implement policies that transform our Nation's transportation system. This technology is critical to the United States' economic competitiveness, and it will be critical that DOT retains its commitment to safety while working efficiently to accelerate technological developments in aviation.

We urge the U.S. Senate Commerce, Science, and Transportation Committee to confirm Mr. Duffy expeditiously, and look forward to working with him.

Sincerely,

ALLIE CLOYES,
Government Affairs,
BETA Technologies.

INSTITUTE OF MAKERS OF EXPLOSIVES
Washington, DC, January 13, 2025

HON. TED CRUZ,
Chairman,
Committee on Commerce, Science, and
Transportation,
U.S. Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and
Transportation,
U.S. Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell,

On behalf of the Institute of Makers of Explosives (IME), I write in support of the nomination for Mr. Sean Duffy to be Secretary of the U.S. Department of Transportation (DOT).

Mr. Duffy's extensive background in government, serving as both a district attorney and a member of Congress, along with his bipartisan approach to solving key policy issues, makes him well positioned to lead the DOT.

The commercial explosives industry, including manufacturers, distributors and users, is vital to the U.S. economy, contributing more than \$19 billion annually to the U.S. economy and creating 15,000 direct industry jobs and more than 60,000 total jobs. Our industry relies on all modes of transportation, including rail, truck, water, and air, to move products safely and securely, not just nationwide, but throughout the world.

If confirmed, we believe Mr. Duffy's experience will help modernize our Nation's transportation and infrastructure to drive economic growth, create jobs and develop a resilient transportation network that moves essential products like commercial explosives in a safe, timely and efficient manner.

I strongly encourage the committee to approve Mr. Sean Duffy for the position of Secretary of the DOT and favorably report his nomination to the full Senate for confirmation.

Sincerely,

J. CLARK MICA,
President.

KENTUCKY OIL AND GAS ASSOCIATION
January 13, 2025

Hon. TED CRUZ,
Washington, DC.

Dear Senator Cruz,

On behalf of the Kentucky Oil and Gas Association (KOGA) and our membership, we urge you to confirm the Honorable Sean Duffy, President-elect Donald Trump's nominee for secretary of the U.S. Department of Transportation (DOT).

KOGA represents the interests of its members, which include entities regulated by the U.S. DOT's Pipeline and Hazardous Materials Safety Administration (PHMSA). These organizations include local distribution companies (LDCs), natural gas marketers, pipeline transmission companies, and natural gas producers. As secretary, Mr. Duffy will oversee this office and hopefully parlay his experience as a former U.S. representative and district attorney to create a fair regulatory environment for our industry.

The current administration has proposed many onerous regulations that will negatively impact business and the supply of natural gas to end-use customers. While our industry prioritizes safety and emissions reductions, the Biden administration has aggressively sought to impart unattainable reporting deadlines and costly requirements that would not only curtail the flow of natural gas but would severely cripple our producers economically. If confirmed, we anticipate that Mr. Duffy will take a common-sense approach to review all the evidence before directing the Cabinet to propose new rulemaking.

KOGA is truly dedicated to the responsible production and conservation of Kentucky's natural resources. We ensure that our members are provided with fair regulations while protecting individual property rights, health, safety, and the environment. As the trade association for Kentucky's oil and natural gas industry, KOGA represents the interests of all its members, including those operators that would be directly impacted by future PHMSA rulemaking.

We thank you for your consideration of Mr. Duffy for this important role.

Sincerely,

RYAN WATTS,
Executive Director.

LET EXPERIENCED PILOTS FLY, INC.
January 13, 2025

Dear Senator Cruz;

On behalf of the thousands of airline pilots who have joined our coalition to end the forced retirement of our Nation's most experienced commercial aviators, we thank you.

Your support to end or amend the antiquated law that forces retirement of these fit and tested professionals, who are private sector taxpayers, is greatly appreciated.

We value your staffs diligent work on this issue, and we are grateful for the opportunity to share our thoughts on the nomination of Mr. Sean Duffy as Secretary of Transportation.

We believe Mr. Duffy possesses three specific attributes that make him uniquely qualified to lead the Department of Transportation, and hope the hearing expands on them:

1. As a former congressman from Wisconsin, he may be keenly aware of the crippling effect the pilot shortage has had on rural, Essential Air Services (EAS) markets. Cessation of routes and reduced flight frequency/options (choices) forces increased ticket prices and increased driving to reach a commercial flight. Now in its fifth year, and continuing to be a critical problem, the forced retirement of our most experienced pilots has exacerbated the pilot shortage and stressed the system. The shortage is projected to continue for years to come.

2. As a fiscal conservative, Mr. Duffy must be aware of the significant annual income, property, and sales taxes a working senior airline pilot contributes to our economy, both to the Federal and state treasury. Arbitrarily forcing pilots off the employer pay rolls and forcing them into Social Security and Medicare makes no fiscal sense. Mandatory pilot retirement at 65, when she/he is not yet eligible for "full" social security benefits (currently age 67) is punitive and should have been aligned years ago.

3. As a former broadcast media professional, Mr. Duffy has an elevated consciousness on the current state of commercial and military aviation. Far beyond the stories of near misses; runway incursions; and other near catastrophes, airlines respond to the shortage of experienced pilots by lowering hiring qualifications and training standards, depleting the military of its most experienced aviators, with huge signing bonuses poses a detrimental impact on our military readiness. Directly hiring into captain seats with minimum qualifications, along with very little experience, also poses a potential risk to our industry's safety record. The hiring of foreign pilots using the special visa category confirms the shortage of experienced pilots in our country and is not the best use of our Nation's resources for our aviation industry.

We believe Mr. Duffy understands the nuance of our industry and is uniquely qualified to assume his role as transportation Secretary.

Today, capable, qualified, tested, highly experienced, and willing-to-work professionals are dismissed from service simply because of an arbitrary age limit that has been disproven by scientific data, and has now been called into question by ICAO (International Civil Aviation Organization). ICAO, along with many other countries, understands the current law is in its simplest term, ageism.

But perhaps Mr. Duffy's greatest asset is his commonsense approach to solving difficult issues. We believe he understands, and values, that experience matters. We believe he will embrace the opportunity to keep the USA a world leader in aviation.

We do not believe raising or eliminating the pilot retirement age solves all the dangerous factors facing air travel. We do believe, however, that our collective expertise and experience contributed greatly to the safest era in aviation history, and to dismiss experience, knowledge, and skills increases risk. We cannot ignore the fact that experience matters.

LEPF stands ready to assist your office in any way you deem appropriate. We thank you for allowing us to be heard on this issue and to weigh in on this nomination.

Respectfully,

CAPTAIN BARRY KENDRICK,
President,
Let Experienced Pilots Fly, Inc.

NATIONAL AIR TRANSPORTATION ASSOCIATION
Washington, DC, January 13, 2025

Hon. TED CRUZ,
Chairman,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell,

On behalf of the National Air Transportation Association's (NATA) more than 3700 member companies, I write today in support of the confirmation of the Honorable Sean Duffy as U.S. Secretary of Transportation. During this pivotal time for

the American aviation industry, NATA appreciates your commitment to thoroughly vetting and filling leadership positions within the Department of Transportation (DOT) and Federal Aviation Administration (FAA) in a timely manner. Therefore, we urge the Senate Commerce Committee to swiftly approve Mr. Duffy's nomination and maintain seamless leadership over the U.S. National Airspace System (NAS).

Despite recent stressors, the NAS remains the global gold standard for aviation safety and innovation; however, the 118th Congress recognized the need for meaningful system reform to safeguard U.S. aviation leadership when it crafted and passed transformational FAA Reauthorization legislation. The coming months will be critical to Agency implementation of many Congressionally mandated reforms that will improve FAA efficiency and modernize regulatory oversight for NATA's air charter operator, maintenance repair station, general aviation airport, and advanced air mobility members.

As a member of Congress, Mr. Duffy demonstrated his commitment to sound policy and robust stakeholder collaboration—qualities that make him well-suited to assume leadership of the DOT and oversee implementation of the FAA Reauthorization Law of 2024. In addition, his proven understanding of the political landscape and established Capitol Hill relationships on both sides of the aisle will ensure his effectiveness immediately upon confirmation by the full Senate.

By scheduling the Commerce Committee nomination hearing for Mr. Duffy on January 15, 2025, you have signaled a shared understanding of the value of a smooth transition and importance of steady leadership to our national transportation systems. We stand ready to work with you and with the confirmed Secretary of Transportation to solidify U.S. global aviation leadership, modernize airport infrastructure, maintain essential air transportation options, and foster the continued safety and success of NATA's aviation business members.

Sincerely,

CURT CASTAGNA,
President and CEO.

Cc: Members of the Senate Committee on Commerce, Science, and Transportation

NATIONAL STONE, SAND & GRAVEL ASSOCIATION
Alexandria, VA, January 13, 2025

Hon. TED CRUZ,
Chairman, Committee on Commerce,
Science, and Transportation,
U.S. Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member, Committee on
Commerce, Science, and
Transportation,
U.S. Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell,

On behalf of the members of the National Stone, Sand & Gravel Association (NSSGA), I am writing to express our strong support for Sean Duffy's confirmation, as the Secretary of Transportation. NSSGA represents over 500 aggregates producers and servicers who are responsible for the essential raw materials found in every building, road, bridge and public works project that create jobs and stimulate economic growth.

As a distinguished former member of Congress, Mr. Duffy brings a wealth of experience and a proven track record of leadership in transportation and infrastructure policy. His deep understanding of the challenges and opportunities within the transportation sector will enable him to effectively address the pressing issues facing our Nation's transportation network. We believe his vision for modernizing infrastructure aligns with our goals of bolstering supply chains, ensuring the efficient movement of materials and enhancing safety across our roads, railways and waterways.

NSSGA looks forward to working with Mr. Duffy and the 119th Congress to address our Nation's infrastructure challenges and boost long-term U.S. competitiveness. One of our top priorities is ensuring the next surface transportation reauthorization bill will incorporate visionary revenue increases to avoid a disastrous shortfall in the Highway Trust Fund.

We respectfully urge you to support Sean Duffy's confirmation, as Secretary of Transportation. His leadership is necessary to advance our Nation's infrastructure agenda and ensure a robust, resilient economy that benefits all Americans. Thank

you for considering our position, and please feel free to reach out if you have any questions or need further information.

Sincerely,

MICHELE STANLEY,
Interim CEO.

NATIONAL TANK TRUCK CARRIERS
Arlington, VA, January 13, 2025

Chairman TED CRUZ,
U.S. Senate Committee on Commerce,
Science, and Transportation,
Washington, DC.

Ranking Member MARIA CANTWELL,
U.S. Senate Committee on Commerce,
Science, and Transportation,
Washington, DC.

Chairman Cruz and Ranking Member Cantwell:

The National Tank Truck Carriers (NTTC) strongly supports the nomination of Sean Duffy as the next Secretary of Transportation. Mr. Duffy's extensive leadership experience, proven track record in advancing transportation infrastructure, and commitment to strengthening the supply chain make him an outstanding choice to guide the U.S. Department of Transportation during this critical time.

Throughout his tenure in the U.S. House of Representatives, Mr. Duffy has been a strong advocate of the trucking industry. His support of the FAST Act, National Freight Strategy and the National Freight Network has helped to bring improvements and a needed spotlight to critical freight corridors and relieve congestion. Mr. Duffy has also been an advocate for workforce development programs to train new drivers in order to address ongoing driver shortage, recognizing that attracting and retaining qualified drivers is crucial for timely and safe transportation of goods. Mr. Duffy's work demonstrates he will be a valuable partner as we work to advance the American tank truck industry.

Bulk transportation plays a vital role in delivering essential goods including fuels, chemicals, and foods to communities across the country. Mr. Duffy's comprehensive understanding of transportation policy and dedication to fostering safe, efficient, and innovative transportation systems align with NTTC's mission to champion safety and success for our industry.

We urge the U.S. Senate to prioritize this nomination and confirm Mr. Duffy as Secretary of Transportation without delay. The NTTC stands ready to collaborate with Mr. Duffy and the Department of Transportation to advance policies that enhance safety, efficiency, and sustainability across all modes of transportation.

Regards,

RYAN STREBLOW,
President and CEO.

To champion safety and success in the tank truck community through advocacy and education.

PORTLAND CEMENT ASSOCIATION
Washington, DC, January 13, 2025

Hon. TED CRUZ,
Chair,
Commerce, Science, and Transportation
Committee,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Commerce, Science, and Transportation
Committee,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

The Portland Cement Association (PCA), which represents the majority of cement manufacturers across the country, supports the nomination of former Congressman Sean Duffy to serve as the Secretary of U.S. Department of Transportation (U.S. DOT).

As you may know, PCA is the premier policy, research, education, and market intelligence organization serving America's cement manufacturers. Our members manufacture cement, the primary ingredient in concrete, an essential construction material, and a fundamental component of our Nation's transportation infrastructure.

Cement is used to build highways, bridges, tunnels, transit and rail infrastructure, airports, runways, and ports. Cement and concrete product manufacturing, directly and indirectly, employs approximately 577,000 people across the country, and our collective industries contribute over \$130 billion to the Nation's economy.

Our members rely on a well-functioning transportation network to efficiently move cement to market. As part of this, our members use a range of different modes of transportation, including rail, barge, and truck. For these reasons, a transportation network that enables Americans to commute to work, goods to move through the supply chain effectively, and planes to carry passengers safely to their destination is critical. Strong leadership at the U.S. Department of Transportation is essential to ensure this happens.

As a former member of Congress, Congressman Duffy will help fulfill President Trump's commitment to ensuring transportation infrastructure is built efficiently to meet the range of needs placed on our transportation network. Additionally, his experience as a congressman is important to working with Congress to pass important transportation infrastructure legislation, including the reauthorizing Federal surface transportation programs that expires at the end of Fiscal Year 2026.

For these reasons, we applaud the Commerce, Science, and Transportation Committee for moving forward with the consideration of Congressman Duffy's nomination to be Secretary of Transportation of the U.S. DOT and urge the Senate's swift confirmation. If you have any questions, please do not hesitate to reach out to me at sonell@cement.org.

Sincerely,

SEAN O'NEILL,
*Senior Vice President,
Government Affairs.*

SIEMENS MOBILITY, INC. NORTH AMERICA
New York, NY, January 13, 2025

Hon. TED CRUZ,
Chairman,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell,

Siemens Mobility is a proven leader in transportation solutions, with a strong focus on advancing rail technology. Siemens Mobility has contributed to the power of connection, jobs and investment to our American cities with eight manufacturing facilities, 4,500 employees, and more than 2,000 suppliers across the United States. We proudly shape the future of U.S. transportation with innovative solutions for passenger and freight infrastructure, propelling the economy and the country forward.

Given our industry expertise, we are pleased to support Sean Duffy's nomination to serve as Secretary of the U.S. Department of Transportation (DOT). Having a qualified and confirmed leader at the helm of the DOT is critical to ensuring the effective implementation of transportation policies and the continued growth and modernization of our Nation's transportation infrastructure. Mr. Duffy is well positioned to lead this critical operating department whose mission is to ensure America's transportation system is safe and efficient across all modes of transport. Under the new Administration, his leadership will bolster and support the U.S. private sector's growing leadership role in investing in and modernizing America's rail system.

The rail industry is a cornerstone of the American economy, supporting thousands of jobs, enhancing mobility, and ensuring efficient transportation. It is vital to have a DOT leader who understands the strategic importance of helping to move this industry forward as a critical component of American transportation, one that supports domestic manufacturing, meets growing demand, drives economic growth and strives to implement cutting-edge, world-class technology.

Siemens Mobility looks forward to partnering with Mr. Duffy and the U.S. DOT leadership to pioneer significant advancements in rail and mobility innovation nationwide.

Thank you for your attention to this important matter.

Sincerely,

MARC BUNCHER,
President and CEO,
Siemens Mobility, Inc. North America

TRAVEL TECHNOLOGY ASSOCIATION
January 13, 2025

Hon. TED CRUZ, Chair,
 Hon. MARIA CANTWELL, Ranking Member,
 Senate Committee on Commerce, Science, and Transportation,
 Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of the Travel Technology Association (Travel Tech), I am pleased to express our support for the confirmation of former Congressman Sean Duffy as Secretary of the U.S. Department of Transportation. His record of public service and work to foster economic growth and modernize regulatory frameworks reflect a commitment to principles vital to a thriving and innovative transportation ecosystem.

Travel Tech is the voice of the travel technology industry, advocating for public policy that promotes innovation, transparency, and competition in the travel marketplace and empowers traveler choice. We represent the leading innovators in travel technology, including Online Travel Agencies (“OTAs”) and metasearch engines, short-term rental platforms, travel management companies (“TMCs”), and Global Distribution Systems (“GDSs”). Travel Tech’s members connect millions of travelers to air transportation through cutting-edge platforms and services that depend on a fair and adaptable regulatory environment.

Mr. Duffy’s experience navigating complex policy challenges, exemplified during his service in Congress, gives us confidence that he will prioritize these shared goals. His leadership on regulatory reform demonstrates a clear understanding of the importance of balancing innovation with accountability, creating an environment where businesses can thrive and consumers are protected. As the travel technology sector and the broader technology industry tackle issues such as data privacy, AI integration, and support for competition, we look forward to collaborating with the Department to drive meaningful progress.

We are confident that Mr. Duffy’s leadership will bring a thoughtful and balanced approach to these challenges and opportunities. Travel Tech looks forward to working with the Department to advance policies that sustain competition and improve the travel experience for millions of consumers.

Sincerely,
 Laura Chadwick,

President and CEO.

cc: Members of the Senate Commerce Committee

ASSOCIATED EQUIPMENT DISTRIBUTORS
January 14, 2025

Hon. TED CRUZ,
 Chairman,
 Committee on Commerce, Science, and Transportation,
 United States Senate,
 Washington, DC.

Re: Letter of Support for Transportation Secretary Nominee Sean Duffy

Dear Chairman Cruz:

I’m writing on behalf of Associated Equipment Distributors (AED) to express our strong support for the nomination of the Honorable Sean Duffy to serve as U.S. Secretary of Transportation and urge his swift confirmation.

AED is the trade association representing companies that sell, rent, service and manufacture construction, farm, mining, energy, forestry and industrial equipment. Its nearly 600 distributor members, which are predominantly small-medium-sized, family-owned businesses, have over 6,800 locations, employ 140,000 workers and account for more than \$90 billion of annual sales revenue in the United States and its territories. AED members provide and maintain the equipment essential to undertaking and completing infrastructure projects.

As Transportation Secretary, Mr. Duffy will be integral in building and maintaining America’s surface transportation infrastructure. With the current highway bill expiring on September 30, 2026, strong leadership at the Department of Transportation is needed to ensure critical investments in roads, bridges, and highways. Furthermore, the Department of Transportation oversees airport infrastructure funding, pipeline safety, and motor carrier regulations that are also important to AED mem-

bers. Mr. Duffy's congressional experience and record of bipartisan collaboration lends itself particularly well to leading the Transportation Department.

AED strongly urges unanimous support for Mr. Duffy's nomination in the Commerce, Science, and Transportation Committee and looking forward to his expeditious confirmation on the Senate floor.

Thank you for your time and consideration.

DANIEL B. FISHER,
Senior Vice President,
Government and External Affairs.

ALLIANCE FOR AUTOMOTIVE INNOVATION
January 14, 2025

Hon. TED CRUZ,
Chairman,
U.S. Senate Committee on Commerce,
Science, and Transportation,
Washington DC.

Hon. MARIA CANTWELL,
Ranking Member,
U.S. Senate Committee on Commerce,
Science, and Transportation,
Washington DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of Alliance for Automotive Innovation, I write to urge the United States Senate to confirm Representative Sean Duffy, President Trump's nominee for Secretary of the United States Department of Transportation.

Alliance for Automotive Innovation represents the auto manufacturers producing nearly all vehicles sold today in the U.S., as well as major equipment suppliers, battery manufacturers, semiconductor makers and autonomous vehicle and technology corporations.

Automaking is America's largest manufacturing sector and underpins our industrial base. The sector employs 10 million Americans in all 50 states. We build 10.3 million vehicles annually—here at home—and export 1.5 million. The industry generates five percent of U.S. GDP and drives \$1 trillion into the economy annually.

The Department of Transportation has extensive jurisdiction over the auto industry, regulating automotive safety, providing funding for highway and charging infrastructure, setting fuel economy standards, among others.

As I wrote recently to President Trump, even as automakers invest in an increasingly connected, automated and electrified vehicle fleet, they face unprecedented geopolitical and market pressures.

The Transportation Department needs a leader committed to keeping the U.S. auto industry healthy and competitive—and in a position to guarantee the country's economic and national security.

That starts with creating a predictable and reasonable regulatory environment that supports automotive innovation.

In partnership with the auto industry and other safety stakeholders, the Transportation Department can incentivize and promote continued U.S. leadership in next-generation automotive safety technologies that can help reduce the unacceptable number of fatalities on our Nation's roadways.

It can also contribute to reasonable and achievable emissions regulations that are aligned with our shared belief that American consumers must always be able to choose a vehicle that's right for them and their family.

I look forward to working with Representative Duffy during his tenure at the Transportation Department to advance these and other important priorities for our Nation.

Thank you for your support of this nomination.

Sincerely,

JOHN BOZZELLA,
President and CEO,
Alliance for Automotive Innovation.

AMERICAN FUEL & PETROCHEMICAL MANUFACTURERS
Washington, DC, 14 January 2025

Hon. TED CRUZ,
 Chairman, Committee on Commerce, Science, and Transportation,
 Washington, DC.

Senator Cruz,

On behalf of the American Fuel & Petrochemical Manufacturers (AFPM), we ask you to schedule a full committee vote as soon as possible to confirm Sean Duffy to be the next Secretary of the U.S. Department of Transportation (DOT).

Throughout his career, Secretary nominee Duffy has demonstrated a strong commitment to improving the lives of the American people. As a former Member of Congress, Secretary nominee Duffy demonstrated a clear vision for improving infrastructure, fostering innovation and ensuring that transportation systems meet the needs of all communities.

We are confident that under Secretary nominee Duffy's leadership, DOT will address the critical challenges facing our Nation's transportation systems, including making necessary reforms to the National Highway Traffic Safety Administration's (NHTSA) Corporate Average Fuel Economy (CAFE) standards; reauthorizing pipeline safety programs under the Pipeline Hazardous Materials Safety Administration (PHMSA); and ensuring a safe and efficient rail transportation system to move our feedstocks and products to and from refineries and petrochemical facilities.

I strongly urge the Senate Committee on Commerce, Science, and Transportation to advance his nomination swiftly, and we offer our full support for his appointment.

Sincerely,

CHET THOMPSON,
President and CEO,

American Fuel & Petrochemical Manufacturers.

AMERICAN GAS ASSOCIATION
January 14, 2025

Hon. TED CRUZ,
 Chairman,
 Committee on Commerce, Science, and Transportation,
 United States Senate,
 Washington, DC.

Dear Chairman Cruz:

The American Gas Association is pleased to support the nomination of the Honorable Sean Duffy to be the U.S. Secretary of Transportation.

AGA represents more than 200 local energy companies committed to the safe and reliable delivery of clean natural gas to more 189 million Americans and 5.8 million businesses in all 50 states. Natural gas has been and will continue to be the cornerstone of America's economy and America's energy independence. Our natural gas industry is committed to investing, building and innovating for the families and businesses who depend on us every minute of every day.

Safety is and always will be the leading value for AGA's member companies. Furthermore, public safety must continue to be the foundation for the Federal pipeline safety code, as it has been since its inception in 1970.

As you know, the U.S. Department of Transportation, via the Pipeline and Hazardous Materials Safety Administration (PHMSA), has broad authority over Federal pipeline safety, AGA's number one policy priority and industry responsibility. AGA has a long history of closely collaborating with PHMSA to help improve the safety of our Nation's natural gas infrastructure and we look forward to working with the new Secretary of Transportation, as well as a future PHMSA Administrator, on advancing and enforcing effective, technically feasible, and cost-effective pipeline safety regulations on behalf of natural gas residential, commercial and industrial customers nationwide.

Thank you for the opportunity to offer our support for Mr. Sean Duffy's nomination. Please let us know if we can provide any additional information or answer any questions.

Kind Regards,

GEORGE LOWE,
Vice President, Governmental Affairs and Public Policy,
American Gas Association.

ASSOCIATED GENERAL CONTRACTORS OF AMERICA
Arlington, VA, January 14, 2025

Hon. TED CRUZ,
Chairman, Commerce, Science, and
Transportation Committee,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member, Commerce, Science,
and Transportation Committee,
United States Senate,
Washington, DC.

RE: AGC Support for Mr. Duffy's Nomination to be Secretary of the U.S. Department of Transportation

Dear Chairman Cruz and Ranking Member Cantwell:

The Associated General Contractors of America (AGC) supports the nomination of former Congressman Sean Duffy as Secretary of the U.S. Department of Transportation (U.S. DOT). AGC is a national construction trade association representing more than 28,000 construction firms with chapters and members in every state, the District of Columbia and Puerto Rico. AGC chapters and members work on transportation projects nationwide and understand the importance of investing in our Nation's infrastructure.

A major goal for the incoming administration will be carrying out the remainder of funding and projects under the Infrastructure Investment and Jobs Act (IIJA), which supports projects through September 2026. These funds ensure that state and local governments can fix roads and bridges in need of repair, and also support well-paying construction jobs. AGC is hopeful that former Congressman Duffy can use this position to direct funding towards nationally and regionally significant infrastructure priorities that will help our members get construction materials to the job-site.

AGC has supported many reforms to the environmental review and permitting processes across Federal agencies to improve bureaucratic processes that are inefficient or duplicative. We believe former Congressman Duffy will be a great advocate for these reforms as Secretary of the U.S. Department of Transportation.

AGC looks forward to working with former Congressman Duffy on the construction of our Nation's transportation systems and continuing our positive working relationship with the U.S. DOT. As such, we urge the Senate to quickly confirm his nomination.

Sincerely,

JEFFREY D. SHOAF,
Chief Executive Officer.

CC: All members of the U.S. Senate Committee on Commerce, Science and Transportation

AUTONOMOUS VEHICLE INDUSTRY ASSOCIATION
January 14, 2025

Hon. TED CRUZ,
Chairman,
Committee on Commerce, Science, and Transportation,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and Transportation,
United States Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell,

The Autonomous Vehicle Industry Association (“AVIA”) writes to encourage the Committee on Commerce, Science, and Transportation to move forward quickly with Sean Duffy’s nomination as Secretary of Transportation and other key leadership positions at the United States Department of Transportation (“USDOT”). Having Senate-confirmed leadership in place will allow the USDOT to better carry out its vital role supporting our national transportation system, including actions to support the safe deployment of autonomous vehicle (“AV”) technologies.

AVIA is committed to bringing the mobility, supply chain and economic benefits of AVs—otherwise known as SAE Levels 4- and 5-capable vehicles¹—to consumers in a safe, responsible, and expeditious manner. AVIA’s membership is comprised of the world’s leading technology, automotive, ridesharing, trucking, and transportation companies that are developing technology to move our country into the future.² Vehicles operated by AVIA members have driven more than 70 million autonomous miles on U.S. public roads, a distance roughly equivalent to 293 round trips to the Moon or driving across Route 66 over 29,000 times.³ AVs will play a pivotal role in addressing critical challenges facing our nation, including reducing the persistent and unacceptable level of traffic fatalities in our country, expanding transportation access, enhancing supply chain efficiency, and expanding economic output.

In partnership with Congress, the incoming Trump Administration has the opportunity to promote the continued development and deployment of AVs in the United States, which will in turn help revive our industrial capacity, create new manufacturing jobs, reduce supply chain costs, and ensure that the United States retains its international leadership and competitive advantage as this critical technology continues to grow and evolve. To fully realize these benefits, a supportive and uniform nationwide Federal policy framework is essential. With this in mind, AVIA recently released *Securing American Leadership in Autonomous Vehicles*,⁴ a comprehensive set of Federal policy recommendations that would accelerate the safe and timely deployment of autonomous technology and solidify the U.S. as the global leader in this transformational field. In the last several years, U.S. states have raced ahead on AV policy, and today 25 U.S. states covering 56 percent of our population have AV deployment statutes. State-level interest in this game-changing technology is welcome, but it is no substitute for Federal leadership as only the USDOT can regulate the design, construction, and performance of motor vehicles.

The AV industry looks forward to working closely with Secretary-Nominee Sean Duffy and his team at the USDOT. By expeditiously moving forward with the nomination process for Mr. Duffy and other USDOT nominees, the Committee will help ensure the Department is well positioned to develop and implement policies that

¹ See SAE INTERNATIONAL, TAXONOMY AND DEFINITIONS FOR TERMS RELATED TO DRIVING AUTOMATION SYSTEMS FOR ON-ROAD MOTOR VEHICLES, J2016 202104 (2021)

² Our members include Aurora, Bot Auto, Cavnue, Cruise, FedEx, Ford, Gatik, International, J.D. Power, Kodiak, Lyft, Motional, Nuro, Stack, Tier IV, Torc Robotics, Uber, UPS, Volkswagen Group of America, Volvo Cars, Volvo Autonomous Solutions, Waabi, Waymo, and Zoox. See *Our Mission and Members*, AUTONOMOUS VEHICLE INDUS. ASS’N, <https://theavindustry.org/>.

³ *Autonomous Vehicle Industry Association Releases First-Ever “State of AV” Report*, AUTONOMOUS VEHICLE INDUS. ASS’N (Apr. 10, 2024), <https://theavindustry.org/newsroom/press-releases/first-ever-state-of-av-report>.

⁴ AUTONOMOUS VEHICLE INDUS. ASS’N, *SECURING AMERICAN LEADERSHIP IN AUTONOMOUS VEHICLES* (2025), <https://theavindustry.org/resources/Securing%20American%20Leadership%20in%20Autonomous%20Vehicles1.pdf>

will unlock the full potential of AVs, ensuring that the United States remains the world leader in autonomous vehicle technology.

Sincerely,

JEFF FARRAH,
Chief Executive Officer,

Autonomous Vehicle Industry Association.

CC: Sean Duffy, Nominee, Secretary of Transportation

COMMERCIAL SPACE FEDERATION
January 14, 2025

U.S. Senator TED CRUZ,
Chairman,
U.S. Senate Committee on Commerce, Science, and Transportation,
Washington, DC.

Dear Chairman Cruz:

On behalf of the Commercial Space Federation (CSF), the leading trade association for the commercial space industry, I am writing to convey CSF's support for the confirmation of Rep. Sean Duffy as the Secretary of the U.S. Department of Transportation.

The U.S. commercial space industry is of vital importance to national security, economic growth, and scientific research and exploration. However, overly burdensome regulatory processes hinder the development of the U.S. commercial space industry and threaten U.S. leadership in the industry as international competition grows. With his dedication to public service and history of support for the U.S. aerospace industry, CSF is confident that Rep. Duffy will provide the leadership needed to maintain the United States' standing as the world leader in commercial space.

The future success of the U.S. commercial space and launch industry is tied to the FAA's Office of Commercial Space Transportation (AST). In the coming months and years there will continue to be a dramatic increase in commercial launch activity from U.S. spaceports and launch facilities. Under Rep. Duffy's leadership, we are eager to see AST reduce regulatory burdens on the commercial space industry and ensure appropriate resources are dedicated to efficient licensing processes.

Thank you for your consideration of this letter in support of Rep. Sean Duffy's confirmation as the Secretary of the U.S. Department of Transportation. Please contact me by e-mail at dave@commercialspace.org or by telephone at (703) 380-0589.

Sincerely,

DAVE CAVOSSA,
President,
Commercial Space Federation.

INDIANA OIL AND GAS ASSOCIATION
Mount Vernon, IN, January 14, 2025

Hon. TED CRUZ,
Washington, DC.

Dear Senator Cruz,

On behalf of the Indiana Oil and Gas Association (INOGA) and our membership, we urge you to confirm the Honorable Sean Duffy, President-elect Donald Trump's nominee for Secretary of the U.S. Department of Transportation (DOT).

INOGA represents the interests of its members, which include entities regulated by the U.S. DOT's Pipeline and Hazardous Materials Safety Administration (PHMSA). These organizations include crude oil purchasers and marketers, pipeline transmission companies, crude oil producers, mineral owners and refiners. As secretary, Mr. Duffy will oversee this office and hopefully parlay his experience as a former U.S. representative and district attorney to create a fair regulatory environment for our industry.

The Biden administration has proposed many onerous regulations that will negatively impact business and the supply of crude oil production and transportation to end-use customers. While our industry prioritizes safety and emissions reductions, the Biden administration has aggressively sought to impart unattainable reporting deadlines and costly requirements that would not only curtail the flow of natural gas but would severely cripple our producers economically. If confirmed, we antici-

pate that Mr. Duffy will take a common-sense approach to review all the evidence before directing the Cabinet to propose new rulemaking.

INOGA is truly dedicated to the responsible production and conservation of Indiana's natural resources. We ensure that our members are provided with fair regulations while protecting individual property rights, health, safety, and the environment. As the trade association for Indiana's oil and natural gas industry, INOGA represents the interests of all its members, including those operators and service providers that would be directly impacted by future PHMSA rulemaking.

We thank you for your consideration of Mr. Duffy for this important role.

Respectfully,

TRAVIS THOMPSON,
President,
Indiana Oil and Gas Association.

LYFT, INC.
January 14, 2025

Hon. TED CRUZ,
Chairman,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell,

On behalf of Lyft, Inc., I am writing to express our strong support for former Congressman Sean Duffy to serve as the next Secretary of the United States Department of Transportation. We are hopeful that Mr. Duffy's expertise and leadership will prove invaluable in this new role, and we look forward to the opportunity to partner with him in advancing the American transportation industry.

In 2012, Lyft launched the first of its kind peer-to-peer marketplace for on-demand ridesharing, providing millions of Americans with a new way to earn on their own time and millions more Americans with access to transportation that suits their specific needs by connecting them with an independent driver. In the years since, we have worked tirelessly to pioneer innovations aligned with this intersection and today, we connect about 2 million drivers and riders every day.

Lyft, Inc. has become a vital component of the American transportation system, complementing traditional methods to help people reach their destinations. For many, especially those without personal vehicles or access to public transit, ridesharing offers a reliable and convenient option to find a driver who can take them where they need to go. We understand this at Lyft because we survey tens of thousands of riders and drivers annually and publish our findings via our Economic Impact Report. Our *2024 Report* found that:

- 91 percent of riders say that Lyft increases access to transportation in their communities;
- 48 percent of riders use Lyft to find a driver who can take them to public transit; and
- 23 percent of riders say they would be less likely to make it to their healthcare-related appointments regularly if they did not have access to Lyft or other ridesharing services.

While drivers will always be important to Lyft, we believe that rideshare's future will be hybrid, consisting of both human-driven and autonomous vehicles (AV), and subsequently the AV industry will grow along with rideshare. We are partnering with leading AV manufacturers and technology companies to deploy AVs on our platform. With Mr. Duffy's leadership, we're optimistic about the opportunities to promote the continued development and deployment of AVs in the United States.

At Lyft, we are committed to fostering safer, efficient, and sustainable mobility solutions. We align with the goal of modernizing the transportation network and are eager to support the Department of Transportation's initiatives to advance transportation policy and innovation for the benefit of all Americans. We are ready to collaborate with Mr. Duffy to enhance transportation access in all communities, ensure veterans have transportation to medical appointments, and promote the continued development and deployment of AVs in the United States.

We urge the Senate Commerce, Science, and Transportation Committees to move Sean Duffy's nomination expeditiously so he can serve as the next Secretary of Transportation.

Sincerely,

JERRY GOLDEN,
Chief Policy Officer.

NATIONAL AUTOMOBILE DEALERS ASSOCIATION
January 14, 2025

Hon. TED CRUZ,
Chairman,
Senate Commerce, Science and Transportation Committee,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Senate Commerce, Science and Transportation Committee,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell,

On behalf of the National Automobile Dealers Association (NADA), which represents over 16,000 franchised auto dealerships, I am writing in strong support of President of former U.S. Representative Sean Duffy to be Secretary of the U.S. Department of Transportation.

franchised dealers worked cooperatively with former Rep. Duffy when he was a member of the House of Representatives. Through his service on the House Financial Services Committee, the House Budget Committee and the Joint Economic Committee, former Rep. Duffy demonstrated that he understood the needs of small business, which is the backbone of the American economy. His tenure in the House was marked by pragmatism and a desire to get things done.

We believe that former Rep. Duffy understands that transportation issues require cooperation at the federal, state, and local levels. His record in the House shows that he knows how to work across the aisle. If confirmed, we believe Mr. Duffy will effectively guide the Department in ensuring that regulations do not hinder American jobs or consumer choice.

We urge the Senate Commerce, Science and Transportation Committee to favorably report out former consideration.

Sincerely,

MIKE STANTON,
President and CEO.

RAIL SECURITY ALLIANCE
Washington, DC, January 14, 2025

Hon. TED CRUZ,
Chairman,
Committee on Commerce, Science, and Transportation,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and Transportation,
United States Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of the Rail Security Alliance (RSA), I write to offer our strong support for the nomination of Sean Duffy to be Secretary of the U.S. Department of Transportation (DOT).

RSA represents the manufacturing segment of the rail industry in North America for freight railcars and the supply of railcar components. Working alongside congressional leaders on both sides of the aisle and current and past present presidential administrations, we have sought to erect barriers to the Chinese state-owned rail enterprise CRRC as it pursues its goal of dominating railcar manufacturing world-

wide. Through our efforts, RSA is at the forefront of protecting North America's freight rail industry from adversarial threats.

Mr. Duffy's extensive experience as a former Member of Congress representing Wisconsin's 7th congressional district and his work in the private sector uniquely positions him as an effective choice to lead the Department of Transportation. We believe Mr. Duffy holds an intrinsic understanding of the vital role the freight rail industry and critical rail infrastructure play in our Nation's economy and the protection of our national security.

The North American rail network remains under serious threat from the Chinese rail state-owned enterprise CRRC, and Mr. Duffy will be an invaluable champion at DOT to help protect our domestic freight rail industry. RSA looks forward to working with Mr. Duffy on a wide range of important issues including the timely implementation of the SAFE TRAINS Act, which prevents foreign manufacturers from countries on U.S. watch lists, including Chinese manufacturers, from producing freight railcars and sensitive technologies for operation within the U.S. freight interchange rail system.

RSA respectfully urges the Committee to swiftly report his nomination favorably to the full Senate for consideration.

Sincerely,

ERIK OLSON,
Executive Director,
Rail Security Alliance.

RAILWAY SUPPLY INSTITUTE
Washington, DC, January 14, 2025

Hon. TED CRUZ,
Chairman,
U.S. Senate Committee on Commerce, Science, and Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
U.S. Senate Committee on Commerce, Science, and Transportation,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

As the U.S. Senate Committee on Commerce, Science, and Transportation considers the nomination of former Rep. Sean Duffy for Secretary of Transportation, I write on behalf of the Railway Supply Institute (RSI) in support of former Rep. Duffy's nomination and urge swift confirmation by the Senate.

As the unified voice of rail suppliers across all 50 states, RSI serves the diverse ecosystem supporting the Nation's rail networks. RSI members range from small parts manufacturers to the largest builders and lessors of railcars, working together to enable the safe and efficient movement of freight and passengers across the country. The railway supply sector plays a vital role in the U.S. economy, supporting approximately 240,000 direct jobs in fields like manufacturing, technology, engineering, and logistics. These jobs are the backbone of a network that spans every corner of the country, enhancing U.S. competitiveness and sustainability. RSI is excited to support infrastructure investment initiatives that promote efficiency and will modernize rail systems, strengthen supply chains, and promote American-made products and technologies.

We look forward to working closely with former Rep. Duffy and the new administration to ensure the rail sector remains resilient, adaptable, and prepared for the challenges of the future. Additionally, we will continue collaborating with the Federal Railroad Administration, the Pipelines and Hazardous Materials Safety Administration, and the Federal Transit Administration. Rail is a core component of our Nation's transportation infrastructure, and our members are essential to its success. By investing in rail, we strengthen our economy, reduce emissions, and connect communities to benefit all Americans.

Thank you for your consideration.

Sincerely,

PATRICIA DAVITT LONG,
President,
Railway Supply Institute.

ZEROAVIA
Tuesday 14 January 2025

Hon. TED CRUZ,
Chair,
Senate Committee on Commerce, Science and Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Senate Committee on Commerce, Science and Transportation,
Washington, DC.

Dear Chair Cruz and Ranking Member Cantwell:

I am writing to express my support for the nomination of Sean Duffy for the position of U.S. Secretary of Transportation.

Former U.S. Representative Duffy's years of experience on the House Financial Services Committee should position him well to understand the significant challenges of financing America's transportation infrastructure. Also, during his congressional tenure, the nominee demonstrated a willingness to work across the aisle when there was a basis for such cooperation, *e.g.*, 2017's Follow The Rules Act and 2018's Family Self-Sufficiency Act. This willingness to work with others will serve him well as steward of the Nation's transportation system. As Norman Mineta, the late Secretary under President George W. Bush, often said, "There are no Democratic or Republican highways."

Furthermore, I believe the nominee's years of flying frequently to Washington, DC, from the relatively small Central Wisconsin Airport in Mosinee, WI, will serve him particularly well in his new role as leader of the Federal Aviation Administration. America's non-hub commercial airports play a far greater role in the National Airspace System than their category name would suggest, and Mr. Duffy will be a stalwart champion of strengthening their ability to facilitate cargo and passenger aviation. As ZeroAvia works to extend the Nation's tradition of aerospace innovation, airports like Central Wisconsin will play a key role in enabling economic growth and connecting communities, and leaders like Sean Duffy are needed to help clear the path forward.

I endorse Sean Duffy's confirmation as U.S. Secretary of Transportation, and I look forward to working with him to advance U.S. aviation and maintain America's leadership in aerospace innovation. Thank you for considering my support.

Sincerely,

DR VAL MIFTAKHOV,
Founder and CEO,
ZeroAvia.

RESPONSIBILITY.ORG

Hon. TED CRUZ,
Chairman,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and
Transportation,
United States Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of the Foundation for Advancing Alcohol Responsibility (Responsibility.org), we extend our enthusiastic support for Sean Duffy to be confirmed as Secretary of the U.S. Department of Transportation.

For over 30 years, it has been the mission of Responsibility.org to eliminate drunk driving and underage drinking. We are a national, not-for-profit organization funded by the following leading distillers: Bacardi U.S.A., Inc.; Beam Suntory; Brown-Forman; Campari Group; Constellation Brands, Inc.; DIAGEO; Edrington; Hotaling & Co.; Mast-Jägermeister US; Moët Hennessy USA; Ole Smoky; Pernod Ricard USA; and William Grant & Sons.

In our fight to end impaired driving and underage drinking, we are confident that Sean Duffy will advance the following key areas of focus in our 2025 Federal advocacy priorities, including:

- *Prioritize the appointment of a Senate-confirmed Administrator for the National Highway Traffic Safety Administration (NHTSA). A strong leader for this agen-*

cy is critical to ensure a committed, comprehensive approach to solving our Nation's roadway safety crisis.

- *Continued advancement of the Advanced Impaired Driving Prevention Technology Regulatory Rulemaking required by the HALT Act:* This bipartisan legislation mandates advanced impaired driving prevention technology in all new vehicles. We remain committed to working with the DOT and NHTSA to ensure the timely issuance of a final rule.
- *Surface Transportation Reauthorization:* As Congress prepares for the next surface transportation bill, we are eager to collaborate with DOT and Congress on supporting programs that address impaired driving, including DOT grant programs that fund impaired driving prevention initiatives and ensure offenders do not continue to drive impaired. We also look forward to working with DOT on policies that address cannabis-impaired driving and data collection.

We are confident that working with Sean Duffy as Transportation Secretary, we can make significant strides in preventing impaired driving and creating safer roads for all Americans.

Sincerely,

CHRIS SWONGER,
President and CEO,
Responsibility.org.
LESLIE KIMBALL,
Executive Director,
Responsibility.org.

cc: Members of the Senate Committee on Commerce, Science and Transportation

—————
NATIONAL ASPHALT PAVEMENT ASSOCIATION
Greenbelt, MD, January 15, 2025

Hon. TED CRUZ,
Chairman of the Senate Committee on
Commerce, Science and
Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member of the Senate
Committee on Commerce, Science and
Transportation,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell,

On behalf of the National Asphalt Pavement Association (NAPA), I'd like to express our support for President Elect Trump's Nominee, Rep. Sean Duffy, to lead as the next Secretary of the Department of Transportation (DOT).

NAPA is the lone Washington DC trade association representing over 1,100 companies involved in asphalt pavement production and paving application across the Nation. Our industry produces over 400M tons of asphalt pavement annually, supporting close to 350,000 jobs nationwide, with plants in virtually every Congressional district. Asphalt comprises roughly 94 percent of the roadway market, and over 80 percent of the airfield pavement market. Asphalt mix plants provide the critical pavement materials needed to build and maintain the Nation's almost 4 million roadway miles.

We welcome Nominee Sean Duffy before the Committee to lead the DOT at a critical juncture for our industry. We are closing in on the final year of the *Infrastructure Investment and Jobs Act* (IIJA), which expires at the end of 2026, and Congress must pass a new highway reauthorization before the 119th adjourns. The policies and regulations included in this next highway reauthorization package will directly impact the work of the DOT, and internal agencies NAPA closely works with, like the Federal Highway Administration (FHWA). We hope to work with Nominee Duffy and his team on priorities key to the asphalt industry and deployment of pavement materials, including:

- advancing policies protecting roadway workers via work zone safety improvements,
- partnering with the DOT to help with our industry's decarbonization efforts and increased deployment of reclaimed asphalt product (RAP)—which at over 90M tons used by asphalt producers, is the most recycled product in the country,
- and supporting critical pavement research programs, like the AID-PT program, which facilitates vital work to continuously improve and implement the newest pavement technologies.

We also believe DOT Secretary Duffy will be a great advocate to improve the permitting process, saving taxpayer dollars billions and delivery of countless public works projects, as well as ensuring the DOT acts accordingly within its jurisdiction, such as reexamining its greenhouse gas (GHG); a key rule this committee openly questioned to the DOT. NAPA agrees with many on the Committee that we work with the FHWA and its State DOT partners to ensure no unjust bias is applied to critical roadway projects that may either add new lane miles, maintain existing roadways, and/or increase transit services.

There are countless DOT policies relevant to asphalt producers that we won't list today, but we look forward to working with the agency's new leadership to ensure our industry's critical pavement work will continue to advance. We encourage the Committee to pass Rep. Sean Duffy's nomination to the full chamber in the hopes that he will lead the DOT in earnest and continue the agency's vital work. As an original co-sponsor of the *FAST Act*, Nominee Duffy knows the role infrastructure investment plays into our national economy, and we are excited to see this leadership continue leading the Department of Transportation.

Thank you for your consideration and please use NAPA as an industry resource as your Committee works on critical regulatory policies and highway reauthorization legislative text this session.

Best,

NILE ELAM,
Vice President of Government Affairs,
National Asphalt Pavement Association.

The CHAIRMAN. Senators will have until the close of business Thursday, January 16 to submit questions for the record.

The nominee will have until the end of the day on Sunday, January 19 to respond to those questions. That concludes today's hearing. This committee stands adjourned.

[Whereupon, at 12:56 p.m. the hearing was adjourned.]

A P P E N D I X

RESPONSE TO WRITTEN QUESTION SUBMITTED BY HON TED CRUZ TO HON. SEAN DUFFY

Question 1. Section 2209 of the FAA Extension, Safety, and Security Act of 2016 required the FAA to create a process by which applicants could apply to be designated as critical infrastructure for the purposes of restricting the operation of an unmanned aircraft in close proximity to a fixed site facility. The importance of section 2209 was reiterated in both the 2018 and 2024 FAA reauthorizations, yet, despite almost a decade passing since the 2016 bill, the requirements have not been fulfilled by the FAA. Recent reported sightings of drones in New Jersey and at Joint Base Langley in Virginia drives home the importance of finalizing this rule. The current notice of proposed rulemaking for section 2209 has been languishing at the Department. Will you commit to expeditiously finalizing this rulemaking?

Answer. If confirmed, I will review this rulemaking with the FAA to ensure that it is advanced consistent with the law.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JOHN THUNE TO HON. SEAN DUFFY

Question 1. As the next surface transportation reauthorization approaches, rural connectivity must remain a major factor in decision making. The FAST Act (P.L. 114–94) sought to ensure that freight corridors in rural America were accounted for in national policymaking.

Unfortunately, the Department of Transportation under President Biden’s Administration rolled out a national multimodal freight network on Monday, January 13, 2025 that fails to consider the full National Highway System, disregarding crucial freight corridors across rural America.

Do you agree that rural connectivity benefits the entire country and, if confirmed, will you ensure that the Department revisits this unfortunate action?

Answer. Yes. My understanding is that the public comment period runs through the end of February.

Question 2. South Dakota and the Nation depend on a safe, efficient, and robust national aviation system. Programs like the Essential Air Service and Small Community Air Service Development Program provide crucial aviation access to communities across South Dakota. Additionally, air service in my home state has been impacted by a shortage of qualified airline pilots. The FAA Reauthorization Act of 2024 (P.L. 118–63) passed last Congress included my Enhanced Qualification Program, which will improve training quality and accessibility for prospective airline pilots.

If confirmed, will you commit to implementing the Enhanced Qualification Program in a manner consistent with congressional intent?

Answer. Yes.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. ROGER WICKER TO HON. SEAN DUFFY

Question 1. The Infrastructure Investment and Jobs Act provided my state, Mississippi, with a historic amount of funding for our infrastructure. When Congress crafted the legislation, many Senators wanted to ensure that rural states were not left behind. The funding from the law that has flowed to Mississippi has been very impactful and welcomed. Around 75 percent of the IIJA dollars were distributed through discretionary grant programs. More members would have liked to see funding flow through formula-based programs. We both know that states best know how to prioritize projects and what needs to be done. Can you confirm that this adminis-

tration and your office will ensure that rural grant applicants are not overlooked for more mainstream projects?

Answer. Yes.

Question 1a. Also, can you briefly discuss the importance of providing states with formula-based funding?

Answer. Formula funding is a critical part of how our Nation funds infrastructure, allowing the states to set their own priorities.

Question 2. In 2022, the National Highway Traffic Safety Association's (NHTSA) Fatal Analysis Reporting System (FARS) data indicated that 5,947 people died in large truck crashes on our roads—a 50.8 percent increase since 2012.¹ While preliminary 2023 numbers show a slight decline, I think we would all agree that there are far too many fatalities on our roads. We also know study after study has shown that a heavier truck is a more dangerous truck. Knowing these facts, along with widespread law enforcement disapproval of truck size and weight increases, would you agree that longer and heavier trucks should not be allowed on our roads until it is definitively proven that they are not a safety risk to motorists?

Answer. I will work to ensure that truck weight limit regulations incorporate comprehensive safety analysis and will not increase the danger to all roadway users.

Question 3. When it comes to the state of our infrastructure, we know that there are over 42,000 bridges rated in “poor” condition according to the FHWA.² The USDOT truck size and weight study found thousands of interstate bridges that would not be able to accommodate the proposed 91,000-pound truck configurations—11,000 pounds above the current gross vehicle weight limit. Even more troubling is the damage these heavier trucks will do to our local bridges. As you know, no truck trip starts and stops on an interstate. A recent study showed over 70,000 local bridges would be put at risk by 91,000-pound trucks and the cost to replace and repair these bridges would be over \$60 billion.³ This cost burden is an unfunded Federal mandate that, in the end, local taxpayers will have to pay for. As Secretary, will you oppose any Federal exemptions or pilot projects that allow trucks to exceed the 80,000-pound limit?

Answer. Similar to my answer to the previous question, I will work to ensure truck weight limit regulations will not pose significant risk or shorten the life span of highway bridges.

Question 4. Short-line freight railroads are vital in Mississippi and crucial for numerous energy, agricultural, and industrial shippers nationwide, especially in small towns and rural areas. The DOT is critical to its success in multiple ways—especially through grants, which help it invest in infrastructure, and sensible regulations that small businesses such as short-line railroads can realistically comply with. Can you commit to supporting these small businesses so that they can continue to help shippers in Mississippi and across the country?

Answer. Yes.

Question 5. The U.S. Merchant Marine Academy's (USMMA) facilities lag behind the other service academies. Many of the buildings date back to the 1940s and are unable to meet the needs of current and future midshipmen. Given these conditions and the lack of significant investment in campus infrastructure for decades, it is critical that the Maritime Administration and Academy leadership complete a long-term Facilities Master Plan to enable a phased rehabilitation and modernization of the campus. Will you commit to ensuring the Facilities Master Plan is complete by May of this year so current and future Midshipmen can receive the high-quality education they deserve?

Answer. I will work to ensure that a fundamentally sound USMMA Facilities Master Plan is prepared and completed in May of 2025. If a delay in the completion of the plan is anticipated, I will inform you of the reason.

Question 6. We have all watched with horror over the last 16 months as we learn of repeated runway safety near misses at airports across the United States. Clearly, more must be done to ensure that the aviation industry and the FAA are using all the tools and technologies available such as cockpit alerting technologies recommended by the National Transportation Safety Board (NTSB)—to strengthen our strained aviation safety system and prevent future tragedies. What will you do as Secretary to re-evaluate the increase in runway safety incidents and to enhance safety?

¹NHTSA; 2024. FARS Database

²FHWA; 2024. Bridge Condition by Highway System 2024

³Bailey, Harvill et al; 2023. *The Impacts of Heavier Trucks on Local Bridges*

Answer. As you point out, the U.S. has seen an unacceptable uptick in near-misses and runway incursions over the past two years. If I am confirmed, I will engage FAA's experts in the Offices of Aviation Safety, Airports, and Air Traffic to understand what is being implemented and what risks may still exist. These issues will take a system-wide approach to safety that involves pilots, manufacturers and technology companies, airport operators, and air traffic controllers.

Question 6a. How will you work to evaluate the use of technology to improve safety going forward?

Answer: Airport and aircraft technology is critically important to providing additional situational awareness to pilots and controllers. The FAA should be open to evaluating any technology that promises to improve the safety of the national airspace system.

Question 7. For over one century, the Merchant Marine Act of 1920—commonly referred to as the Jones Act—has helped promote America's domestic maritime industry and contribute to our national security. If confirmed as Secretary of Transportation, you would oversee the Maritime Administration (MARAD), an agency which promotes the use of waterborne transportation and helps to ensure a healthy merchant marine. What is your understanding of the responsibilities that the Secretary of Transportation has in terms of overseeing and implementing the Jones Act?

Answer. The Secretary of Transportation's role includes overseeing MARAD's efforts to uphold the Jones Act, promote the use of waterborne transportation, and support a strong and resilient merchant marine.

Question 7a. Do you believe that the Jones Act plays an important role in securing America's economic and national security objectives?

Answer. I supported the Jones Act when I was in the House.

Question 7b. Do you commit to consulting with Congress if you are engaged in Jones Act-related matters as Secretary?

Answer. Yes.

Question 8. Last year, the Biden Administration finalized a rule to require enhanced Automatic Emergency Braking (AEB) and Pedestrian Automatic Emergency Braking (PAEB) systems for new light-duty vehicles. While I support improving road safety, I am deeply concerned about the unintended consequences of this rule. These include potential increases in rear-end collisions due to overly sensitive AEB activations, a lack of harmonization with existing European standards, and the high costs associated with implementing these requirements. Furthermore, the National Highway Traffic Safety Administration (NHTSA) acknowledged challenges such as impractical stopping distance requirements, insufficient consideration of variability in test conditions, and the lack of clear definitions for terms like "malfunction" or "imminent crash." These issues raise questions about the rule's overall practicability and the potential confusion or safety risks for drivers and other road users. Given that these challenges could have been mitigated by aligning with existing European standards, which provide clearer, more objective requirements, are you open to revisiting this mandate to address these concerns?

Answer. If confirmed, I will review the finalized rule and review all relevant data on the matter.

Question 8a. Additionally, should NHTSA engage stakeholders in a supplemental rulemaking process to ensure the final regulation is effective and practical, minimizing unintended safety risks while reducing costs for consumers and manufacturers?

Answer. If confirmed, we will seek input from all stakeholders in the rulemaking process.

Question 9. The Military Sealift Command recently had to lay up 17 ships due to a shortage of qualified Merchant Mariners. During times of war, the U.S. Merchant Marine serves as an auxiliary to the Department of Defense, delivering troops and supplies, and plays a critical role in supporting the U.S. economy during peacetime. The need for qualified mariners is growing. What will you do as Secretary to support workforce development for the Merchant Marines, who are critical to domestic commerce and national security?

Answer. The maritime workforce is critical to America's economic strength and national security. To develop the workforce of the future, I will leverage DOT resources like MARAD's Maritime Centers of Excellence, the U.S. Merchant Marine Academy, and workforce training grants to expand access to maritime education and apprenticeships. Collaboration with agencies like the Department of Defense and the Department of Homeland Security will be essential, particularly in areas like mariner attraction for transitioning service members, licensing, and credentialing.

By partnering with stakeholders and educational institutions, we can promote the maritime industry as a desirable and rewarding career path, highlighting its critical role in commerce, national security, and economic growth.

Question 10. My home state of Mississippi is one of 25 states that has passed a statute authorizing autonomous vehicles on our roads. While action by Mississippi and other states is welcome, it is no substitute for strong policy setting by the Federal government. I am hopeful that under your leadership we can put in place AV policy that creates safer roads, more resilient supply chains, and creates jobs in Mississippi and across the country. How will you lead the Department's efforts on AV policy?

Answer. If I am confirmed, the Department will prioritize safety when issuing rules and policies related to autonomous vehicles. We will review existing policies and orders with the goal of promoting innovation while protecting the traveling public.

Question 11. American ports collectively handle the vast majority of the Nation's trade, supporting millions of jobs and generating significant tax revenues. The Port of Gulfport is one of 17 strategic seaports in the United States designated to support the movement of deploying military forces and logistics. What are your plans to enhance the global competitiveness of all U.S. ports and avoid economic disruptions that could impact industries and workers nationwide?

Answer. Disruptions at major ports can ripple through the entire economy, impacting everything from small businesses to consumer prices. We can look at strengthening intermodal connections—like rail and trucking—that ensure goods keep moving even if one system faces delays. We must also look in investments to upgrade our ports.

Question 12. With limited land available for expansion at many ports, the future success of the American maritime industry depends on its ability to modernize and densify operations to handle increasing trade volumes. How will you support the adoption of proven technologies that have significantly increased capacity without requiring new land?

Answer. The global supply chain is more competitive than ever, and the U.S. must remain a leader. A robust and reliable American maritime system is key to maintaining America's leadership in the global economy. If confirmed, I want to seek input from all stakeholders, including port officials, workers, and industry on how to adopt technologies that increase capacity and protect jobs.

Question 13. One of DOT's most successful public-private partnerships is the FAA Contract Tower Program. 265 airports, including seven in Mississippi, currently participate in this critical program. Like many of my colleagues on both sides of the aisle, I am a strong proponent of the FCT program because it enhances aviation safety at smaller airports around the country in an exceptionally cost-effective way. Can you please give us your commitment that this program will continue to be a high priority for DOT and FAA?

Answer. Yes.

Question 14. As you know, small communities and their citizens face many challenges accessing the air transportation system due to pilot shortages and regulatory barriers to expanding air service. As the Secretary of Transportation, will advancing policies that support the expansion of small community air service be a priority for the Department?

Answer. Yes.

Question 14a. Can you share what you think the DOT and FAA can do to preserve and expand small community air service?

Answer. If I am confirmed, I will support the continued efforts of programs related to pilot training, including implementing provisions of the FAA Reauthorization Act of 2024 that are aimed at improving the pilot pipeline. These actions would include ensuring there are adequate numbers of pilot examiners, expanding the Department's workforce development grant program which includes supporting pilot training initiatives, and putting in place an enhanced qualification program that allows for restricted airline transport certificates that maintain or exceed current pilot proficiency. I would also support DOT's programs like EAS and the Small Community Air Service Development Program (SCASDP).

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. DEB FISCHER TO
HON. SEAN DUFFY

Question 1. If confirmed as the next Secretary of Transportation, will you work with us to support the FAA Contract Tower program?

Answer. Yes.

Question 2. Fraud remains a complex threat that requires continuous adaptation across industry stakeholders. The Department of Transportation needs to be at the tip of the spear addressing this issue, including through more aggressive enforcement actions. Will you commit to working on broker and fraud issues at FMCSA?

Answer. Yes.

Question 3. Short line freight railroads like the Nebraska, Kansas & Colorado Railway and the Cornhusker Railway are important small business transportation companies important to communities and employers, particularly in smaller towns and rural America. U.S. DOT's CRISI grants have helped these small businesses invest in infrastructure to improve safety, efficiency and reliability. The previous administration devoted sizable amounts of CRISI resources to passenger rail projects, sometimes to the detriment of small freight railroads.

What will be your position on the appropriate use of CRISI funds, and will you recognize the importance small business, entrepreneurial railroads, and their vital role in the rural economy?

Answer. If I am confirmed, the Department will emphasize the importance of rural infrastructure, including via CRISI grants. Small businesses and entrepreneurial railroads are indeed a vital part of this, in my opinion.

Question 4. As DOT secretary, how will you address the concerns over Amtrak's fiscal responsibility and ensure they work well with their state rail partners?

Answer. If I am confirmed, I look forward to working with your office on any concerns, with the hope of addressing them in service of a stronger, safer, more efficient system of transportation for America.

Question 5. How do you propose to create an organizational structure and culture at the agency that prioritizes innovative aviation safety-enhancing technologies?

Answer. It is an exciting time in transportation because of the innovation in this space, especially because new technology can lead to more safety. That means we need to be exploring options with stakeholders, and if confirmed, I will reinforce this idea throughout the Department, including FAA.

Question 6. Will you also work to implement the regulatory reforms of the recent FAA Reauthorization Act to support safety and innovation?

Answer. Yes.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JERRY MORAN TO
HON. SEAN DUFFY

Question 1. In 2022, the Advanced Air Mobility Coordination and Leadership Act that I sponsored in the U.S. Senate passed and was signed into law. The law requires the Department to report to Congress on the strategy recommended to deploy this technology. Congress intends for this report to be the framework for government-wide collaboration to help support the activities of this exciting and innovative industry as it seeks to compete with global competitors—including China in its efforts to make AAM a national priority. AAM will transform the way we move people and goods, connecting rural communities to urban centers and revolutionizing travel. Will you take a leadership role in making certain the report is released on a timely basis?

Answer. Yes.

Question 2. The Federal Motor Carrier Safety Administration (FMCSA) operates the Preemployment Screening Program (PSP), a database that has allowed motor carriers access to data on serious driver-related safety and inspection violations in a digestible format prior to hiring since 2009. The PSP has shown a proven reduction in crashes, though current statute does not permit access to this data for current employees, creating a gap in data accessibility. Allowing access to the safety record of both prospective and current drivers will enable motor carriers to strengthen their driver safety programs, facilitate ongoing training, and improve long-term driver success. I intend to introduce legislation this Congress to permit motor carrier employers access to this safety data beyond the hiring process to include current employees. Do you agree adjusting this data access would empower the motor carrier industry to improve its safety culture and aid in promoting long-term driver success?

Answer. I would welcome the opportunity to work with your office and learn more as you draft this legislation.

Question 3. Three sectors in my home state of Kansas contribute extensively to our economy: aviation, agriculture, and energy production. For that reason, I was

proud to introduce last year—and will soon again—the *Farm to Fly Act*, and launched the Senate Sustainable Aviation Caucus, a bipartisan and bicameral coalition. Both efforts promote the longevity of the aviation industry and the renewable fuels industry—creating new markets for America’s farmers. As Secretary of Transportation, how will you approach this innovative technology that will drive the creation of jobs all while making our Nation more energy secure?

Answer. My view is that if the new technology is safe, reliable and cost-effective, then aircraft and engine manufacturers, as well as fuel producers, should be able to innovate and scale production. President Trump has prioritized establishing American energy dominance and all forms of reliable and affordable energy can play a role in achieving that goal.

Question 4. Under the Biden Administration, NHTSA has taken requirements in the Infrastructure Investment and Jobs Act (IIJA) and expanded them beyond the Congressional intent. For example, the IIJA changed how State Highway Safety Offices (SHSOs) plan and report on their use of Federal grant funds. IIJA required SHSOs to submit a plan for their activities every three years and an annual update on changes and grant activity for the Fiscal Year.

The intent behind doing this was to facilitate longer-term planning and reduce the amount of paperwork required.

Instead, what was intended as a brief report on the state’s activities has turned into a massive document the state is required to submit. For example, Kansas’ Annual Grant Application for FY24 ended up being 493 pages to provide all the information required by NHTSA.

Under your leadership, how will you work with the states to find ways to reduce administrative red tape so that more of the money intended for safety programs can be put to work improving safety on our roadways?

Answer. If I am confirmed, I will convene efforts at the Department to identify areas where red tape can be reduced, and I will also work with our key stakeholders, led by the states, to identify ways we can take these efforts even further.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. DAN SULLIVAN TO
HON. SEAN DUFFY

Question 1. Alaska’s unique geography and lack of transportation infrastructure means that my constituents rely on maritime transportation as a lifeline. Alaska has 33,904 miles of shoreline, dwarfing the entire Lower 48. A majority of Alaskan communities are dependent on barge deliveries for food, building materials, and everyday household goods necessary to support life in the 21st Century. My question is about the Jones Act, which as you know is the fundamental law of the American maritime industry both in Alaska and across the Nation. The Jones Act, I would argue, has been “making America great again” long before that term entered our lexicon. That is because the Jones Act is responsible for creating jobs—good, family wage jobs that gives an Alaskan with a high-school the opportunity to learn a life-long trade, and earn a six-figure salary.

Based on everything I have seen from President Trump about putting America and American workers first, the Jones Act is something he could point to as a success story. Having said that, I would like to ask if you have a public position on the Jones Act?

Answer. I supported the Jones Act when I was in the House.

Question 2. Alaska’s unique geography and lack of transportation infrastructure means that my constituents rely on maritime transportation as a lifeline. Alaska has 33,904 miles of shoreline, dwarfing the entire Lower 48. Most Alaskan communities are dependent on barge deliveries for food, building materials, and everyday household goods necessary to support life in the 21st Century. In many parts of the state, these deliveries occur only two or three times per year. However, even today, many of our communities lack reliable marine access.

One of the biggest infrastructure gaps in the State of Alaska, in terms of lack of support for Federal support mechanisms, is the lack of a waterfront program to support our rural communities. Through the Commerce Committee and the Infrastructure bill, we have made significant progress in supporting these communities and projects through the MARAD Port Grant program.

While the funds from MARAD have been flowing to some of our projects, MARAD has been particularly troublesome with environmental reviews by not adopting similar streamlining efforts of the rest of the U.S. DOT agencies and often insisting on duplicative review processes. DOT needs to work to align the agency with the other modes within DOT. Will you commit to ensuring port projects have permit streamlining the same as other DOT agencies?

Answer. Yes.

Question 3. Alaska is a critical state for the global aviation industry, particularly when it comes to air cargo. Ted Stevens Anchorage International Airport (ANC) is home to the fourth busiest cargo airport in the world. Because of agreements that have been long-sought after and secured by the U.S. with more than 130 nations, cargo carriers have been able to support the livelihoods of Alaskans and 1.4 million workers nationwide.

One of the most important economic and trade policies I worked on during my time as the U.S. State Department's Assistant Secretary for Economic, Energy and Business Affairs was Open Skies and securing air transport agreements with nations around the world. If confirmed, your office will be assisting the State Department in negotiating international aviation matters, such as Open Skies agreements. I was confident these agreements would spur innovation and jobs then and I am proud to see the results today, especially in terms of jobs generated and economic benefits to Alaska.

If you are to become the Assistant Secretary for Aviation and International Affairs, will you ensure the U.S. remains firmly committed to these agreements that support the cargo industry's ability to support good paying jobs and the timely transport of goods and other potentially lifesaving deliveries to our communities?

Answer. If I am confirmed as Secretary, I commit to ensuring the Department's Office of Aviation and International Policy upholds the commitments made in our Open Skies agreements.

Question 4. There is a significant shortage of air traffic controllers. At the end of Fiscal Year (FY) 2024, the Federal Aviation Administration (FAA) had 1,020 fewer Certified Professional Controllers (CPCs) than at the end of FY 2012. The CPC shortage has negatively affected the efficiency of the system, resulting in delays, affecting both our constituents who are flying to business meetings, vacations, and home to get together with their families. It also negatively affects our economy. Last year, this Committee and ultimately Congress passed an FAA Reauthorization Act that mandates maximum hiring of air traffic controller trainees for five years, the duration of the bill. The Appropriations Committees included in anomaly in the current Continuing Resolution to ensure that FAA can meet its hiring targets for Fiscal Year 2025.

Will you commit to supporting the funding for and implementation of those maximum hiring targets?

Answer. Yes.

Question 5. The Harbor Maintenance Tax (HMT) was enacted in 1986. The HMT is a merchandize user fee assessed on imports entering the Nation via U.S. ports. Unfortunately, the HMT is not assessed on cargo with a foreign origin entering the United States via Canada or Mexico. Please note, I am not referring to imports of a Canadian or Mexican origin. My concern involves cargo of foreign origin entering the United States via Canada or Mexico that is currently avoiding the HMT. While users of U.S. ports pay HMT, importers utilizing Chinese and foreign flag ocean carrier, rail and truck services have avoided making contributions to support our transportation infrastructure despite steadily increasing use by routing cargo through Canadian or Mexican ports. This puts U.S. ports at a distinct disadvantage. The merchandize fee on cargo bound for the U.S. should be the same, whether it directly enters the United States, or comes in via Canada or Mexico. The Chinese and other foreign flag carriers should not get a free ride.

If confirmed by the Senate, will you look into the inequity that disadvantages the US?

Answer. Yes.

Question 6. This country relies on an extensive pipeline and rail network to safely transport critical energy products. The Pipeline and Hazardous Materials Safety Agency (PHMSA) within the Department you are nominated to lead plays a vital role in ensuring those networks operate safely, yet President Biden never nominated an Administrator to lead this critical agency. Do you recognize the importance of PHMSA's mission and are you committed to encouraging President Trump to swiftly fill that position?

Answer. Yes.

Question 7. Pipelines are the safest means of transporting critical energy products throughout this country thanks to robust safety regulations put in place by DOT. As technology and engineering best practices have advanced in recent years, the Department's Pipeline and Hazardous Materials Safety Agency (PHMSA) has struggled to update regulations accordingly. In fact, PHMSA has yet to complete many of the rulemakings Congress mandated in their 2011, 2016 and 2020 reauthorization bills.

Will you make completing these outstanding pipeline safety mandates a priority for the Department during your tenure?

Answer. If I am confirmed, it will be my responsibility to ensure that the Department prioritizes completing congressional mandates.

Question 8. PHMSA's repair criteria have remained largely unchanged for decades, despite significant industry advances in technology and engineering. As a result, operators are required to make repairs that do not offer measurable safety benefits or that the process of repair causes significant risk to safety and environment. Innovations in inspection technology and engineering practices have vastly improved the industry's ability to identify, assess, and address pipeline integrity threats. Will you and your PHMSA Administrator work with the industry to update critical regulations that update repair criteria to ensure regulations align with modern capabilities?

Answer. Yes.

Question 9. The Alaska Railroad is the last full-service freight and passenger railroad in the Nation. It is very important to my state of Alaska. There's many shortline freight railroads in the nation, which are important to thousands of shippers. The Department of Transportation is important to small railroads in many ways, such as with Federal Railroad Administration infrastructure & safety grants, plus sensible regulation and permitting requirements for small railroads can realistically comply with. Will you commit to supporting small railroads, like Alaska Railroad?

Answer. Yes.

Question 10. The Port of Alaska located in Anchorage is a statewide hub port through which 85 percent of the freight comes into my state. The Port is in the midst of a badly needed rehabilitation project. If the Port suffered a major earthquake, which we often have in Alaska, there's only a one-week supply of food for Anchorage, our largest city. Will you commit to supporting the Port of Alaska's rehabilitation project and other critical Alaska projects?

Answer. Yes.

Question 11. You and President Trump share an interest in finding "big, durable projects" for our country. Alaska's North Slope is a hydrocarbon-rich and while it has produced tons of oil, its natural gas resources have largely been pumped back into the ground and never brought to market. Alaska's gas is proven and conventional, and the North Slope holds up to 235 trillion cubic feet of natural gas. The Alaska LNG Project would build an 800-mile pipeline, following the existing route of the Trans-Alaska Pipeline, to bring the product to market, supplying the U.S. and America's allies in Asia and Europe. The project has completed environmental review and is fully permitted. Alaska LNG could create over 10,000 jobs. As President Trump implements an agenda to regain American energy dominance, the AKLNG project can be a cornerstone of that effort and serve as a legacy project for the Administration.

Will you commit to working with the Departments of Energy, Treasury, and Interior to make building this project a priority?

Answer. Yes, if confirmed, I commit to working both with your office and with the other agencies on the best path forward on this project and all LNG projects.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TED BUDD TO
HON. SEAN DUFFY

Question 1. The FAA Reauthorization Act of 2024 includes several provisions to address the problem that not all aircraft in the airspace can detect other aircraft in the vicinity. This detection capability is also known as electronic conspicuity. While three provisions (sections 319, 808, and 810) direct the FAA to act, section 906 requires the Comptroller General study to feasibility and cost of various means of electronic conspicuity and report to this Committee within one year—that is in five months from today. Safety experts believe the best way to ensure the safety of the airspace in which various types of aircraft operate is to require all aircraft to be electronically conspicuous to all other aircraft. Will you prioritize the studies mandated by Congress, inquire as to the status of the GAO's work, and report to this Committee following your confirmation?

Answer. Yes.

Question 2. President-elect Trump has commented that "just as America led the automobile revolution in the last century, I want to ensure that America, not China, leads the revolution in air mobility." What steps will you take as Secretary of Transportation to follow through on this goal?

Answer. If I am confirmed, I will ensure that the Department, including FAA, prioritizes the safe integration of new aviation technologies into our economy.

Question 2a. What do you see as the Department of Transportation's (DOT) role in ensuring U.S. leadership in the Advanced Air Mobility (AAM) industry?

Answer. The Department, including FAA, has a crucial role in ensuring that new technologies are carefully studied to ensure safety, with an eye toward expanding the aviation economy and harnessing the potential of AAM.

Question 2b. How will you work to re-establish the U.S. as the gold-standard in aviation and work with other civil aviation authorities to harmonize and create a global marketplace for U.S. AAM manufacturers?

Answer. It is extremely important that U.S. manufacturers can sell and/or operate their aircraft around the world. The FAA must continue to engage the other major certification authorities—Canada, Brazil, and Europe—as well as our other aviation partners like the U.K. and those throughout Asia—to ensure we clearly present the standards we have in place for AAM.

Question 3. Autonomous Vehicles (AVs) and Advanced Driver Assistance Systems (ADAS) can play a critical role to keep the roads safe. In 2022, there were around 40,000 traffic deaths on the roads. While I strongly support accelerated and scaled deployment of AVs, I am deeply concerned that the National Highway Traffic Safety Administration (NHTSA) does not have the most efficient and modernized test infrastructure to ensure the safety of these systems, such as through modeling and simulation. Mr. Duffy, how will you work with the NHTSA Administrator to modernize its test infrastructure to ensure these systems are being scaled in a safe way?

Answer. Autonomous vehicles hold tremendous promise to make our roads safer. It is important that the Department has the necessary tools at its disposal to issue policies on transportation automation, including modeling and simulation technology. If confirmed, I will assess existing congressional directives on this topic and work with you to ensure NHTSA has the appropriate tools.

Question 4. It is well known that there has been a shortage in the air traffic controllers needed to meet the needs of our Nation's airspace. Congress responded by providing increased resources to the FAA and last year, passed the FAA reauthorization which increased authorized funding levels and directed maximum controller hiring. Will you commit to maximum air traffic controller hiring?

Answer. Yes.

Question 4a. Will you commit to keeping this committee apprised of any resources needed to support our traffic system?

Answer. Yes.

Question 5. With drone delivery operations, the FAA has taken a piecemeal approach to NEPA reviews, conducting environmental reviews on a market-by-market basis, with only one instance of a state-wide review. The process can take anywhere from 6 to 12, even up to 18 months. From talking to industry experts, it's clear to me that the environmental review process for drone operations moves too slowly and is hindering industry's ability to scale.

Congress addressed this issue in Section 909 of the FAA Reauthorization Act of 2024, which directs the FAA to develop guidance and implementation procedures focused on adoption of a higher-level, programmatic approach to environmental reviews for UAS operations, including consideration of a nationwide approach. Section 909 also directs the FAA to leverage prior environmental reviews to develop a categorical exclusion for certain specified commercial drone operations. Do you agree that a streamlined, more nationwide or programmatic approach makes sense for these drone operations?

Answer. Yes.

Question 5a. As a follow up, given the delays caused by these environmental reviews in holding American companies back from providing benefits to communities across the country, can you commit today that, if confirmed, you will prioritize implementing Section 909 of the FAA Reauthorization Act of 2024 and streamline the environmental review process for this promising technology?

Answer. I will follow the law.

Question 6. Two Federal agencies (NHTSA and the Environmental Protection Agency) currently regulate vehicle emissions, which means vehicle manufacturers have compliance obligations to two different Federal agencies for essentially the same thing. How would you ensure that there is alignment between these regulations and that automakers meeting one emissions regulation would also be complying with the other?

Answer. EPA regulates vehicle emissions, and NHTSA has exclusive authority to set fuel economy standards for new motor vehicles. If I am confirmed, I will ensure

that NHTSA coordinates closely with EPA and other appropriate Executive Branch authorities to achieve alignment and eliminate unnecessary overlap in regulatory requirements.

Question 7. The Infrastructure Investment and Jobs Act directed NHTSA and FMCSA to issue a number of rules requiring technologies on new vehicles. Many of these rules are still yet to be issued. If confirmed, will you work with industry on new technological safety regulations so that they are practical, feasible, and promote innovation?

Answer. Yes.

Question 8. China is currently engaged in a concerted effort to infiltrate the U.S. transportation system from surveillance balloons to drones to intelligent sensors. One such risk comes from Chinese Light Detection and Ranging (LiDAR) sensors that can create a 3-D model of everything around the sensor and are deployed—often with DOT taxpayer funds—on street corners for “Smart City” applications, at the perimeter fences of secure transportation facilities for breach detection, and inside airports for human traffic flow monitoring.

Chinese LiDAR manufacturers are targeting sales to U.S. Federal, State and local governments for the installation of LiDAR sensors near critical infrastructure. In fact, the largest Chinese LiDAR manufacturer, Hesai, was recently named by the Department of Defense as a Chinese military company operating directly in the United States.

If confirmed, will you immediately ensure that taxpayer funds at the Department of Transportation are not being spent on Chinese LiDAR sensors that create a homeland and national security risk and work with Congress to help pass legislation to ensure that such protections are added to U.S. law?

Answer. The threat posed by the Chinese Communist Party to national security is clear. If I am confirmed, the Department will review all funding opportunities and ensure that national security is protected.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TIM SHEEHY TO
HON. SEAN DUFFY

Question 1. Insufficient ATC staffing levels at several Montana airports are jeopardizing safety and harming the state’s economy. What steps will you take to hold companies staffing contract towers accountable when they neglect their contractual obligations, and will you work with Bozeman, Kalispell, and Missoula airports to transition them to Federal FAA-operated towers?

Answer. If confirmed, I will work to better understand the needs of the tower operators and airports in the program, and work with them to address any concerns related to personnel, guidance, and equipment as appropriate.

Question 2. Helena Regional Airport is one of two towers nationwide with non-radar approach control despite meeting FAA’s standards for airport radar. Will you commit to working with Helena to design, fund, install, and maintain additional surveillance equipment in their ATC tower?

Answer. I will work with your office and the airport to learn about their funding needs.

Question 3. TSA’s aviation worker screening rule places an unfair and arbitrary burden on Montana airports. Will you work with Montana’s airports to address their concerns about this mandate?

Answer. Yes.

Question 4. Speed-limiting devices on large commercial motor vehicles decrease safety and increase congestion and crashes, but FMCSA continues to pursue a misguided mandate. Will you stop FMCSA’s speed-limiter rulemaking?

Answer. If I am confirmed, I will examine this rulemaking closely and work with your office and all stakeholders.

Question 5. Passenger rail service can be an important service for states like Montana. What steps will you take to support Empire Builder and passenger rail in rural communities?

Answer. Rural infrastructure is a critical area of need for our national transportation system. I would like to work closely with your office to look at ways support for these types of projects.

Question 6. Montana is home to cutting-edge photonics companies, including leaders in autonomous technology. Will you support these companies and their innovations in safe transportation solutions?

Answer. If I am confirmed, support for innovative transportation technologies that support safety will be a top priority.

Question 7. State departments of transportation can use reclaimed asphalt product as part of a shifting operations landscape. Will you provide these departments information and data on the use and effectiveness of these mixtures?

Answer. Yes, and I would welcome the opportunity to work with your office to ensure we are providing proper information to the states, most definitely including Montana.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. CYNTHIA LUMMIS TO
HON. SEAN DUFFY

Question 1. Federal bureaucrats too often focus on following rigid procedures rather than enabling breakthrough innovations and applications. We need to transform the Federal government away from a culture of checking boxes to one where regulators work with innovators to “get to yes” if some degree of government approval is required. This means shifting government’s role from gatekeeper to facilitator of American leadership in artificial intelligence, autonomous vehicles, experimental aircraft, drones, commercial space, and more. Will you work with me to identify meaningful ways for the Federal government to embrace innovation so the United States can lead the next era in transportation?

Answer. Yes.

Question 2. Proper risk evaluation is essential to innovation. We agree that public safety is a paramount concern when adopting new approaches in technologies and transportation. Yet the Federal government is a poor evaluator of risk, frequently taking an all-or-nothing approach to safety. For the government, the safest rocket launch is no launch. In reality, the situation is more nuanced. Risk tolerances should account for impacts (or negligible impacts) on the public, location, and environment. Importantly, private entities and operators are generally best positioned to evaluate their own risk exposure. Will you pledge to implement a realistic, common-sense approach to risk for new transportation and technology solutions?

Answer. Yes.

Question 3. Over three years after the Infrastructure Investment and Jobs Act, few major projects have been delivered to the American people. Bureaucratic delays, excessive regulation, and permitting processes based on antiquated technologies are largely to blame. During this time, I pushed hard for the Biden Administration to modernize environmental reviews from paper to 21st-century digital systems. My legislation, the Interactive Federal Review Act, incentivized interactive cloud-based NEPA documentation for highway projects, potentially cutting permitting times by 50 percent. The 2023 Fiscal Responsibility Act mandated a CEQ study on the E-NEPA process. The study confirmed E-NEPA’s cost and time efficiency. While digital infrastructure planning and permitting isn’t yet standard practice, it’s essential for modernizing America’s transportation infrastructure, requiring DOT leadership to implement.

During your confirmation hearing, I was pleased to hear your comments about making better use of technologies to accelerate permitting and infrastructure delivery. I stand ready to support you in this critical effort. Can you commit to working with me to make fast progress on moving toward digital-first processes for designing, permitting, and delivering our Nation’s transportation infrastructure?

Answer. Yes.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. MARIA CANTWELL TO
HON. SEAN DUFFY

Implement Open NTSB Recommendations. There are over 1,100 open recommendations from the National Transportation Safety Board (NTSB). This includes recommendations to DOT in response to the East Palestine derailment, airplane crashes, and autonomous vehicle incidents.

Question 1. Will you work with NTSB Chair Homendy to address open recommendations directed towards the Department?

Answer. Yes.

Regulatory Waivers. Nearly every agency in the Department of Transportation has the statutory authority to provide waivers to safety requirements.

Question 2. What is your philosophy on providing waivers to safety requirements? When is it appropriate and when should it be avoided?

Answer. Safety is paramount and will drive decision-making at DOT if I am confirmed. Such waivers can be appropriate and effective tools when fully reviewed and monitored to ensure that safety will not be compromised.

Amtrak. Passenger rail travel is growing in the Pacific Northwest with over 900,000 riders traveling on the Amtrak Cascades Route in 2024, a 40 percent increase from 2023. There are now seven daily round trips between Seattle and Portland and two daily trips from Seattle to Vancouver, British Columbia. If confirmed, you will be installed as a Member of the Amtrak Board of Directors.

Question 3. The Secretary of Transportation is a member of the Amtrak Board of Directors; will you commit to ensuring the Amtrak Cascades gets the support it needs from Amtrak?

Answer. Yes

Question 4. The State of Washington is served by the Empire Builder and the Coastal Starlight. Do you support the continuation of all existing long-distance routes?

Answer. I will support the determination made by Amtrak's leadership with regards to service and routes on the Northeast Corridor, State Supported Routes, and Long-Distance routes.

Question 5. In our meeting you discussed potential efficiencies for Amtrak. What efficiency do you think are needed?

Answer. If I am confirmed as Secretary, I will be focused on improving safety and efficiency across all modes of transportation. Efficiencies may be gained by improved technology, fiscal responsibility, permitting reform to speed up infrastructure project delivery, and operations to improve efficiency of transit. I would apply that observation to all forms of transportation, including Amtrak.

Railway Safety Act. As you know, Vice President-Elect Vance was a lead author of the Railway Safety Act, and it was endorsed by President Trump along with rail labor groups, chemical shippers, governors, and local governments. My staff provided you a copy and summary of the legislation.

Question 6. Do you support S.576 the Railway Safety Act? If you cannot answer "yes," why not?

Answer. If confirmed, I will work with Congress and all stakeholders to find ways to improve railway safety. On the particular legislation, because it has been a priority of the incoming administration, I want to have a discussion with President Trump and Vice President-Elect Vance after they are sworn in.

Question 7. Do you support requiring railroads to install hotbox detectors or other advanced safety technologies that can identify failed ball bearings like the one that caused the East Palestine derailment?

Answer. If confirmed, I will review the data on this subject and seek input from stakeholders to see how best to proceed that ensures maximum safety.

Question 8. Do you support increased information sharing, funding, and training to better prepare our first responders to respond to hazardous materials incidents?

Answer. Yes.

Question 9. Do you support increasing human inspections of railcars and locomotives to ensure trains are properly maintained?

Answer. I support the inspection methods for railcars and locomotives that will provide the highest level of safety assurance.

Question 10. Do you support the NTSB's recommendation that the DOT-111 tank car, which failed to hold combustible liquids in the East Palestine crash, be phased out of combustible liquid service be transported in stronger rail cars like the DOT-117 that crude oil is currently transported in?

Answer. Yes.

Question 11. Do you support increasing the maximum civil penalty that DOT can impose on a railroad for violations of Federal rail safety law?

Answer. When and where it provides the necessary deterrent from recurrence, yes.

CRISI Grants: Freight rail is critical to the movement of goods in the United States, shortline railroads are critical first and last mile connectors. Thanks to the bipartisan infrastructure law, shortline freight railroads have received \$2 billion for over 128 projects across the country through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. These improvements help goods get where they need to go more quickly and efficiently lowering costs to consumers.

Question 12. Should the next surface transportation reauthorization bill reauthorize, and provide funding to rail programs like the CRISI grant program?

Answer. Yes.

Blocked Railroad Crossings. Mr. Duffy, you authored legislation that would require the Secretary of Transportation to assess a civil penalty against a railroad carrier in the amount of \$10,000 for each complete hour in which a shift change of such carrier's train employees causes a blockage of vehicular traffic at a grade crossing.

Question 13. Do you stand by your support of this legislation?

Answer. Yes.

Question 14. What will you do as Secretary to address the challenge of blocked rail crossings?

Answer. I will work to ensure the FRA, the railroads, and the States work collaboratively on existing and new ways to expedite ways in which to reduce and/or eliminate crossings blocked for excessive periods of time.

Highway Trust Fund. To cover shortfalls in the Highway Trust Fund, Congress has enacted legislation that, since 2008, has transferred over \$275 billion to the Highway Trust Fund, mostly from Treasury's general fund.

Question 15. How should Congress address this shortfall?

Answer. America's infrastructure is the backbone of our Nation's economy. If confirmed, I will work with Congress to identify the best means of protecting, rebuilding, and expanding our Nation's transportation infrastructure.

Question 16. Do you support reducing funding so that HTF revenues and spending are the same?

Answer. I support enhancing our Nation's infrastructure, creating jobs, increasing private investment, and using taxpayer dollars responsibly, while working with Congress to devise solutions that will put the American people first.

Question 17. Do you support raising revenues to address the shortfall?

Answer. One approach could be to consider adding some means for electric vehicles to contribute to the Highway Trust Fund. Beyond that, I look forward to working with Congress on best approaches.

Question 18. If the highway trust fund receives general fund revenues to fill its long-term shortfalls, do you think other modes of transportation should receive long term general fund revenues?

Answer. If confirmed as Secretary, I look forward to working with Congress to address possible funding changes.

Question 19. Do you support reauthorizing transit programs that currently receive transit funding from the highway trust fund in the next surface transportation reauthorization?

Answer. If confirmed as Secretary, I look forward to working with Congress to address possible funding changes.

Question 20. Will you protect programs funded by the highway trust fund from impoundment?

Answer. If confirmed as Secretary, I will follow all statutory authorities assigned to the Department by Congress.

Ferries. Washington State Ferries (WSF) is the largest operating public ferry system in the United States, and one of the largest ferry systems in the world. Nearly 20 million people used the Washington State Ferries in 2024. In my home state our ferry system is so integral to our overall transportation system ferry routes are designated as part of the state highway system.

Mr. Duffy, these States and the rural communities within rely on U.S. Department of Transportation funding, through Federal-aid highway funds, Federal Transit Administration funds, and other sources that help build and improve these ferry operations. The Bipartisan Infrastructure Law included funding increases to flagship ferry grant programs, such as the Passenger Ferry Program, Ferry Boat Program Grant, and created two new discretionary ferry programs including the Ferry Service for Rural Communities Program, and the Electric or Low-Emitting Ferry Pilot Program. This funding is instrumental in improving and modernizing Washington state's ferry system. Federal ferry funding is not only a lifeline in Washington state, but also states including Alaska, North Carolina, Louisiana, Texas, New York, New Jersey, Michigan, and California.

Question 21. If confirmed, will you commit to protect these programs from impoundment?

Answer. If confirmed, I will seek to ensure that rural communities—long underfunded—receive resources that help provide critical access.

Question 22. Do you think these programs should be reauthorized in the next surface transportation reauthorization?

Answer. If confirmed, I look forward to ensuring that the Department is executing on all programs mandated by Congress. Any future changes to the law enacted by Congress will likewise be executed on by the Department.

2026 World Cup. Seattle will be host to six FIFA World Cup matches in 2026. Event organizers estimate 750,000 people will visit Seattle from all over the world for the six games it is hosting. As the World Cup brings travelers, tourists, and fans to the city, security risks and the threat of targeted terrorist attacks will increase for the event's affiliated facilities, eventgoers, and staff.

Consequently, the U.S. Department of Homeland Security has determined that Seattle will have over 70 Special Event Assessment Rating (SEAR) events. To help address this challenge, Sen. Moran and I introduced the Transportation Assistance for Olympic and World Cup Cities Act.

Question 23. Will you work with Sen. Moran and I on our legislation?

Answer. Yes.

Question 24. As Secretary of Transportation, how will you work with state, local, and other Federal agencies to ensure that local transportation systems have the capacity they need to move soccer fans and local residents?

Answer. I will ensure that the Federal Transit Agency works closely with affected states, cities, and event organizers to identify and develop solutions for World Cup events.

Roadway Safety. In Washington state, 810 people were killed in traffic-related accidents in 2023, a 33-year high, and a 10 percent increase from the year before. Some of the leading causes of traffic fatalities are impaired and distracted driving. The Bipartisan Infrastructure Law included provisions to require the use of safety technology to combat impairment and distracted driving. During the hearing, you testified that safety was a top priority for you.

As of last Month, the National Highway Traffic Safety Administration within DOT had only finalized four of the eleven safety rulemakings required by the BIL.

Question 25. Will you continue to advance the bipartisan lifesaving safety measures required by the law?

Answer. Yes.

Question 26. If confirmed, will you ensure that the safety of vulnerable road users, including pedestrians and cyclists, is prioritized by the Department?

Answer. I will work to ensure the safety of all road users.

Question 27. The BIL established and funded the Safe Streets and Roads for All grant program to assist local governments in creating and implementing comprehensive safety action plans to address the staggering number of fatalities and serious injuries that occur on our roads. In the first three years of the grant program, over 1,600 communities across all 50 states and Puerto Rico have received awards under this program. Will you support continued funding for the Safe Streets and Roads for All grant program?

Answer. If confirmed, I will follow the law as directed by Congress. Any future changes to the law enacted by Congress will likewise be executed on by the Department.

Question 28. The Safe Streets and Roads for All grant program recognizes the role regional governing bodies, such as Metropolitan Planning Organizations, play in designing and building safe transportation infrastructure. If confirmed, will you commit to working to improve access to Federal funding for these regional entities?

Answer. If confirmed, I will follow the law as directed by Congress, and I will work with all entities who are seeking to improve access to Federal funding.

Question 29. Do you support Federal funding for community-based Vision Zero plans?

Answer. If confirmed, I look forward to ensuring that the Department is executing on all programs mandated by Congress. Any future changes to the law enacted by Congress will likewise be executed on by the Department.

Autonomous Vehicles. As new automated vehicle technologies are being deployed on roads across the country, transparency is essential to maintaining public trust both in new technologies and the Department's commitment to holding safety as a top priority.

Question 30. Will you continue the Department's policy requiring manufacturers and operators of automated driving systems and SAE Level 2 advanced driver assistance systems equipped vehicles to report crashes to the agency, including the specific location of those crashes?

Answer. Autonomous vehicles hold tremendous promise. If I am confirmed, the Department will consider a range of interests and concerns, especially safety, before issuing rules and policies related to autonomous vehicles.

Pipeline Safety. There are currently five open rulemakings sitting with PHMSA's Office of Pipeline Safety that were Congressionally mandated by this committee anywhere from 2011 to 2020. Many are well past Congress's statutory deadlines.

Question 31. Will you commit to rapidly finalizing the nearly complete Leak Detection and Repair rule that is already years overdue?

Answer. If I am confirmed, I will prioritize congressional mandates, such as the Leak Detection and Repair Rule.

Question 32. Will you commit to a robust modernization of safety standards for new types of infrastructure such as carbon dioxide pipelines?

Answer. I am aware that CO₂ pipeline safety is an important priority. If I am confirmed, I will work to make sure that our Nation's CO₂ pipeline network is operating safely.

Multimodal Freight and Supply Chain Resiliency. The movement of freight is the key economic driver in the State of Washington and across the country. Approximately 1.5 million workers in Washington are employed by freight-dependent industries, and freight movement generates nearly \$213 billion GDP in Washington per year. Our Freight transportation system—including rail, roads, aviation, waterways, and pipelines, handles about \$707 billion of cargo annually.

The BIL established the Office of Multimodal Freight Infrastructure and Policy within the Department of Transportation with the goal of promoting and facilitating the sharing of information between the private and public sectors with respect to freight issues.

Question 33. If confirmed, how will you elevate and support this office's critical work?

Answer. If confirmed as Secretary, I will work to maximize the effectiveness of all offices within OST at the Department.

Question 34. Currently, the INFRA competitive grant program and the Federal Highway Administration's freight formula program have 30 percent caps on non-highway investment. Both programs are needed to advance critical freight projects, but this cap is limiting and fails to recognize the interconnected nature of goods movement. Moreover, states and localities must have the flexibility to address their most pressing freight infrastructure needs, regardless of mode. Would you support elimination of the non-highway investment caps in the INFRA and freight formula programs?

Answer. Highway funding is a critical priority for our Nation to have great transportation infrastructure. Any congressional mandates will be carried out by the Department, and I look forward to working with Congress on tweaks to existing programs in the future.

Pipeline Safety. There are currently five open rulemakings sitting with PHMSA's Office of Pipeline Safety that were Congressionally mandated by this committee anywhere from 2011 to 2020. Many are well past Congress's statutory deadlines.

Question 35. Will you commit to rapidly finalizing the Leak Detection and Repair rule that received unanimous support for the Gas Pipeline Advisory Committee?

Answer. If I am confirmed, I will prioritize congressional mandates, such as the Leak Detection and Repair Rule.

Question 36. Will you advance safety standards for new types of infrastructure such as carbon dioxide pipelines?

Answer. I am aware that CO₂ pipeline safety is an important priority, especially after the Denbury pipeline incident in Satartia, Mississippi in 2020. If I am confirmed, I will work to make sure that our Nation's CO₂ pipeline network is operating safely.

Executive Orders. President-elect Trump shared plans to release a large number of executive orders on his first days in office.

Question 37. Can you share the executive orders that will have an impact on transportation generally so that the industry is able to prepare?

Answer. Because I am not confirmed yet and President Trump has not been sworn in yet, I cannot speak on behalf President Trump's plans for any executive orders he may be consider issuing once in office.

Aviation Safety. Administrator Whitaker required Boeing to create and implement a Comprehensive Safety and Quality action plan and is adding 55 FAA inspectors to factory floors, which includes more in Washington state and South Carolina.

Question 38. Do you commit to continuing to ensure that DOT and FAA require Boeing to fully implement its action plan?

Answer. At the earliest feasible moment, I plan to meet with Boeing's leadership to make clear that the Department and the FAA will continue to hold them accountable to the action plan they developed, and which was accepted by the Department. I will also be instructing FAA leadership to monitor the adequacy of the action plan.

Question 39. Administrator Whitaker capped Boeing's production of the 737 MAX at 38 aircraft per month. Do you commit to keeping the cap in place until Boeing has demonstrated that it can safely produce airplanes? In your mind, what do you need to see to even consider allowing the cap to be lifted?

Answer. Yes. The cap will be maintained and will be lifted when I, in consultation with the career safety experts at FAA and the Administrator, have confidence that a production increase will not reduce the quality of the aircraft being produced.

Question 40. In 2022, FAA extended Boeing's Organization Designation Authority (ODA) but only three years, rather than the standard five, meaning that a decision on the renewal will occur again this year. Will you commit to ensuring that FAA carefully considers whether Boeing deserves to have its ODA extended again, and if so, for how long?

Answer. I will work with the FAA Administrator and career safety experts on the future parameters of Boeing's ODA.

Question 41. Do you commit to ensuring that FAA, under DOT's leadership, will implement section 371 of the FAA Reauthorization Law and ensure FAA exercises their full civil penalty authority to hold regulated entities accountable for retaliating against whistleblowers?

Answer. Yes.

Question 42. Do you commit to ensuring that Boeing has a robust Safety Management System, something Congress required in both the Aircraft Certification Safety and Accountability Act and the FAA Reauthorization?

Answer. Yes.

Question 43. Do you commit to ensuring that FAA's own Safety Management System is serious and robust, which was the subject of S. 4979, the FAA SMS Compliance Review Act of 2024?

Answer. Yes.

Aviation Consumer Protection. After hearing directly from my constituents in the State of Washington about how their travel plans were upended by widespread flight delays, cancellations, and poor customer service during the Southwest Airlines' Winter Storm Elliott meltdown, I worked with my colleagues to make sure the flying public was not left holding the bag and wondering if they would ever be made whole if airlines cancelled or delayed their flights in the future.

That's why in the FAA Reauthorization law, we led the way to ensure passengers are entitled to hassle-free refunds when their flights are cancelled or significantly delayed by an airline—no matter the cause. And we empower the Department of Transportation to be a strong cop on the beat by establishing a new separate Office of Aviation Consumer Protection to uphold passenger rights and act with consumers' best interests in mind as more and more Americans choose to fly.

However, I'm very concerned that during the first Trump Administration, the Department issued a rule that curtailed DOT's regulation of unfair and deceptive practices by airlines. Project 2025 has called for that rule to be re-instated. This seems counterintuitive to DOT's mission to uphold passenger protections, especially when American consumers across the country have experienced so many widespread travel disruptions—whether the disruptions were in the airline's control or not—in the past three years.

Question 44. Do you commit to ensuring that DOT provides vigorous oversight and enforcement of aviation consumer protection regulations and standards?

Answer. Yes.

Question 45. Do you commit to ensuring the standalone Office of Aviation Consumer Protection gets stood up at DOT as required by the FAA Reauthorization Law?

Answer. The Department will follow the law.

Affordable Housing to Support the Airport Workforce. The FAA has had longstanding restrictions on airport sponsors using any land they own that is designated for "non-aeronautical purposes" for residential use cases. However, there is an interest by some U.S. airports to make available unused sections of land on their property to support housing developments, including to help provide affordable housing to individuals who work at the airports. Notably, many airport service workers, who

work contracted jobs for airlines and airports and earn low wages, could benefit from additional affordable housing options close to the airport.

Question 46. If confirmed, how would you ensure that DOT and FAA look into innovative ways to accommodate affordable housing developments on airport sponsor-owned land, provided the proximity of such housing does not pose a safety risk to airport operations?

Answer. I will work with airports and the FAA to address affordable housing opportunities.

Question 47. Do you commit to engaging with relevant stakeholders to try to find a solution to this issue, such as interested airport sponsors and affordable housing advocates?

Answer. Yes.

Responsiveness to Committee Requests.

Question 48. Do you commit to provide prompt and good faith responses to oversight requests from me, and provide documentation when requested?

Answer. Yes.

Commercial Space Launch and Reentry. The commercial space industry has encountered significant issues with the FAA's Office of Commercial Space Transportation (AST), including chronic resource shortages, regulatory inefficiencies, and delays in processing licensing and approvals. These problems will only get worse as the commercial space industry grows. Last year's rate of licensed launches was up 33.3 percent from 2023, and 97.4 percent from 2022. 85 percent of the licensed launches in 2024 were conducted by SpaceX, including 4 Starship launches, which means that SpaceX receives more time and attention from the FAA than any other launch company. Yet SpaceX and Elon Musk have been the most vocal public critics of the FAA's Commercial Space Transportation Office.

Last year, FAA's Commercial Space Transportation Advisory Committee (COMSTAC) unanimously approved a recommendation that AST be moved out of the FAA and turned into a standalone organization directly under the Secretary of Transportation.

Question 49. Smaller innovators and new start commercial space companies often struggle to compete against well established players. What role do you see the Department of Transportation and the FAA playing in ensuring the government fosters a diversified ecosystem of space providers to increase resiliency and reduce dependency on any single company?

Answer. Competition is good. The Department, including the FAA, should be broadly supportive of all qualified applicants seeking launch and reentry approvals, consistent with safety protocols.

Question 50. As you consider proposals to increase domestic commercial launch industry competitiveness, will you also commit to maintaining public safety and the safety of human spaceflight participants?

Answer. Yes, to the extent the Department is provided that responsibility under law. As you are aware, there is currently a congressionally mandated moratorium on regulating the safety of individuals on board commercial spacecraft, except under certain scenarios.

Bipartisan Cooperation. Prior to your nomination, you regularly provided public commentary on TV and your podcast. I recognize that off-the-cuff statements might not always come through as intended. But I want to highlight just a few that stood out to me:

- When discussing Federal agencies during an August 1, 2024, podcast episode, you said "communists have infiltrated these organizations."
- During a July 26, 2024, podcast episode, you suggested the "deep state" was responsible for "the assassination of JFK" and the "takeout of Nixon with Watergate."
- During a September 15, 2023, podcast episode, you claimed that "women are liberal because they're not very politically savvy or smart. They don't know the history. They're gullible."

Mr. Duffy, do you actually believe these things?

Question 52. Will you commit that, if confirmed, you will refrain from this type of divisive rhetoric and instead work across the aisle to get things done for the American people?

Answer. My role as a political and policy commentator, where I was often having a discussion with my wife or daughter, is distinct from the role of Secretary of the Department of Transportation. During my time in the House, I often worked across

the aisle to get things done for Wisconsin and America. For example, I worked with Senators Baldwin and Klobuchar to fund the construction of the St. Croix Crossing between Wisconsin and Minnesota. We helped replace a failing bridge that was more than 80 years old and structurally deficient.

On House Financial Services, I had the opportunity to work with Maxine Waters on many issues, including bipartisan flood insurance legislation.

The transportation sector is a unifying space in our politics, and I will work with members of all parties on the challenges facing our country's infrastructure.

The Maritime Administration ("MARAD"). MARAD is the agency responsible for facilitating maritime commerce, including supporting the U.S. flag fleet, maritime sector economic development, and maritime workforce development including overseeing the United States Merchant Marine Academy. Project 2025 recommended that MARAD should be moved to another department.

Question 53. Do you support maintaining MARAD as an agency within the Department of Transportation? If not, why not, and where would you propose addressing DOT and MARAD maritime authorities under Title 49 and elsewhere?

Answer. MARAD is a welcome part of DOT's mission to enable a safe, secure, and efficient national transportation system. The authority to reorganize executive departments rests with Congress. If confirmed, I will lead all of DOT's modal administrations, based on the organization codified by Congress, to execute the Department's mission.

Maritime Infrastructure, Jones Act, Domestic Shipbuilding and Buy America. The Jones Act requires that water-borne cargo carried between domestic ports must be carried on U.S. flag, U.S. built and U.S. crewed ships. According to the American Maritime Partnership, the Jones Act supports 650,000 American jobs and generates \$150 billion in economic benefits annually. The Jones Act also helps ensure the U.S. maintains the critical skills needed to build and crew ships needed for national security purposes. The DOT, through MARAD, is formally consulted in the decision-making process to waive the Jones Act for non-Department of Defense requests. Further, a number of DOT programs support maritime infrastructure, grants, training, and financing necessary to support a Jones Act fleet for commercial and government (defense and food aid) cargo. Beyond just the Jones Act, according to the Department of Commerce, the marine economy contributed a total of \$476 billion in economic impact in 2022, making up nearly 2 percent of the Nation's gross domestic product (GDP). It generated \$777 billion in sales, and supported 2.4 million jobs in 2022.

Question 54. Do you support the Jones Act?

Answer. Yes.

Question 55. As Secretary, how would you invest in the maritime sector, including to grow our U.S. flagged fleet and further develop port infrastructure throughout the country?

Answer. The global supply chain is more competitive than ever, and the U.S. must remain a leader. This starts with ensuring that our maritime industry has the capacity and technology to handle increasing trade volumes efficiently. By reducing regulatory barriers to modernization and incentivizing investment in infrastructure, we can position the American maritime sector as world-class hubs of commerce. We should also prioritize workforce development to ensure maritime workers have the skills and conditions needed for 21st-century logistics. A robust and reliable American maritime system is key to maintaining America's leadership in the global economy.

Question 56. There are a number of laws that support the domestic shipbuilding industry, including 10 U.S.C. 8679, which requires that military vessels are built in the United States. While Title 10 is not under the jurisdiction of DOT, building military vessels overseas would have a profound impact on American shipyards and result in thousands of hard-working Americans losing their jobs. Do you support building American military vessels in allied countries overseas? How would that impact commercial shipbuilding in the United States? As Secretary, what would your role be in protecting and growing the shipbuilding industry in the United States?

Answer. The U.S. shipbuilding industry is critical to our national security and economic strength, providing thousands of skilled jobs and ensuring a host of national security benefits. Title 10, as you note, falls outside the jurisdiction of the Department of Transportation. However, if confirmed, I would prioritize policies that strengthen our maritime sector, including supporting commercial shipbuilding and maintaining a skilled workforce via all the Department's existing authorities.

Question 57. Growing the domestic shipbuilding and repair industry is an economic and national security imperative. The MARAD Small Shipyard Grant Pro-

gram is a key tool to enable small shipyards to secure new innovative infrastructure such as cranes, port infrastructure, and other needs to maintain competitiveness. Do you support the Small Shipyard Grant Program, and will you work to increase funding for this program if confirmed?

Answer. Growing the domestic shipbuilding and repair industry is indeed an economic and national security priority, and the MARAD Small Shipyard Grant Program plays an important role in supporting the competitiveness of small shipyards. Consistent with President Trump's focus on strengthening American economy, I recognize the importance of programs like this in advancing American maritime competitiveness. If confirmed, I will work to ensure the program continues to deliver value and will collaborate with stakeholders to assess how best to support the long-term growth and health of the American shipbuilding and repair industry.

Question 58. The MARAD Federal Ship Financing Program (also known as "Title XI") is a key financial tool for American shipbuilding. Title XI provides below market interest rates for long term loans to finance the construction of large ships, as well as shipyard improvements. Title XI also generates revenue, helping to reduce the national deficit. Title XI has been historically overprescribed and the industry has called on MARAD to increase loan authority to meet the high demand for building American vessels in American shipyards. Do you support the Title XI Program? How will you work to expand Title XI to increase production of ships here in the United States? How would you work to make Title XI more accessible to Americans interested in investing in maritime shipping?

Answer. If confirmed, I will utilize all the tools provided by Congress to promote a strong and competitive maritime sector.

Question 59. Title XI also funds shipbuilding projects to support use of alternative fuels, such as LNG, which reduces greenhouse gas emissions. Will you continue to support Title XI projects aimed at decarbonization of the maritime sector?

Answer. America's energy dominance is essential to our economic strength, job creation, and national security. The maritime industry plays a critical role in advancing that dominance by utilizing innovative technologies like LNG. If confirmed, I will support efforts to ensure the Department enables projects that strengthen our maritime industry and advance energy independence.

Maritime Workforce and Port Automation. A hurdle in contract negotiations between the International Longshore and Warehouse Union ("ILWU") and the International Longshoreman Association ("ILA") contract negotiations on the West Coast, and East and Gulf coasts was marine terminal operator and carrier efforts to automate port facilities, which would have resulted in fewer job opportunities for longshore workers. Congress has passed authorizing and appropriation legislation to limit the ability for the Secretary of Transportation to fund Port Infrastructure Development grant proposals that would result in a net job loss at ports in an effort to protect longshoremen jobs. In December 2024 when referencing the ILA contract negotiation, President-elect Trump said on Truth Social:

"The amount of money saved is nowhere near the distress, hurt and harm it causes for American Workers . . . Foreign companies have made a fortune in the U.S. by giving them access to our markets. They shouldn't be looking for every last penny knowing how many families are hurt. . ."

Question 60. As Secretary, would you support efforts to automate America's ports? Should the Federal government subsidize the automation of our ports through DOT grant programs?

Answer. Because this is an area President Trump has weighed in and he has not yet been sworn in, I would work with the incoming White House, if I am confirmed, on any future policy proposals.

Question 61. The Port Infrastructure Development Program does not fund projects that would result in net job loss within the boundary of a port. As Secretary, would you support maintaining this protection in law?

Answer. I will follow the law as directed by Congress.

Question 62. Would you support expanding protections for workers by prohibiting Federal funding for projects that would result in any job loss for longshore and other dock workers?

Answer. The conditions related to Federal funding rest with Congress. If confirmed, I will implement the Department's programs consistent with the law and President Trump's vision to protect American workers and unleash the American economy.

Question 63. President Elect Trump has spoken about investments in infrastructure. Would you support funding automation projects that could lead to lost jobs

through a budget reconciliation, an infrastructure package, or any other legislation if it would result in any American jobs lost?

Answer. On any future proposal, I look forward to working with your office, the Commerce Committee and all of Congress to see how it impacts jobs and infrastructure.

Maritime Workforce. According to the Department of Defense, the Department of Transportation, the Coast Guard, and the maritime industry, there is a significant shortage of professional U.S. mariners—and this is a significant economic and national security concern. We do not have enough mariners to crew our current fleet of commercial ships, let alone the size of the fleet to keep America competitive, and the costs to consumers down. This issue has become so critical that the Navy is publicly reporting that it may remove crews from 17 support ships due to the lack of civilian mariners. These mariners are needed both to help carry goods onboard U.S. vessels, and to ensure we have the logistical capacity needed to support the Department of Defense during an emergency or contingency.

Question 64. Do you consider the shortage of U.S. merchant mariners a national and economic security risk?

Answer. Yes.

Question 65. How do you intend to leverage DOT resources to develop the maritime workforce of the future?

Answer. The maritime workforce is critical to America's economic strength and national security. To develop the workforce of the future, I will leverage DOT resources like MARAD's Maritime Centers of Excellence, the U.S. Merchant Marine Academy, and workforce training grants to expand access to maritime education and apprenticeships. Collaboration with agencies like the Department of Defense and the Department of Homeland Security will be essential, particularly in areas like mariner attraction for transitioning service members, licensing, and credentialing. I will also work closely with the private sector to raise public awareness about the opportunities and benefits of a maritime career. By partnering with stakeholders and educational institutions, we can promote the maritime industry as a desirable and rewarding career path, highlighting its critical role in commerce, national security, and economic growth.

Question 66. How do you intend to improve the training facilities, including at the United States Merchant Marine Academy ("USMMA"), State Maritime Academies, and Military to Mariner Programs aimed at developing the future maritime workforce?

Answer. Anyone willing to serve our country deserves a world-class training environment. To ensure we are developing the next generation of skilled mariners, I am committed to finding ways to improve the training facilities at the United States Merchant Marine Academy (USMMA), State Maritime Academies, and Military to Mariner Program.

Question 67. Should efforts to build and develop the U.S. maritime workforce be included in a future infrastructure or national security legislative packages?

Answer. If I am confirmed, I look forward to working with Congress on implementing the programs it creates or modernizes in future national security legislation.

U.S. Merchant Marine Academy (USMMA). USMMA, which is operated by MARAD, is the Nation's only Federal service academy dedicated to training licensed mariners to support domestic and international trade and the maritime transportation needs of the U.S. military. The Academy graduates more than 200 young women and men into the maritime workforce every year, all fully qualified to serve as Merchant Mariners. However, the Government Accountability Office has recently reported on numbers long-standing facility and infrastructure concerns on the USMMA campus.

Question 68. What is your plan to revitalize the facilities and USMMA to ensure can continue to educate the mariners of the future?

Answer. The U.S. Merchant Marine Academy plays a critical role in training the mariners who keep America's economy strong and support our national security readiness. Ensuring that Kings Point remains a world-class institution is a priority. To ensure we are developing the next generation of skilled mariners, I am committed to finding ways to improve the training facilities at the United States Merchant Marine Academy (USMMA).

Question 69. Do you support increasing USMMA's budget in order to facilitate facility and infrastructure improvements throughout the campus?

Answer. Funding decisions are the prerogative of Congress. If confirmed, I will implement the law consistent with Congress' intent.

Question 70. Do you support growing the student population size at USMMA as a way to increase the size of the U.S. merchant marine workforce?

Answer. I will execute President Trump's vision so that anyone willing to serve our country via attending one of our service academies has a 21st century training/learning environment.

Sealift Capacity. The United States Transportation Command (USTRANSCOM) relies upon the Maritime Security Program, the Tanker Security Program, and the Cable Security Program to ensure that there are U.S. flagged vessels operating in the international trade and available to support Department of Defense (DOD) logistics during an emergency or contingency.

Furthermore, USTRANSCOM testified before the House Armed Services Committee last year that their top readiness concern is air and sea refueling—and maritime refueling for the DOD is supported by MARAD's Tanker Security Program.

Question 71. Do you support the Maritime Security Program, the Cable Ship Security Program, and the Tanker Security Program? If not, how would you ensure the U.S. fleet has enough maritime capacity to support DOD logistics during an emergency or contingency?

Answer. I look forward to learning more about these programs and understanding the critical role they play in working with DoD to protect our national security.

There is public reporting that the Tanker Security Program is simply not large enough to meet the needs of our military logistics. Last month, with bipartisan support, this Committee secured passage of legislation that increased authorization levels for this vital program as part of the Fiscal Year 2025 National Defense Authorization Act.

Question 72. Do you support increasing the size of the Tanker Security Program? If not, how would you ensure the U.S. military has access to enough tanker ships during an emergency or contingency?

Answer. If confirmed, I will implement this law as directed by Congress. Culverts: The Bipartisan Infrastructure Law established the National Culvert Removal, Replacement, and Restoration Grant Program. We have worked tirelessly in a bipartisan manner to recover fish populations through habitat restoration, fishing regulations, and much more. But—none of that work matters if fish can't migrate to their spawning grounds.

Question 73. You have committed to supporting the Culvert Grant Program and working with the Committee on this vital issue. Something that tribes, fishermen, and the outdoor community all agree on is the importance of science. Will you work with NOAA and the U.S. Fish and Wildlife Service to provide the necessary resources to ensure we're removing culverts that the best available fisheries science shows will help us recover fish populations?

Answer. If confirmed, I look forward to collaborating with those agencies on the best path forward, consistent with Federal law.

Question 74. Will you work with us to ensure that Tribes and rural communities are able to access this program by improving the application and providing technical assistance?

Answer. Yes.

Technical Assistance. Technical assistance is an important part of drafting bipartisan legislation, including maritime legislation.

Question 75. Will you work with us to improve access to technical assistance in a bipartisan basis, and in a timely manner? Will you commit to sending the committee a MARAD reauthorization proposal no later than April 1?

Answer. If confirmed, I will commit to being responsive to the Committee and the Congress as a whole in its legislative/oversight missions.

Transit. Transit in Washington state and across the country is critical for connecting communities and enabling people to get to work every day. Federal funding for transit infrastructure is a vital resource to enable transit agencies to meet the needs of their ridership and growing communities. The FTA's Capital Investment Grants program is USDOT's primary tool to support these efforts, with a lengthy, merit-based process for evaluating which projects should receive Federal funds.

Question 76. Will you commit that under your leadership FTA will continue to give full and fair consideration of projects in the Capital Investment Grant pipeline, including the timely approval of Full Funding Grant Agreements for projects that meet the necessary criteria?

Answer. Yes.

Question 77. Can you please outline the Administration's priorities and goals for public transportation generally and the CIG program specifically?

Answer. If I am confirmed, I will ensure that all grant programs are executed, consistent with all laws as enacted by Congress.

Question 78. How will the Trump Administration meet the growing demands for public transportation in urban, suburban, and rural communities through the final years of IIJA implementation and the next Surface Transportation Authorization bill?

Answer. If confirmed, I will ensure that Departmental resources as mandated by Congress are used as efficiently as possible to promote safe mobility. I know that many Americans rely on public transportation to move throughout their communities. This will be an important topic as we approach the next Surface Transportation Authorization bill.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. AMY KLOBUCHAR TO
HON. SEAN DUFFY

Question 1. I am concerned that the shortage of trained aviation manufacturers, mechanics, and air traffic controllers is leading to more flight cancellations and repair delays. I led bipartisan legislation in the FAA reauthorization bill to recruit and prepare students for aviation careers. If confirmed, what will you do to ensure we have a pipeline of new talent and bolster our existing aviation workforce?

Answer. I will implement the legislation set out in the FAA reauthorization to recruit and prepare more students for aviation careers. We should also seek feedback from the industry to better understand what actions the Department can take that would improve the recruitment, retention, training, and licensing of aviation professionals by industry members.

Question 2. In your testimony, you underlined the importance of Air Traffic Controllers in keeping our skies safe. The FAA's contract tower program provides air traffic control service to 256 smaller airports across the country, including St. Cloud and Anoka County airports in Minnesota. If confirmed, how will you work to support this program and help small and rural airports?

Answer. If confirmed, I will prioritize understanding the needs of tower operators and airports, and work with them to address any concerns related to personnel, guidance, or equipment, as appropriate.

Question 3. The United States will host a number of major international sporting events over the next decade, and as co-chair of the Senate Travel and Tourism Caucus, I am working to draw more international visitors to the U.S. and support local tourism businesses across the country. If confirmed, how will you work with state and local governments—and other Federal agencies—to ensure the success and security of these events?

Answer. It's important that domestic and international travelers have choices when traveling to our host cities. I will work with airlines and airports to ensure we can manage temporary changes to flight routes and volume associated with tourism and special events.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. BRIAN SCHATZ TO
HON. SEAN DUFFY

Question 1. In your confirmation hearing, you committed to working together to improve safety for pedestrians and cyclists. If confirmed, what specific actions will you prioritize to help achieve this shared goal?

Answer. If I am confirmed, the Department will continue to fund projects and take actions that enhance the safety of the traveling public. These actions will include grants and rulemakings. The Department will also promote innovation in transportation to enhance safety through technological improvements.

Question 2. The Safe Streets and Roads for All grant program was one of the most significant investments our country has made towards achieving our shared goal of reducing pedestrian and cyclist deaths. Do you support the continuation of this program?

Answer. If I am confirmed, the Department will continue to administer the Safe Streets and Roads for All grant as set out in the legislation passed by Congress.

Question 3. My legislation to establish the Office of Aviation Consumer Protection was signed into law as part of the bipartisan Federal Aviation Administration Reauthorization Act of 2024. This office will make sure that regulations intended to pro-

tect American air travelers are enforced. Will you commit to working together to upholding the office as established in the FAA Reauthorization Act of 2024?

Answer. The department will follow the law.

Question 4. How do you think the Office of Aviation Consumer Protection can best support air travelers?

Answer. The mission of the Department, including the FAA, is to ensure a safe and efficient system of transportation. Included in that mission is the ability of air travelers to reasonably participate in our aviation economy. The Office of Aviation Consumer Protection should support that effort.

Question 5. In general, what do you see as the U.S. Department of Transportation's role in addressing consumer complaints from air passengers?

Answer. As the father of nine children, I know air travel can be very frustrating. The Department of Transportation has entities designed to help passengers address fair and deceptive practices being carried out by airlines.

Question 6. The design of Hawaii's airspace was completed over 30 years ago and needs to be updated. Hawaii residents rely on interisland flights to attend medical appointments and go to work—making it all the more critical that flight spacing reflect current needs. Additionally, given the Department of Defense's equities in Hawaii, an updated design is of importance to our national security. The Hawaiian Islands Airspace Modernization Project was temporarily paused by the Federal Aviation Administration after Fiscal Year 2024. The Federal Aviation Administration has said that it plans to begin scoping the project in the fourth quarter of Fiscal Year 2025. Do I have your commitment to follow through with this timeline and continue to update me of your progress?

Answer. If I am confirmed, I will order a complete report from FAA on this effort and update your office.

Question 7. In your confirmation hearing, you committed to continue the long-standing tradition of bipartisanship at the Department of Transportation. If confirmed, will you commit to responding to requests for information in a timely and complete manner, and having open communication with committee and member offices regardless of which side of the aisle they sit on?

Answer. Yes.

Question 8. Taxpayer dollars should be used to create good family wage jobs, and policies like Davis Bacon and the Jones Act have been central to that. Do I have your commitment to support and uphold the Jones Act, and the decades-long practice of providing prevailing wages under the Davis Bacon Act?

Answer. If confirmed as Secretary, I will ensure that all Departmental offices and modes uphold current law.

Question 9. In the coming years our Nation will be hosting several major international sporting events including the 2028 Summer Olympics in Los Angeles. This great sporting event will present challenges in efficiently and safely moving millions of attendees and thousands of athletes between numerous venues. In the past, when our Nation hosted the world for the Olympics, the U.S. Department of Transportation played a significant role in funding, facilitating and coordinating the transportation needs of the Games. Do I have your commitment to proactively participate in the planning and implementation of these Games' transportation needs?

Answer. Yes.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. EDWARD MARKEY TO
HON. SEAN DUFFY

Question 1. The transportation sector is the largest source of greenhouse gas emissions in the country, accounting for 28 percent of our country's climate pollution. Additionally, as climate patterns shift and extreme weather events increase, trillions of dollars of transportation infrastructure assets will be at risk. How do you plan to lead the Department of Transportation in reducing emissions from transportation?

Answer. Building upon the success of his first Administration, President Trump has prioritized achieving clean air and clean water for our Nation. If confirmed as Secretary, I will be committed to a robust system of transportation infrastructure across the Nation that puts the American people's health and safety first. America's infrastructure is crumbling, and we need to ensure Americans are safe regardless of the mode of transportation.

Question 1a. Do you agree that the climate crisis puts transportation assets at risk? If yes, how will you plan to address those risks? If no, why not?

Answer. America's infrastructure is crumbling, and we need to ensure Americans are safe regardless of the mode of transportation. That's why I believe that we must continue to look at all risks to a safe, efficient transportation system across America, and invest in upgrading our infrastructure.

Question 2. Electric vehicle charging programs like the National Electric Vehicle Infrastructure (NEVI) and Charging Fueling Infrastructure (CFI) program require collaboration between the Department of Transportation, state transportation offices, utilities, local governments, businesses, and technology developers. Will you implement the Bipartisan Infrastructure Law and these grant program as intended and passed by Congress?

Answer. If I am confirmed, the Department will follow the law.

Question 2a. So far, 37 states have issued nearly 950 awards totaling \$510 million in NEVI funds. How will you work with these state governments to ensure that obligated and awarded funds can continue to be effectively disseminated?

Answer. If I am confirmed, the Department will work with Congress and state/local/tribal governments on the implementation of grant programs and ensure that the law is followed.

Question 3. The Department of Transportation is overseeing the approval of some of the largest-ever proposed offshore oil and gas export terminals. New billion-dollar offshore export terminals could result in higher energy bills for U.S. households and businesses. What criteria do you think are the most important for the Maritime Administration to apply to determine if deepwater ports are actually in the national interest?

Answer. When evaluating projects, the Department's most criteria should be ensuring that they are safe (consistent with the law and regulation).

Question 4. The Department of Transportation is responsible for overseeing the safety of pipelines and hazardous materials. Common-sense pipeline regulations and operating practices are critical to ensure devastating accidents—such as the San Bruno, California gas pipeline explosion, the 2018 Merrimack Valley over-pressurization disaster, and the Satartia, Mississippi rupture of a carbon dioxide pipeline—are not repeated, how do you think the Pipeline and Hazardous Materials Safety Administration should comprehensively address the public safety, environmental integrity, and transparency of pipeline operations across the United States?

Answer. If confirmed as Secretary, safety will be my top priority for all modal administrations within the Department, including PHMSA. As Secretary, I will direct PHMSA to engage with public, industry, and government stakeholders to ensure that adequate safety regulations are promulgated.

Question 5. Will you commit to following and implementing current law, including by finalizing rules for gas distribution line safety and advanced leak detection and repair, as required by the bipartisan PIPES Act of 2020?

Answer. If I am confirmed, it will be my responsibility to ensure that the Department prioritizes completing congressional mandates.

Question 6. There are currently over 5,000 miles of carbon capture and storage pipelines and 1,600 hydrogen pipelines in operation—with plans to expand both of these networks substantially. Do you agree that comprehensive standards can help ensure that CO₂ and hydrogen pipelines are effectively regulated to avoid new safety concerns related to those technologies?

Answer. If confirmed as Secretary, safety will be my top priority for all modal administrations within the Department, including PHMSA. As Secretary, I will direct PHMSA to engage with public, industry, and government stakeholders to ensure that adequate safety regulations are promulgated.

Question 7. There is a clear conflict of interest between executives and lobbyists from one industry helming the Federal agency that oversees that industry. Can you describe your experience lobbying on behalf of oil and gas companies, the airline industry, data and AI and how you plan to address these conflicts of interest—specifically for clients including S&P Global, SAS Institute, Diem Networks, and U.S., pipeline operator Enterprise Products, and the Partnership for Fair and Open Skies?

Answer. I have consulted with the Office of Government Ethics (OGE) and the Department of Transportation's Designated Agency Ethics Official to identify potential conflicts of interest. Any potential conflicts of interest will be resolved in accordance with the terms of the ethics agreement I have entered into with DOT's Designated Agency Ethics Official and that has been provided to the Committee. You can also find a *copy here*.

Question 8. Less than a year ago, you lobbied for one of North America's largest midstream oil and gas companies. Given your lobbying background, how will you en-

sure your decision-making on fuel economy standards remains impartial and prioritizes public interest over industry influence?

Answer. On the topic of fuel economy standards, it's an issue of great importance for consumers across America. The President has said that he wants to lower the cost of a car for the average family. The cost of a new car in this country is \$48,000. That's far too much for a schoolteacher to afford.

I will look at the data on fuel economy standards, including their impact on prices for consumers and our infrastructure, and I will consult with President Trump, Congress and stakeholders on any decisions.

Question 9. Airport service workers serve on the frontlines of our Nation's aviation system and keep our airports safe, secure and accessible through weather disasters, global pandemics, other airport emergencies, and busy travel seasons. The very people who keep our world moving are, too often, these very same workers who are denied a decent wage and benefits like paid time off or affordable healthcare, leaving them unable to support their families and seek necessary medical care. Many airport service workers' wages have been near the poverty level for the past 20 years.

And we know that these workers are overwhelmingly workers of color—a staggering 84 percent—who often do the lowest-paid jobs within our airports.

Congress recognized the contributions of these frontline workers—who include cabin and terminal cleaners, wheelchair passenger service agents, baggage handlers, concessionaires, and non-TSA security personnel—when it provided billions of dollars during the pandemic to keep them on the payroll as they kept the airport functioning. Despite the health risks, these workers played, and continue to play, an essential role in our aviation system. Airports around the country have increasingly recognized that better job standards for service workers leads to reduced staff turnover and improved security outcomes. A fairly paid and experienced airport service workforce helps ensure a safe, secure, and accessible aviation system.

Do you agree that airport service workers are critical for the safety and operations of the aviation system?

Answer. Yes.

Question 10. If confirmed, how will you ensure that this essential workforce receives the resources, training, wages, and benefits to ensure these provide a decent living for the workers who make air travel possible, which in turn makes airports safer and more secure?

Answer. If I am confirmed, I commit to ensuring that the FAA studies the airport service workforce and takes appropriate action using grantmaking and rulemaking authority.

Question 11. The bipartisan FAA Reauthorization Act authorized the Government Accountability Office (GAO) to study the airport service workforce and provided the Secretary of Transportation with the option to convene aviation stakeholders to study the GAO findings. If confirmed, will you commit to convening aviation stakeholders to consider policies that raise the wages and benefits of the airport service workforce as a means to ensure our system is safe and secure?

Answer. Yes.

Question 12. Last December, CEOs from some of the largest airlines testified before the U.S. Senate regarding the junk fees passengers are being charged for baggage, seat selection, and other services. If confirmed, what will you do to hold airlines accountable for padding their bottom-line with junk fees?

Answer. The Department has the responsibility of ensuring airlines avoid unfair and deceptive practices while promoting as much competition as possible within the marketplace. I intend for the Department to review airline actions through that lens and take action as necessary.

Question 13. The FAA Reauthorization Act included a provision that Vice President-elect J.D. Vance and I authored to ban family seating fees. The FAA began a rulemaking to implement our provision last fall. Do you agree that family seating fees are an outrageous airline practice?

Answer. I am acutely aware of how expensive it is to travel as a family and how airline fees can accumulate. I also understand how difficult it can be to book and accommodate families on aircraft. I look forward to working with your office and Vice President-elect Vance on appropriate actions to address these issues.

Question 13a. Will you commit to swiftly completing that rulemaking?

Answer. If I am confirmed, I commit to implementing the law as enacted by Congress.

Question 14. Last year, Secretary Buttigieg launched an investigation into the four largest airlines' rewards programs. This review will examine the fairness, transparency, predictability, and competitiveness of airlines' rewards programs,

looking at issues related to rewards devaluation, hidden and dynamic pricing, fees, and these programs' impact on competition and choice. Will you commit to continuing this investigation into airlines' rewards programs and ensuring a comprehensive review and investigation?

Answer. Yes.

Question 15. In October 2024, the Department of Transportation entered into a bipartisan Airline Passenger Protection Partnership with attorneys general from 22 states and U.S. territories, including the attorney general from Massachusetts, to protect consumers from unfair and deceptive aviation practices. Will you commit to continuing to work with state attorneys general to protect passengers' rights?

Answer. If I am confirmed, I will request an update on the status of this partnership and will determine appropriate actions, consistent with Federal law.

Question 16. Over the last eight years, more than 275,000 people have died on U.S. roads, including more than 2,963 people in Massachusetts. If confirmed, can you describe your plan to eliminate the growing number of road injuries and fatalities?

Answer. I believe improving roadway safety will require multiple changes, including on technology, infrastructure, and regulation. Safety will be my top priority as Secretary, if I am confirmed, and I commit to working towards approaches that can improve roadway safety.

Question 17. In 2022, 7,522 pedestrians were killed in traffic crashes in the U.S., the highest number killed since 1981 and up 83 percent from the all-time low in 2009. Another 67,336 pedestrians were injured in traffic crashes that year. Similarly, in 2022, 1,105 bicyclists were killed 46,195 bicyclists were injured. If confirmed, what specific actions will you take to address deaths and injuries of vulnerable road users including pedestrians and bicyclists?

Answer. Safety is the core mission of the Department of Transportation. If I am confirmed, the Department will continue to fund projects and take actions that enhance the safety of the traveling public.

Question 18. Research has shown that advanced vehicle technologies, such as automatic emergency braking (AEB), lane departure warning (LDW), blind spot detection (BSD), rear AEB, and rear cross-traffic alert, can help to reduce motor vehicle fatalities and injuries. If confirmed, what specific actions will you take to promote the installation and use of these vehicle safety technologies?

Answer. If I am confirmed, the Department will follow the law with respect to directed rulemakings from Congress, including those that encompass technological requirements. The Department will also promote innovation in vehicle technologies while prioritizing safety.

Question 19. During your time in the House of Representatives, you consistently supported bills that permitted heavier trucks to operate on interstate roads. However, numerous studies from the Department of Transportation have concluded that larger and heavier vehicles are more frequently involved in truck crashes. Do you continue to support allowing heavier trucks to operate on interstate roads?

Answer. If confirmed as Secretary, I will continue to seek the best possible information to ensuring truck transportation is as safe and efficient as possible across U.S. roadways.

Question 19a. If confirmed, how will you address the safety risks caused by heavier trucks?

Answer. If confirmed as Secretary, I will continue to seek the best possible information to ensuring truck transportation is as safe and efficient as possible across U.S. roadways.

Question 20. In 2021, the National Highway Traffic Safety Administration issued a "Standard General Order" requiring vehicle manufacturers to submit information to the agency about crashes involving vehicles equipped with an automated driving systems or SAE-2 advanced driver assistance systems. This data has been essential for NHTSA and the public to understand the safety risks with autonomous vehicles. Will you commit to maintaining this "Standard General Order"?

Answer. If confirmed, I will review the status of this matter. Autonomous vehicles hold tremendous promise. If I am confirmed, the Department will prioritize safety and will take into account a range of factors and perspectives, when issuing rules and policies related to autonomous vehicles.

Question 21. Given that the Department of Transportation affects almost every single American, the Department must effectively engage with stakeholders. How will you ensure that victims, survivors, and other safety stakeholders are included in the planning and evaluation stages of DOT safety programs?

Answer. If I am confirmed, I will ensure that the Department actively and robustly engages with all stakeholders, very much to include victims and survivors.

Question 22. During your nomination hearing in the front of the Senate Commerce, Science, and Transportation Committee on January 15, you touched on the importance of balancing new technologies and protecting people's privacy. Modern modes of transportation, especially cars, collect, use, and share many types of sensitive information, such as location, photos, audio, and even video recordings. If confirmed, how would you work as Secretary of the Department of Transportation to ensure individual privacy is protected in both ongoing and new work undertaken by the Department?

Answer. Privacy is an important value in ensuring a free, open, safe, and efficient transportation system in America. I look forward to engaging with your office on the best means of advancing these goals.

Question 23. Last year, Secretary Pete Buttigieg began a Department of Transportation privacy review of the Nation's ten largest airlines. I was pleased that this investigation also properly included DOT's responsibility to enforce airlines' compliance with my Children's Online Privacy Protection Act. Will you commit to continuing this investigation into airlines' privacy policies and practices and ensuring a comprehensive review and investigation?

Answer. If I am confirmed, I commit to reviewing the results of the review, seeking input from other Federal agencies as appropriate, and taking action to the extent there is a violation of law, including compliance with the Children's Online Privacy Protection Act.

Question 24. Public transportation provides millions of rides every day, connecting people in communities large and small to jobs, healthcare, school, and services. The Bipartisan Infrastructure Law provided a generational investment in transit. If confirmed, how will you support public transportation across the country?

Answer. If I am confirmed, I will ensure that all agencies across the Department follow the law, including public transportation programs that—as you note—provide mobility to so many.

Question 25. A 2023 report by Brookings underscored how a lack of dedicated funding for airports to increase their climate resilience poses dire economic and environmental security risks, finding that an estimated 24 U.S. airports—carrying a quarter of all passengers in 2019—will experience some level of flooding by 2050. If confirmed, how will you ensure airports are prepared to address the impact of extreme storms and climate change?

Answer. If I am confirmed, I will ensure the FAA implements the changes Congress directed in order to strengthen our Nation's infrastructure.

Question 26. The current transportation system favors individuals with access to a car, but nondrivers make up a significant portion of the population, from rural areas to big cities. Across the United States, around 30 percent of people do not have a driver's license, and many more licensed individuals do not drive. How do you plan to increase mobility options and access for non-drivers?

Answer. If I am confirmed, I look forward to improving transportation across the board, including via new technologies.

Question 27. Transportation equity ensures that all communities, including historically underserved and marginalized groups, have access to safe, reliable, and affordable transportation options. What specific policies or initiatives will you implement to address transportation inequities and ensure that Federal investments benefit all communities fairly?

Answer. If I am confirmed, I will work to ensure that all communities are considered in order to improve the affordability and accessibility of the U.S. transportation system.

Question 28. On your podcast in August 2023, you said that Congress should “get rid of the Department of Energy and get rid of the EPA.” Do you stand by those statements?

Answer. My role as a political and policy commentator is distinct from the role of Secretary of the Department of Transportation. The transportation sector is a unifying space in our politics, and I will work with members of all parties on the challenges facing our country's infrastructure.

Relevant policy decisions will be made by the President. If confirmed, I will work with all relevant agency leaders and Congress to accomplish the President's goals.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. GARY PETERS TO
HON. SEAN DUFFY

Question 1. Mr. Duffy, investment in our air traffic control infrastructure is essential for safe air travel and to reduce airport delays. That's why I have advocated to address the national backlog of Air Traffic Control facilities—especially at Grand Rapids Airport, which is a hub airport with a 60-year-old tower. If confirmed, will you work with me on finding a way to replace Grand Rapids' tower and invest in modernizing our air traffic control facilities?

Answer. Yes.

Question 2. Mr. Duffy, I am a champion of passenger rail projects in Michigan, including one that would bring back rail service to the historic Michigan Central Station in Detroit—and extend that service across our border with Canada into Windsor. This project requires continued support and coordination from DOT to move forward. If confirmed, do you commit to continuing DOT's work to help achieve this important Michigan rail priority?

Answer. Yes.

Question 3. Mr. Duffy, as you pointed out in your testimony, far too many Americans die on our roads every day—that is unacceptable and preventable. Last year I held a hearing on how to improve roadway safety and highlighted the work Michigan is doing to turn around this national trend, including through Safe Streets for All funding and technology improvements. I believe one key to improving safety is finally having a confirmed leader at the National Highway Traffic Safety Administration after 6 years. Do you agree we need strong, qualified leadership at NHTSA to carry out its safety mission? What would be your approach to NHTSA's role in roadway safety?

Answer. Yes, I agree on the need for strong, qualified leadership at NHTSA. If I am confirmed, I will work to ensure that NHTSA uses all its resources to make tangible improvements to road safety.

Question 4. I have been a consistent champion for NHTSA's public-private PARTS program which allows automakers to confidentially share safety data on emerging safety technologies with NHTSA through a third party that the agency would otherwise not have access to. If confirmed, do you commit to continuing this partnership and working with me to strengthen it?

Answer. Yes. Balanced with privacy, this is an important role for NHTSA.

Question 5. In 2023, the Office of Automation Safety was created within NHTSA's Office of Rulemaking to work on issues relating to autonomous vehicles. Funding and fully staffing this office is key to building public trust and transparency and also working towards regulatory certainty and reasonable safeguards in the deployment of autonomous vehicles. If confirmed, do you commit to continuing to support the work of this office moving forward?

Answer. Yes.

Question 6. Mr. Duffy, as Ranking Member of the Homeland Security and Government Affairs Committee, I have led efforts to ensure that federal, state and local law enforcement have the authorities and resources they need to counter nefarious Unmanned Aerial Systems—or drones—in our airspace. As a member of this committee, I have been supportive of commercial innovation in the drone space. For America to lead in this key technology we must have both security and innovation. If confirmed, will you commit to working with me and the inter-agencies responsible for securing our airspace from malign drone use while also pursuing responsible policies for commercial drone integration?

Answer. Yes.

Question 7. In recent years, several very large companies have shifted much of their trucking fleets to subcontracted companies, who act as the employer of their drivers. While nothing in law prevents them from doing so, the scope of some of these subcontracted fleets makes it difficult for FMCSA to collect data and to track safety violations. For example, tight deadlines for delivery services can prompt drivers to speed or engage in risky driving to meet quotas, can have driver fatigue due to working extended hours, or can be distracted drivers due to checking their phones or managing package deliveries while driving. If confirmed, would you consider how FMCSA can collect high quality safety data related to these fleets?

Answer. Yes.

Question 8. Mr. Duffy, I am concerned about a negative trend in the global recognition and adoption of U.S. vehicle safety standards—the Federal Motor Vehicle Safety Standards (FMVSS)—which DOT develops, implements, and (under the previous 3 administrations) promotes internationally. Without broad international rec-

ognition of U.S. standards, American automakers face barriers to exporting their products, limiting market access and their competitiveness in key auto markets. If confirmed, will you prioritize DOT's role in promoting other countries' acceptance of vehicles built to FMVSS so that American auto companies and their workers can export to those markets?

Answer. Yes.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TAMMY BALDWIN TO
HON. SEAN DUFFY

Question 1. As a member of the Amtrak Board, will you support continued investment in Amtrak's infrastructure and growth?

Answer. If I am confirmed, I will ensure that all Departmental programs are executed consistent with congressional mandates, to include rail infrastructure grant programs.

Question 2. What are your thoughts on the Essential Air Service (EAS) program? Will you support the elimination of EAS?

Answer. I support EAS.

Question 3. One of FAA's most successful public-private partnerships is the contract tower program. More than 206 airports are in the program, including nine in Wisconsin. Will this program continue to be a high priority for DOT and FAA? How will DOT and FAA address staffing challenges facing contract tower airports under your leadership?

Answer. If confirmed, I commit to continuing to support the contract tower program, to understanding the needs of those tower operators and airports, and to working with them to address any concerns related to personnel, guidance, or equipment, as appropriate.

Question 4. How would you address the pilot shortage, which has negatively impacted air service to small and rural communities across the country?

Answer. If I am confirmed, it starts with implementing the provisions of the FAA Reauthorization Act of 2024 that are aimed at improving the pilot pipeline, such as the workforce grant program.

Question 5. Wisconsin has been hit hard by extreme weather and flooding that has washed out roads and damaged highways and bridges. As extreme weather becomes more frequent, states and local communities will need to build stronger and more resilient roads and bridges that can withstand the next storm or natural disaster. How will the Department of Transportation, under your leadership, integrate climate risk and resilience into decision-making and infrastructure investments?

Answer. America's infrastructure is crumbling, and we need to ensure Americans are safe regardless of the mode of transportation. That's why I believe that we must invest in upgrading our infrastructure.

Question 6. The MARAD Small Shipyard Grant Program is a key tool for small shipyards to secure new infrastructure, such as cranes, port infrastructure, and other needs to maintain competitiveness. This program is a vital means to help modernize our country's small shipyards, spur American manufacturing, and strengthen local economies. Do you support the Small Shipyard Grant Program?

Answer. Yes.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TAMMY DUCKWORTH TO
HON. SEAN DUFFY

Question 1. In 2023, 1,241 people died in car crashes in Illinois. Under your leadership, how would the Department of Transportation work to eliminate traffic fatalities and serious injuries?

Answer. Safety is critical. We must find ways to reduce crashes on our roadways. If I am confirmed, I will work to support ongoing efforts across the Department to implement technology and programs to improve safety for all roadway users.

Question 2. The United States has long been the global leader in aviation. How would you ensure the Department of Transportation and FAA foster aviation safety and innovation internationally to protect Americans traveling abroad?

Answer. While the Department lacks regulatory authority over non-U.S. carriers operating outside the U.S., we can continue raising the global safety standard for aviation. I would instruct the Department to continue this effort through appropriate channels with ICAO, continuing technical assistance to other aviation authorities, working with the FAA's international partners on improving aircraft de-

sign standards, and ensuring U.S. carriers hold their codeshare partners to the highest standards.

Question 3. The FAA Reauthorization Act of 2024 included several provisions that would improve the safe and dignified treatment of all air travelers, including passengers with disabilities. The Department of Transportation promulgated a final rule that was well received by the disability community and will improve the air travel experience of wheelchair users in particular.

Enforcement of the law's requirements will be key to protecting the health and safety of disabled passengers who use wheelchairs. If confirmed, how will the Department of Transportation work with stakeholders, including airlines and passengers with disabilities, to implement the disability protections and accessibility improvements in the FAA Reauthorization Act of 2024?

Answer. I appreciate your advocacy on behalf of passengers with disabilities. If I am confirmed, I commit to ensuring airlines follow the law and instructing the Department to take appropriate action if they fail to do so. I also commit to seeking the input of stakeholders as the Department works to implement the FAA's 2024 reauthorization.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. BEN RAY LUJÁN TO
HON. SEAN DUFFY

Question 1. Thank you for talking with me today about the importance of putting an end to drunk driving on our roadways. As you know, this issue is personal to me, and I am committed to working with you to get this rulemaking done by the statutory deadline of November 15, 2027. If confirmed, I understand that you will need some time to familiarize yourself with the Department's work on this issue. Do you commit to sending me an update in writing on the current status of the rulemaking, including the timeline to complete it, within 6 months of your confirmation?

Answer. Yes.

Question 2. I appreciate you mentioning our shared priority that as vehicles become more technologically advanced, we must ensure that drivers' privacy is protected. Do you commit to issuing a rulemaking for the impaired driving provision of the Bipartisan Infrastructure Law that protects drivers' privacy, ensuring that driver data is not collected, stored, shared, or sold?

Answer. If I am confirmed, I will order the relevant agencies to implement the law as enacted by Congress.

Question 3. In addition to the HALT/RIDE Act and other key safety provisions, the Bipartisan Infrastructure Law established several funding programs to make our infrastructure safer, including the Safe Streets for All and the Railroad Crossing Elimination programs. Yes or no, do you support continuing to fund the safety-focused programs that were established by the Bipartisan Infrastructure Law?

Answer. If I am confirmed, the Department will administer all congressionally enacted programs consistent with existing law. Should Congress update those programs in future legislation, the Department will adapt to any changes, again consistent with the law.

Question 4. One of my priorities in the upcoming Surface Transportation Reauthorization package is ensuring that our Tribes and small local governments get their fair share from these programs. Far too often, I hear that lack of awareness and limited people-power prevent communities from going after this funding—including the communities that need it the most. Do you support making it easier for our Tribes and small counties and towns throughout the country to access key infrastructure and safety funding?

Answer. I support all small, rural, and tribal communities being able to access key infrastructure and safety funding. I would appreciate the chance—if confirmed—to work with your office on ways to ensure that any roadblocks are removed, consistent with the Department's statutory authority.

Question 5. Will you commit to maintaining the Office of Tribal Government Affairs at DOT, formalizing Tribal Consultation requirements for Department officials, and holding regular Tribal Transportation Summits to increase awareness and technical assistance for Tribes so Tribes can access competitive agency funding?

Answer. Yes.

Question 6. As you know, there is a significant shortage of air traffic controllers across our aviation system. At the end of Fiscal Year 2024, the Federal Aviation Administration (FAA) had 1,020 fewer Certified Professional Controllers (CPCs) than at the end of Fiscal Year 2012.

Last year, I was proud to work with my colleagues to include language in the FAA Reauthorization package that mandates maximum hiring of air traffic controller trainees for five years, so long as there is adequate funding. I appreciate that in your testimony you noted that you agree that we need more air traffic controllers. Will you commit to supporting the implementation of maximum hiring targets, including ensuring that there is sufficient funding to meet those targets?

Answer. Yes.

Question 7. When we last spoke, I highlighted the importance of the Southwest Chief to connect New Mexico to the rest of the country. In recent years, champions that fight for the Southwest Chief and the rest of Amtrak's long-distance network, including my Senate Commerce colleague Senator Moran, have pushed back against efforts to slash service. Under the previous Trump Administration, there were efforts to move parts of the Southwest Chief's service to bus service. Yes or no, if confirmed do you commit to maintaining and expanding Amtrak's long-distance routes including the Southwest Chief?

Answer. If I am confirmed, I will order the Department to comply with all relevant mandates contained in the law as authorized by Congress.

Question 8. Stakeholder engagement is critical as the programs and policies enacted by the Department of Transportation affect almost every single American's life. Last Congress, I introduced the DOT Victim and Survivor Advocate Act to ensure the Department has dedicated staff who are responsible for ensuring roadway safety crash victims, survivors, and their families are a part of Department decision-making. What is your plan to ensure the voices of victims and survivors and other safety stakeholders are included in USDOT safety programs and other department processes?

Answer. If I am confirmed, I commit to ensuring a robust stakeholder outreach program to ensure safety concerns in particular are high on the radar screen with all Departmental offices and modes.

Question 9. Do you commit that the Department, under your leadership, will be responsive to victims, survivors, and their families?

Answer. Yes.

Question 10. As of this hearing on January 15, 2024, it has been 856 days since we have had a Senate confirmed leader of the National Highway Traffic Safety Administration (NHTSA). Over the past 8 years, we have only had a confirmed administrator for 96 days. That is just 3 percent of the last 8 years. Over that 8-year period, more than 275,000 people have died on U.S. roads, including more than 3,415 in New Mexico. The NHTSA Administrator role is critical to improving roadway safety in New Mexico and across the country. As Secretary of Transportation, will you commit to working with the President to ensure a safety-focused NHTSA leader that can be successfully confirmed by the Senate is expeditiously nominated?

Answer. Yes.

Question 11. Unfortunately, there are many examples of NHTSA missing statutory deadlines and failing to complete final rules in accordance with Congressional mandates. If confirmed, how will you ensure the agencies within the Department, including NHTSA, meet the deadlines and mandates set for them by Congress?

Answer. If I am confirmed, the Department will prioritize meeting all deadlines and fulfilling all mandates prescribed by the law as enacted by Congress.

Question 12. Fraud is a growing problem in the transportation industry, with incidents such as cargo theft, identity theft, and financial scams causing significant losses and posing serious safety and consumer risks, as well as significant costs. These crimes threaten the reliability of supply chains, jeopardize food security, and are increasingly linked to transnational crime rings. They impact not only businesses but also workers and consumers who depend on safe, efficient, and reliable logistics systems. Will you commit to quickly using the Department's authority to help curb fraud in the industry and better safeguard the supply chain, safety and consumer interests?

Answer. If confirmed, I will review what authorities the Department can use to address fraud issues, and I would particularly appreciate the ability to hear in detail from your office about specific concerns.

Question 13. As we discussed in our meeting, it is a priority for me to put an end to trucking fatalities—and in particular, underride crashes. In 2015, 16-year-old Riley Hein was killed in a collision with an 18-wheeler in Tijeras, New Mexico. Because the truck did not have side underride guards, Riley's car became wedged underneath it during the collision and was dragged for half a mile. Eventually, the car caught fire and Riley burned to death. Underride crashes are extremely dangerous, and often result in serious injuries or death. But they are preventable, and

the technology to prevent them already exists. Do you commit to working with industry, advocacy, and other safety partners to address underride crashes and stop preventable deaths on our roadways?

Answer. Yes.

Question 14. In addition, underride crashes are severely underreported. The Fatality Analysis Reporting System (FARS) is a nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. However, the data is often inaccurate due to differences on how each state collects and reports this data. For example, many states do not have an Underride/Override checkbox on their electronic State Police Crash Report Forms, making it difficult to accurately report these crashes and represent them in the system. When data is inaccurate, the Department is unable to make informed decisions about how to address fatalities and mitigate and prevent specific types of crashes, including underride crashes. If confirmed, do you commit to addressing inaccuracies in the FARS system and working with states to standardize reporting?

Answer. If I am confirmed, I will work closely with the states to understand and improve upon existing reporting, including the FARS system.

Question 15. We are in the midst of a truck crash crisis. Nearly 6,000 fatal truck crashes occurred in the most recent year for which data is available, a 75 percent increase since 2009. New Mexico has one of the highest truck crash fatality rates in the country. If confirmed, what specific actions will you take to reverse this trend and make interstate trucking safer?

Answer. If I am confirmed, I will work with other Federal agencies, state/local/tribal governments, and stakeholders to identify infrastructure, technology, and process improvements to improve the safety of our roadways.

Question 16. It is increasingly important that consumers, aftermarket suppliers, and independent repair shops have access to the tools necessary to repair modern vehicles, while balancing concerns about cybersecurity and proprietary information. If confirmed as Secretary of Transportation, would you support promoting a robust ecosystem of vehicle repair that gives consumers choice?

Answer. If I am confirmed, I will ensure that the Department works with all stakeholders, both in government and outside it, to pursue reform that can be a benefit to consumers.

Question 17. Currently, there are 168 recommendations from the National Transportation Safety Board (NTSB) to the Department of Transportation that are marked Open-Unacceptable. If confirmed, do you commit to reviewing these recommendations and ensuring the Department provides a sufficient and public response on what is being done to address these open recommendations?

Answer. If I am confirmed, the Department will review all open recommendations issued by NTSB and ensure we prioritize safety with all Departmental actions.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JOHN HICKENLOOPER TO
HON. SEAN DUFFY

Question 1. Colorado has key passenger rail service routes operated by Amtrak and other private railroad operators, and serves as a hub for the Mountain West. In recent years we have seen how key rail service is to travel, tourism, and our growing economy. DOT has awarded funding through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program to support safer freight rail traffic and invest in passenger rail. If confirmed, how will you ensure the Department of Transportation passenger rail projects increase mobility for passengers while maintaining high levels of safety and on-time service performance?

Answer. If I am confirmed, the Department will continue to execute on the grant programs as authorized by Congress—including CRISI.

Question 2. In April 2024, the Colorado Department of Transportation discovered a significant crack in the high-strength steel support structure of the Blue Mesa Bridge during a routine inspection, prompting its immediate closure. This critical infrastructure failure left rural, mountainous communities in Southwest Colorado effectively cut off from essential services. We appreciate the Department of Transportation's investments from the Bipartisan Infrastructure Law, providing over \$5 billion to our state, and know that critical projects in our state, including the Blue Mesa Bridge, will continue to benefit from this investment. If confirmed, will you continue to invest the funding included in the Bipartisan Infrastructure Law on critical infrastructure projects, including the Blue Mesa Bridge project, to receive nec-

essary funding to restore connectivity and support the needs of Colorado's rural communities?

Answer. If I am confirmed, underserved rural communities will be a particular priority for infrastructure dollars. I look forward to learning more from your office about the Blue Mesa Bridge and how the Department may be able to assist.

Question 3. It is clear the United States needs to quickly modernize our infrastructure, technology, and grow our workforce to maintain safety across the National Airspace System (NAS). In Colorado, several airports like Northern Colorado Regional Airport (FNL) located in rural communities are part of the Federal Contract Tower Program or are pursuing establishing a Remote Tower system once technology vendors are certified by the Federal Aviation Administration. An airport's location in a rural or urban area should not compromise the level of safety and efficiency an airport can provide passengers. If confirmed, will you commit to taking all necessary steps to ensure:

- (1) Airports' air traffic control personnel needs are fulfilled under the Federal Contract Tower Program? And;
- (2) Airports receive clear communication from the FAA on the status of testing for technologies seeking certification under the Remote Tower Pilot Program?

Answer. Yes to both.

Question 4. Impaired or distracted driving can cause significant accidents, leave survivors with lifelong injuries or trauma, and even be fatal. Under the Bipartisan Infrastructure Law, Congress directed the Department of Transportation to initiate several rules to incentivize auto manufacturers to install new detection or safety technologies in an effort to increase safety and reduce avoidable accidents from occurring. Unfortunately, only 4 out of 11 Congressionally-mandated rulemakings from the Bipartisan Infrastructure Law have been completed. Congress also mandated a study between the Departments of Transportation, Justice, and Health & Human Services to identify specific barriers that prevent the research of marijuana-impaired driving. If confirmed, what steps will you take to increase research and develop safety standards to prevent marijuana-impaired driving? And how would you ensure the Department of Transportation quickly implements required safety rulemakings it has yet to complete?

Answer. If confirmed, I will work with all relevant Departmental offices and modes to determine the current status of the research that can support efforts to address impaired driving.

Question 5. The aviation sector has fallen victim to significant disruptions to air travel due to malfunctions in information technology systems of U.S. airlines. With proper investment, rigorous oversight, and routine maintenance, Americans can reach their destinations on time and without unnecessary delays. If confirmed, how would you work with U.S. airlines to ensure they take the necessary measures within their control, such as IT modernization and thorough planning, to prevent future disruptions to air travel?

Answer. If I am confirmed, I will instruct the Department's staff, including at FAA, to work with airlines to determine immediate and ongoing steps to promote IT modernization and cybersecurity improvements.

Question 6. In 2024, the FAA approved 156 licensed launches into space. As stated in your questionnaire to this Committee, the growth and competitiveness of the United States' aerospace sector is key for economic growth and is a national security imperative. We introduced the bipartisan SPACEPORT Act to provide dedicated infrastructure funding for licensed and emerging spaceports such as the Colorado Air and Space Port and across the United States to remain at the forefront with modern infrastructure. The SPACEPORT Act accomplishes this goal by revitalizing the FAA's Space Transportation Infrastructure Matching (STIM) Program. Will you commit to working with us to ensure the STIM Program is reauthorized by Congress with sufficient funding to support the needs of U.S. spaceports?

Answer. Ultimately Congress holds the decisions to reauthorize. The Department will be a resource in that process on any questions or data needs.

Question 7. The growth of space launches benefits our global competitiveness and fulfills key national security objectives. The increasing pace of space launches and dynamic nature of launch windows, however, can be impacted by factors such as weather and space launch system malfunctions. This can impact the general and commercial aviation sector due to certain airspace becoming temporarily inaccessible. The FAA Reauthorization Act included funding for the FAA to expedite its development, acquisition, and deployment of technology to integrate space launch and reentry data directly onto air traffic controller displays. If confirmed, how will you ensure the general and commercial aviation communities have the necessary infor-

mation they need to effectively plan service routes and avoid delays from space launch and reentry activities?

Answer. I will follow the law as set out in the FAA reauthorization.

Question 8. The Department of Transportation (DOT) and Federal Aviation Administration (FAA) oversee bleeding edge technological innovations that will transform aviation for passengers. Supersonic aviation, once fully tested and operational, has the potential to dramatically shorten long-distance domestic and international travel for passengers. The International Civil Aviation Organization (ICAO) is convening international partners to examine the testing and safety frameworks needed to foster growth in the supersonic aviation industry, including by reducing aircraft noise during takeoff and landing. If confirmed, how will you ensure the DOT, FAA, and U.S. stakeholders have their views on supersonic aviation properly represented before international bodies such as ICAO?

Answer. The FAA has been a leader in aviation globally since its inception and it is important that we use our experience and aspirations to push forward aviation innovation home and abroad. ICAO is one such venue where we need to continue to provide input, influence, and remain involved. If I am confirmed, I commit to supporting efforts to ensure the U.S. remains closely engaged.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JOHN FETTERMAN TO
HON. SEAN DUFFY

Question 1. Pennsylvania communities have made important progress toward returning passenger rail service to Pennsylvania. I'm especially excited about the Schuylkill River Passenger Rail Authority (which would serve Reading, Pottstown, and Phoenixville) and the Scranton to New York rail service. Expanded rail service is a transportation and economic development issue for these communities. The Reading and Scranton rail projects are currently moving forward thanks to the Corridor ID program and will need future capital grants through CRISI and FSP to get across the finish line. How will you support ongoing passenger rail efforts begun under the prior administration?

Answer. If I am confirmed, the Department will continue to execute on all infrastructure programs consistent with the law as enacted by Congress.

Question 1a. Would you support continued funding for passenger rail capital grants in the next surface transportation bill?

Answer. If I am confirmed, the Department will continue to execute on all grant programs consistent with the law as mandated by Congress. Any future legislation enacted by Congress will be similarly upheld by the work of the Department.

Question 2. After a Norfolk Southern train derailed on the border of Pennsylvania and Ohio, Vice President-Elect Vance and I worked with our colleagues to introduce the Railway Safety Act to prevent similar tragedies. In your nomination hearing, you indicated that you would stand by the Federal Railroad Administration's rule requiring two crewmembers on freight rail trains. Will you support the Railway Safety Act and its other provisions if you are confirmed as DOT Secretary?

Answer. I will work with Congress and all stakeholders to find ways to improve safety. On the particular legislation, because it has been a priority of the incoming administration, I want to have a discussion with President Trump and Vice President-Elect Vance after they are sworn in.

Question 3. Transit is essential to so many Pennsylvanians. While preventing the fiscal cliff and improving service is paramount, I'm also concerned about potential cuts to construction funds. There are major projects coming down the pike in PA, the largest being Philadelphia's Roosevelt Boulevard transit proposal, which would be a huge deal for the city and the region. Will you support cuts to transit capital programs or decreases in the Federal match under New Starts?

Answer. If confirmed, I will ensure that all existing programs are executed by the Department consistent with congressional mandates. Any future changes to law as enacted by Congress will likewise find the Department ready to act in support of the law.

Question 3a. Will you continue to work with SEPTA, PRT, rabbitransit, and the other transit agencies in Pennsylvania on their federally funded bus and rail car grants and capital projects?

Answer. Yes.

Question 3b. You've expressed your interest in reducing permitting delays for major projects. How would you improve construction timelines for transit projects in older cities like Philadelphia?

Answer. If confirmed, I will make permitting reform a top priority for infrastructure solutions. I appreciate you flagging that different communities may have different abilities when it comes to improving the process. I would like to work with your office on ways that we can speed up project delivery in each and every community in your state and across the several states.

Question 4. I was glad to hear you discuss the importance of roadway safety in your testimony and during the hearing. Pennsylvania communities have received more than \$100 million through the Safe Streets for All grant program. Many small and rural communities in the commonwealth have shared their need for the program to continue, as a street safety and economic development investment. Nationwide, localities applied for three times the amount of funding available—it's clear that other levels of government have not been investing in these smaller street and roadway projects. Would you support any version of this program in a surface transportation reauthorization?

Answer. If I am confirmed, the Department will continue to administer the Safe Streets and Roads for All grant program as set out by Congress in the law. We will implement that mission using whatever tools Congress authorizes in any future legislation.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. LISA BLUNT ROCHESTER TO
HON. SEAN DUFFY

Question 1. As I shared with you in the hearing, the Federal government should be doing everything it can to support Delaware State University's (DSU) premier aviation bachelor's program. Amidst critical pilot shortages, DSU, the only HBCU in Delaware, equips students with the skills and training they need for successful careers in the aviation industry.

Will you commit to visiting DSU's program to see firsthand the groundbreaking work they are doing?

Answer. Yes.

Question 2. As Secretary, how do you plan to partner with HBCUs like DSU to address aviation industry job shortages and support their innovative program?

Answer. If I am confirmed, I plan to continue the FAA's support of existing programs which are training the next generation of aviation professionals. Institutions like DSU, other HBCUs, and all institutions of higher learning can be valued partners for these programs.

Question 3. As we discussed, many of America's rural and coastal communities do not have adequate access to public transportation. That is why I am working to restore rail access to and from central and southern Delaware. Will you support additional funding for the Corridor ID program in the next Surface Transportation Reauthorization?

Answer. If I am confirmed, the Department will abide by all program mandates contained in legislation enacted by Congress. We will abide by all future congressional enacted legislation, as well.

Question 4. Will you seek funding cuts for our existing passenger rail infrastructure, including Amtrak and SEPTA?

Answer. If I am confirmed, the Department will abide by all program mandates contained in legislation enacted by Congress. We will abide by all future congressional enacted legislation, as well.

Question 5. A topic we discussed in my office was the Reconnecting Communities Program. I helped author this program. During the 1950s and the immediate decades to follow, the construction of the Interstate Highway System and other federally sponsored infrastructure and urban renewal projects divided and tore through low-income neighborhoods and communities of color. These intentional planning decisions, with little public input, forever changed the urban fabric of towns and cities like Wilmington, Delaware, where the racial and socioeconomic divisions resulting from these projects persist today. Will you commit to continuing the Department's work to rectify the harm caused by Federal infrastructure projects that divided our communities and reduced economic opportunities?

Answer. If I am confirmed, the Department will follow the law as set out by Congress and work to improve safe mobility and connectivity for all communities.

Question 6. Will you support additional funding for the Reconnecting Communities Program to address this legacy?

Answer. If I am confirmed, the Department will continue to administer all programs consistent with the law as enacted by Congress. Any future legislation enacted by Congress will likewise receive the full engagement of the Department.

Question 7. The domestic auto industry has spent billions of dollars tooling up to compete in the global EV revolution thanks to investments and commitments made by the United States. If we don't continue to support the U.S. auto industry, Chinese car manufacturers will enthusiastically fill the gap as the world moves toward EVs. How will you approach this issue so that the U.S. auto industry can compete globally in the EV market?

Answer. I believe in consumers having a choice with respect to which vehicles they purchase. We will promote a robust marketplace for all vehicle types without preference to one specific type, enhancing the competitive edge and a diversified market for the United States.

Question 8. Mr. Duffy, the U.S. commercial space launch and reentry industry continues to grow at a significant rate each year. The FAA has an important role to play both in timely licensing but also increasingly in supporting the infrastructure necessary to support these space transportation activities. For example, the FAA-licensed commercial Mid-Atlantic Regional Spaceport at Wallops Island on the Eastern Shore of Delaware, Maryland and Virginia is America's busiest spaceport outside of the two Space Force run launch sites in Florida and California.

Will you commit to directing the FAA to follow through on its statutory direction from Congress to invest in spaceport infrastructure?

Answer. If I am confirmed, the Department, including FAA, will certainly follow through on congressional dictates with respect to all infrastructure, including spaceport infrastructure.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. ANDY KIM TO
HON. SEAN DUFFY

Question 1. In your testimony, you highlighted the importance of safety on the roads, noting the 40,000 lives lost in roadway accidents each year. One of the most exciting areas of development today is autonomous vehicles, but we still do not have a binding safety framework to regulate them. Will you commit to developing a binding safety framework for AVs that does not compromise the safety of American citizens on the road?

Answer. I will work with the Administrator and experts in NHTSA to develop a framework for AV regulation that promotes safety and allows for innovation.

Question 2. In recent years, the Department of Transportation has rolled out tools to enhance customer service-style governance, including an Airline Customer Service Dashboard that provides important information regarding fee-free family seating, airline cancellation commitments, and more. Will you commit to continuing to improve the customer service relationship the Department of Transportation has with Americans, and sustain these efforts?

Answer. I will work to ensure that the Department uses its authorities to promote aviation consumer protection in a manner consistent with the law.